

Notice of meeting and agenda

Transport and Environment Committee

10.00 am Thursday, 28th January, 2021

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to watch the live webcast.

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1. Order of Business

- 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

- 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

- 3.1 If any.

4. Minutes

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5. Forward Planning

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7. Executive Decisions

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7.4	Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area – Report by the Executive Director of Place	589 - 636
7.5	Objections to TRO/20/07 - Proposed Extension of 20mph Speed Limit – Report by the Executive Director of Place	637 - 648
7.6	Waste and Cleansing Services Performance Update – Report by the Executive Director of Place	649 - 662
7.7	Modernising Parking Permits – Report by the Executive Director of Place	663 - 670
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7.9	Trams to Newhaven: Commencement of Statutory Procedures for Traffic Regulation Order – Report by the Executive Director of Place	691 - 696
7.10	Lothian Buses Presentation	

8. Routine Decisions

8.1	Internal Audit: Overdue Findings and Key Performance Indicators at 30 October 2020 - referral from the Governance, Risk and Best Value Committee	697 - 802
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8.2	Transport Arm's- Length External Organisations: Lothian Buses Company Board Appointment – Report by the Executive Director of Place	803 - 806
8.3	2020 Air Quality Annual Progress Report – Report by the Executive Director of Place	807 - 830
8.4	Revenue Monitoring Update - 2020/2021 Month seven position – Report by the Executive Director of Place	831 - 840

9. Motions

9.1 Motion by Councillor Rose - Pedestrian crossing in Bernard Terrace

“Committee:

- 1) Notes after lengthy discussions and requests from members of the local community over a period of several years, proposals for a pedestrian crossing in Bernard Terrace, close to the junction with St Leonard’s Street were included in the South East Participatory Budgeting Process in early 2018.
- 2) Notes the proposals came top of the list and that, it is understood, capital was set aside for the crossing.
- 3) Notes the full package of plans for a Zebra crossing at the location have been drawn up by consultants and have been safety checked.
- 4) Notes that Southside Community Council and members of the local community have continued to support these plans but are concerned about the delay in implementing the decision taken.
- 5) Notes the provision of a crossing supports the policy

priorities for pedestrians and active travel.

- 6) Resolves that this project should proceed to delivery as soon as possible.”

9.2 Motion by Councillor Webber - Safer Cycling for All

“Committee notes that the new segregated temporary cycle lanes introduced across the City are unfamiliar to all types road user and can sometimes require different road user behaviour.

Committee therefore requests a report in one cycle on the feasibility of a campaign to ensure cyclists get the maximum benefit from these measures whilst further enhancing the safety of all road users.

Committee agrees that the campaign should be funded from the Spaces for People funds.

Examples of issues the campaign might address, though not exclusively, could include:

- How all road users can take considerate action to avoid danger/conflict at the end of lanes, where there are shared surfaces, where the lanes are crossed by pedestrians and at junctions
- What action to take if the surface of the lane is unsafe – e.g. due to a blockage or trough leaves or ice
- the circumstances when a cyclist might use the carriageway when a segregated cycle lane is in place
- how different speeds of cycling can be accommodated within the segregated lane
- Recommendations for safety and visibility – e.g. use of appropriate lighting, high visibility clothing and helmets
- how to report damage or dangers such as poor surface or missing bollards”

9.3 Motion by Councillor Webber - EV Infrastructure

“Committee:

1. Notes that the Edinburgh Climate Commission, in its report 'Forward, Faster, Together' outlining recommendations for a Green Recovery identified the roll out of universal EV charging networks with access for all as a priority action.
2. Notes that the Policy and Sustainability Committee agreed the recommendations of the Edinburgh Climate Commission at its meeting on 23 July 2020 including those relating to EV charging networks.
3. Notes that despite this and previous commitments on EV and parking infrastructure Electric vehicle charging device statistics published by the Department for Transport on 10 November 2020 show that City of Edinburgh Council is the worst performing local authority area in Scotland for provision of electric vehicle charging infrastructure.
4. Notes that, in contrast to neighbouring local authority areas such as East Lothian, City of Edinburgh Council has been unable to make progress with its strategy to install a network of on-street electric vehicle charging 'hubs' across the Capital.
5. Therefore instructs the Director of Place to take all necessary action to prioritise the roll out of a universal EV charging network in line with the recommendation of the Edinburgh Climate Commission and, as a first step to ensure past failures are avoided and the required action is taken, reports to Committee within two cycles with an action plan and milestones for the roll out. Further, as part of this report the Director should provide options to promote the electrification of vehicles in Edinburgh which seek to bring together council, residents and business with a view to better prepare the city for a carbon neutral transport infrastructure.”

9.4 Motion by Councillor Lang - Cammo Road trial closure

- “1) Committee notes:
- A. the written deputation signed by 59 people from 30 properties on Cammo Road, Turnhouse Farm Road, Lennymuir, and Nether Lennie, calling for the Council to proceed with a trial closure of Cammo Road to through traffic as a result of safety concerns over the volume and speed of commuting and HGV traffic.
 - B. the counter written deputation signed by 27 residents from 13 properties at Lennymuir, opposing any such closure because of concerns over adequate access to their homes.
 - C. that north west locality transport officers agreed in 2018 to the principle of progressing a trial through-road closure of Cammo Road in order to properly assess impact before considering any longer-term measures.
 - D. that the proposed through-road closure point still ensured all properties could be accessed, with alternative road access available via Craigs Road and/or Turnhouse Road.
- 2) Committee recognises the long standing concerns of a majority of local residents and the risk that current problems could be worsened by new housing developments; therefore calls on officers to engage with ward councillors and to bring forward a report in one cycle, setting out the options for running a trial through-road closure of Cammo Road during 2021.
- 3) Committee agrees that any such trial closure should preserve access to the Cammo Estate car park and ensure adequate access for emergency vehicles.”

Andrew Kerr

Chief Executive

Committee Members

Councillor Lesley Macinnes (Convener), Councillor Karen Doran (Vice-Convener), Councillor Scott Arthur, Councillor Eleanor Bird, Councillor Gavin Corbett, Councillor David Key, Councillor Kevin Lang, Councillor Claire Miller, Councillor Stephanie Smith, Councillor Susan Webber and Councillor Iain Whyte

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council. The meeting will be held by Teams and will be webcast live for viewing by members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan / Martin Scott, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4283 / 0131 529 4237, email veronica.macmillan@edinburgh.gov.uk / martin.scott@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 12 November 2020

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Brown (substituting for Councillor Smith, item 11), Corbett, Key, Lang, Miller, Perry (substituting for Councillor Arthur), Smith (items 1-10, 12 onwards), Webber and Whyte.

1. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 1 October 2020 as a correct record.

2. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme, submitted.)

3. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for November 2020 was presented.

Decision

- 1) To note the outstanding actions.
- 2) To Action 36 - To note that the Managing Director and Chair of Lothian Buses would be invited to the meeting of the Transport and Environment Committee on 28 January 2021.

(Reference – Rolling Actions Log, submitted.)

4. Transport and Environment Committee Business Bulletin

a) Deputation – Calming Brunstane Road Residents Group

A written deputation was presented on behalf of Calming Brunstane Road Residents Group.

The deputation noted that, for over a year, they had submitted detailed written suggestions regarding rat running traffic in Brunstane Road and how it could be better managed. The deputation noted their determination to pursue their case and would continue to work for the health and wellbeing of the residents of their road. Whilst they had demonstrated commitment to a whole area approach, due

to the pandemic there was a need for urgency. The closure of Brunstane would act as a catalyst for area wide improvements.

b) Business Bulletin

The Transport and Environment Committee Business Bulletin for November 2020 was presented.

Decision

- 1) To agree that a briefing note would be circulated on the implementation of controlled parking zones including a timeline.
- 2) To agree that a briefing note on winter maintenance measures would be circulated to Committee and an update would be included in the Business Bulletin of the Transport and Environment Committee on 28 January 2021.
- 3) To agree that the Kirkliston and Queensferry Traffic and Active Travel Study was not to be closed off as an action.
- 4) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

5. Vision for Water Management

The City of Edinburgh Council had recognised Climate Change as a key challenge now and into the future, set a target for Edinburgh being carbon neutral by 2030, and had developed a sustainability programme to work towards achieving this target. An overarching Vision for Management of Water, looking at how the city could adapt to the challenge was provided.

The Edinburgh and Lothians Strategic Drainage Partnership was proposed as the mechanism to implement the strategy. The report also looked at risk and the probabilities of flooding and the limitations of the data, which explained the need to take a precautionary approach when allocating and designing sites for different types of development.

Decision

- 1) To approve the Water Management Vision and objectives.
- 2) To recognise the value of managing the implementation of the objectives through the Edinburgh and Lothians Strategic Drainage Partnership.

(Reference – report by the Executive Director of Place, submitted)

6. Trams to Newhaven – COVID-19 Final Business Case Refresh

In March 2019 the Council approved the Final Business Case (FBC) for the Trams to Newhaven project. Committee considered a report detailing the Trams to Newhaven – COVID-19 Final Business Case Refresh for the project.

Motion

- 1) To note the analysis set out in the report.

- 2) To note that under all scenarios presented, the economic case for the project remained positive with a benefit to cost ratio above 1.
 - 3) To note that the impact of COVID-19 on financing costs was uncertain and that the future call on reserves could range from £0m to £93m, but that reserves would be replenished over the longer-term.
 - 4) To refer the potential use of reserves of up to £93m noted at paragraph 1.1.3 of the report to Council for approval.
 - 5) To note that in all but one scenario project cancellation had a higher cost to the Council than continuing with the project.
 - 6) To note that should the Council decide to cancel the project, there would be a £32m call on reserves in the current financial year under all scenarios, this would need to be funded through the cancellation and/or delay of projects in the Council's capital programme.
 - 7) To note the total cost of cancellation was calculated at £107.4m compared with £207.3 to build the line and that this £107.4m would be incurred with none of the benefits set out in the Final Business Case (FBC) being realised.
 - 8) To note that since the Trams to Newhaven FBC was approved, the emerging policies and strategies only strengthened the case for high capacity, high quality public transport in the city.
 - 9) To note that the emerging policies and strategies would, other things being equal, lead to the development of a transport network where tram would expect to attract higher levels of demand compared to the assumptions made at the time of the FBC.
 - 10) To approve continuing with the construction of the Trams to Newhaven project which was still projected to be within the budget of £207.3m as set out in the Final Business Case for the project and approved by Council.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

To agree to refer the decision simpliciter to Full Council.

- moved by Councillor Whyte, seconded by Councillor Webber

Voting

For the motion - 7 votes

For the amendment - 4 votes

(For the motion – Councillors, Bird, Corbett, Doran, Key, Macinnes, Miller and Perry.
For the amendment – Councillors Lang, Smith, Webber and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

In accordance with Standing Order 30.1, the decision was referred to Council for approval.

(References – City of Edinburgh Council, 14 March 2019 (item 2); report by the Executive Director of Place, submitted.)

Declaration of Interests

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

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

7. City Centre West to East Cycle Link and Street Improvements Project - Section 3(b) (North St David Street) - Representations to Traffic Regulation Order and Redetermination Order –

Committee considered a report that advised that Section 3 of the City Centre West to East Cycle Link and Street Improvements (CCWEL) project ran from St Andrew Square to Elder Street, along North St David Street, Queen Street and York Place. The proposals for North St David Street required a Traffic Regulation Order (TRO) and Redetermination Order (RSO). Details of the statutory consultation for both Orders were provided.

Motion

- 1) To note the representations received in relation to the advertised Traffic Regulation Order (TRO) and Redetermination Order (RSO) and the Council's comments in response.
- 2) To agree that the two representations which included an objection to the RSO should be referred to Scottish Ministers for determination.
- 3) To note that the representations to the TRO consisted of two letters of support and no objections.
- 4) To approve that officers were to make a final decision on the advertised TRO via delegated powers after determination of the RSO had been received from Scottish Ministers as per 1.1.2 above.
- 5) To agree that consideration would be given to moving the Toucan Crossing a few metres north at Thistle Street.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the representations received in relation to the advertised Traffic Regulation Order (TRO) and Redetermination Order (RSO) and the Council's comments in response.
- 2) To agree that the two representatives which included an objection to the RSO should be referred to Scottish Ministers for determination.
- 3) To note the objections related to
 - i) the redesignation of a footway as cycleways and,

ii) the introduction of a controversial bus stop bypass.

- 4) To instruct that a review of these measures was undertaken in order that the scheme could progress without disadvantaging pedestrians (top of the transport hierarchy) in this way.
- 5) To agree that consideration would be given to moving the Toucan Crossing a few metres north at Thistle Street.

- moved by Councillor Webber, seconded by Councillor Whyte

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

Voting

For the motion - 8 votes

For amendment - 3 votes

(For the motion: Councillors, Bird, Corbett, Doran, Key, Lang, Macinnes, Miller and Perry

For the amendment: Councillors Smith, Webber and Whyte.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the representations received in relation to the advertised Traffic Regulation Order (TRO) and Redetermination Order (RSO) and the Council's comments in response.
- 2) To agree that the two representations which include an objection to the RSO should be referred to Scottish Ministers for determination.
- 3) To note that the representations to the TRO consisted of two letters of support and no objections.
- 4) To give approval for officers to make a final decision on the advertised TRO via delegated powers after determination of the RSO has been received from Scottish Ministers as per 1.1.2 above.
- 5) To agree that consideration would be given to moving the Toucan Crossing a few metres north at Thistle Street.
- 6) To instruct that a review of these measures was undertaken in order that the scheme could progress without disadvantaging pedestrians (top of the transport hierarchy) in this way.

(References – Policy and Sustainability Committee, 14 May 2020 (item 10); report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillors Corbett, Key and Miller declared a non-financial interest in the above item as member of Spokes.

8. Reform of Transport Arm's Length External Organisations

An update was provided on the engagement undertaken to date on the reform of the Transport Arm's Length External Organisations (ALEOs) and approval was sought to enter a phase of detailed engagement with the Boards of the Council's Transport ALEOs, Minority Shareholders and employee representatives.

Decision

- 1) To note the progress that had been made regarding development of options for reform of the Council's wholly and partly owned Transport Arm's Length External Organisations (Transport for Edinburgh Limited, Edinburgh Trams Limited and Lothian Buses Limited) (the Transport ALEOs).
- 2) To note the summary of responses received so far from East Lothian and West Lothian Council (one of the minority shareholders in Lothian Buses), the Transport ALEOs and Unite.
- 3) To agree that a short-term working group, made up of Council officers and representatives from the Transport ALEOs, be established to further appraise the options presented against the responses received and to agree a delivery plan for the chosen option.
- 4) To agree that engagement should continue with the minority shareholders and with Unite, in parallel with the short-term working group.

(Reference – report by the Executive Director of Place, submitted)

Declaration of Interests

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

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

9. Waste and Cleansing Service Policy Assurance Statement

An update was provided of the review of the Waste and Cleansing Service's customer facing policies in line with the Council's policy assurance procedures to ensure that they remained accurate and relevant and continued to support the efficient and equitable delivery of the front-line services.

Decision

- 1) To note that the current policies detailed in the report (Appendix 2) had been reviewed and were considered as being current, relevant and fit for purpose.
- 2) To approve the new policy relating to managed student accommodation.
- 3) To agree that a report would come back to the Transport and Environment Committee when the policy was in place to assess whether the regime would require further adjustment to ensure there was some contribution to the service that was being provided.

(Reference – report by the Executive Director of Place, submitted)

10. Spaces for People Update – November 2020

a) Deputation – Leith Links Residents Group

A written deputation was presented on behalf of a Leith Links Residents Group.

In addition to some short-term measures, the deputation noted called for both the Community Council and Edinburgh City Council to engage with the local community and work towards a vision for a neighbourhood built for everyone, of all ages and abilities, to be able to move around in an as safe, healthy and green way possible.

b) Deputation – Liberal Democrat Citizens Team

A written deputation was presented on behalf of the Liberal Democrat Citizens Team.

The deputation requested the following:

- That Braid Road should be reopened.
- That the planned improvements were progressed at the Hermitage Drive/Braidburn Terrace crossroads to widen pavements, install a light-controlled pedestrian and cycle crossing, remove the mini-roundabout and raise the road surface.
- That consideration should be given to other road safety and traffic calming improvements for this area.
- To pause the implementation of the Greenbank to Meadows Quiet Route using a temporary traffic regulation order.
- To hold a full public consultation to give residents the chance to express their views and for those views to be taken into account on all potential measures to improve road safety, make walking and cycling more attractive and reduce unnecessary car journeys and CO2 emissions in the East Morningside area centred on the proposed Greenbank to Meadows cycle route and bounded by the A702, Kilgraston Road/Blackford Avenue, Bruntsfield Links and the Hermitage.
- To carry out traffic studies and analysis to support all improvement proposals.

c) Deputation – South West Edinburgh Residents

A written deputation was presented on behalf of a South West Edinburgh Residents group.

The deputation advised that they opposed the package of measures being proposed under Appendix 2B of the report. The deputation noted that, while there was merit in some aspects, such as the welcome reduction in the speed limit, the scope of the measures and the means of implementation were unacceptable. The closure of Brunstane would act as a catalyst for area wide improvements.

d) Deputation – Blackford Safe Routes

A written deputation was presented on behalf of Blackford Safe Routes.

The community group known as Blackford Safe Routes initially designed plans for a “Liveable Neighbourhood” or “Low Traffic Neighbourhood” (LTN) based around quiet routes to James Gillespie’s Primary School, recognising the danger to the school children from traffic on routes to school, as well as increased pollution levels.

The school Parent Councils’ that counter-signed the deputation all supported the Quiet Route proposals (as distinct from the other emergency measures in place through Spaces for People on the main roads). They represented the parent bodies of those schools, who were primarily concerned with the safety and well-being of the children attending these schools

e) Deputation – Bruntsfield, Morningside and Tollcross Traders

A written deputation was presented on behalf of Bruntsfield, Morningside and Tollcross Traders.

The deputation advised that conditions had worsened significantly for businesses and residents since the parking restrictions were introduced in the area. There were 11 empty retail premises between Morningside and Bruntsfield with a further 6 between Tollcross and Bruntsfield. The deputation asked that the Council urgently reinstated as many of the parking spaces as possible.

f) Deputation – Car-Free Holyrood

A written deputation was presented on behalf of Car-Free Holyrood.

The deputation advised that they were a group of local residents interested in a safer, greener Holyrood Park that was free from through-motor traffic. The deputation requested that if there was a single proposal to come out of the Spaces for People consultation, it should be to close Holyrood Park to motor traffic.

g) Deputation – Better Broughton

A written deputation was presented on behalf of Better Broughton

The deputation advised that the full potential of Broughton Street was undermined by the fact that it was frequently congested, and unsafe for all road users. Footpaths were too narrow, provision for cyclists in non-existent, traffic frequently speeds, pollution was often present, and pedestrian crossing facilities across the street, and the entrance to side streets, were poor. The group had produced a set of proposals to tackle these issues and work for the transformation of their community.

h) Deputation – Daniel Johnson MSP

A written deputation was presented on behalf of Daniel Johnson MSP.

The deputation submitted survey results and explained that whilst the survey was in effect a straw poll, it was believed that the results showed the measures introduced to date had created a level of disquiet and the Council should carry out its own official survey.

i) Deputation – Edinburgh Private Hire Association

A written deputation was presented on behalf of Edinburgh Private Hire Association.

The deputation asked that consideration be made at this stage to amend the proposal to allow PHC the same access as the Taxi trade to the specific areas set out in the deputation.

j) Deputation – New Town and Broughton Community Council

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

The deputation welcomed the decision to shortlist Broughton Street for inclusion in the next phase of the Spaces for People initiative. The deputation urged the Committee to support the decision to include Broughton Street in the short list of the next Spaces for People initiatives, but also to require that the Spaces for People team engaged further with the local community, including NTBCC, before any more detailed proposals were issued for consultation or approval.

k) Deputation – Edinburgh Association of Community Councils

A written deputation was presented on behalf of Edinburgh Association of Community Councils.

The deputation advised that their written submission was a position statement bringing together collective views of Community Councils citywide on the concept and objectives of the SfP programme, on its delivery, and on lessons going forward. The deputation advised that the EACC remained supportive of the overall aims of SfP in the short term and also as a contribution to meeting longer term objectives. It was important to improve 'buy-in' to the SfP programme, and EACC and Community Councils would support steps which promoted community engagement beyond formal consultation requirements.

l) Ward Councillors

In accordance with Standing Order 32.1, the Convener agreed to hear a presentation from Ward Councillors Jim Campbell, Gardiner, Main, Neil Ross and Watt in relation to the Spaces for People Update - Report by the Executive Director of Place. A written submission was received from Councillor Mowat.

Councillor Jim Campbell raised the issue of Starbank Road and Councillor Campbell urged officers to undertake an analysis of new the new measures and what the implications would be on Ferry Road and East Trinity Road.

Councillor Main advised that residents had been in contact to say they would like Braid Road to remain closed and asked Committee to consider ensuring the permanent road safety scheme which was in its later stages and due to be implemented in 2021, starting with Brae Crescent, that would make a significant difference to safety in the area. Councillor Main also received support from residents for the proposed quite route from Greenbank to Meadows.

Councillor Gardiner advised he had spoken to local businesses and requested that officers liaised with businesses about the proposals. Councillor Gardiner

hoped the proposals could be adapted as much as they could to meet the local needs of businesses such as cross-city businesses. The Gillespie Crossroads was the entry to the Pentland Ward from Lanark Road West and it was important that traffic flows were able to go straight ahead south in to Lanark Road West and entry on to the bypass via the Wester Hailes Road. It was good to have that flow there and reassurance was sought that there would be no change to that arrangement.

Councillor Neil Ross advised that the closure of Braid Road was an appropriate response to the Covid-19 pandemic but the measure was no longer proportionate. Committee were asked to consider the Lib Dem Citizen Team petition to open Braid Road. It was requested that the Council proceeded as quickly as possible with the one-way system on Braidburn Terrace and the related improvements for Braid Road as these had been agreed with the local community.

Councillor Watt referred to the survey results of Daniel Johnson MSP's deputation. Councillor Watt advised there was an interest in the quiet route and people in the area supported a move away from the car being the default mode of transport. People were interested in looking at other options for Braid Road. On the Town Centres, Councillor Watt noted a lot of businesses were experiencing difficulty and in some respect the Spaces for People had become a focus for that anxiety and welcomed moves that had been made to address their concerns and would appreciate anything else that could be done.

Councillor Mowat provided recommendations to items for review in the City Centre at Victoria Street, Cockburn Street, South Bridge, London Road to Milton Road West and Broughton Street & Roundabout. Councillor Mowat advised the theme running through the recommendations which was the interaction of the schemes with the tram works and traffic diversions necessary for the tram. Councillor Mowat advised that she felt very strongly that where these works created narrowed and hostile conditions for cyclists the Council should provide safe alternatives and should never put in place cycle routes that terminate in a hostile environment hence the suggestions provided.

m) Report by the Executive Director of Place

The Policy and Sustainability Committee approved creating safe spaces for walking and cycling in May 2020 in response to the impact of COVID-19. An update was provided on the schemes implemented by a Temporary Traffic Regulation Order (TTRO), under delegated authority with recommendations on continuation or changes (as appropriate).

Approval was also sought to progress with four new schemes and updates were provided on the measures introduced for schools and on the feedback received through Commonplace.

Motion

- 1) To note the update on the Spaces for People programme.

- 2) To approve the specific scheme changes noted in paragraph 4.5 of the report.
 - 3) To approve the new schemes as outlined in paragraphs 4.7, 4.8 – 4.11 and Appendix 2 of the report for:
 - 3.1 South Bridge – Town Centre Measures.
 - 3.2 Lanark Road, Longstone Road and Inglis Green Road.
 - 3.3 A1 and A90; and 1.1.3.4 Greenbank to Meadows.
 - 4) To approve the recommendations included in Appendix 1 of the report.
 - 5) To note the schedule of proposed measures near schools in Appendix 3 of the report.
 - 6) To note the high level and detailed reports on Commonplace in Appendix 4 of the report and to approve the recommended schemes that arose from the suggestions made in paragraph 4.36 and Appendix 1 of the report.
 - 7) To note that since receiving legal advice regarding the East Craigs proposals, officers had carefully looked at every new Spaces for People scheme to ensure they were proportionate and went no further than was required to address the public health dangers posed by the pandemic. To note that the Spaces for People projects pursued to date had been assessed on this basis and complied with both the legal advice given and the guidance provided by the Scottish Government as a basis for this temporary national scheme.
 - 8) To note significant resident concern that had arose around the Braid Road closure and its effect elsewhere in surrounding streets. To note its interlinked nature with Comiston Road, Braidburn Terrace and the proposed Greenbank to Meadows Quiet Route. To agree that this specific scheme should continue to be monitored closely and that a short report would come to the January 2021 Transport and Environment Committee detailing a proposed way forward on this route. To agree that a briefing note would be circulated to Committee members and relevant ward councillors in mid-December 2020 providing more detailed monitoring info on traffic volumes, public transport journey times and air pollution levels.
 - 9) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.
 - 10) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures had not been introduced.
 - 11) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
 - 12) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the update on the Spaces for People programme.
- 2) To approve the specific scheme changes noted in paragraph 4.5 of the report.
- 3) To approve the new schemes as outlined in the report for 1.1.3.1 South Bridge – Town Centre Measures, and 1.1.3.2 Greenbank to Meadows.
- 4) To recommend that given the scale and complexity of the schemes for Lanark Road, Longstone and Inglis Green Road; the A1 and A90 that these were all paused and presented to the Transport and Environment Committee in one cycle after detailed designs and feedback were shared with, and further validated by, local elected members, interest groups, businesses, transport providers and residents to take account of residents' concerns (e.g. over the changes to the Oxford Terrace/Dean Park Crescent junction in the A90 proposal).
- 5) To recommend the following suggestion from New Town and Broughton Community Council for London Road to be considered as alternative option; re-route the planned active travel along Montrose Terrace and onto Regent Road to avoid London Road roundabout, avoiding Picardy Place whilst the tram works were in place.
- 6) To approve the revised recommendations presented in the amendment as Appendix 1 which included but was not limited to; the immediate re-opening of Braid Road, Links Gardens and a further extended review and consultation along the schemes in Tollcross, Bruntsfield, Stockbridge and Morningside given the specific issues highlighted by businesses.
- 7) To note the schedule of proposed measures for schools detailed in Appendix 3 of the report and looked to accelerate and prioritise these.
- 8) To note disappointment that no measures near schools were presented for Holy Cross Primary, despite many requests from the Parent Council, the School and Ward Members.
- 9) To note the high-level reports from Commonplace detailed in Appendix 4 of the report and approve the recommended schemes that arose from the suggestions made as per the attached revised Appendix 1.
- 10) To note the high-level reports from Commonplace data confirmed that measures to support and enhance walking should be prioritised over all others as these had by far higher support and endorsement than other measures.
- 11) To instruct that an assessment of the wider impacts on all mode transport flows was undertaken to determine the effect of the measures in the round.
- 12) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.
- 13) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures had not been introduced.

- 14) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
 - 15) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.
- moved by Councillor Webber, seconded by Councillor Smith

Amendment 2

- 1) To note the update on the Spaces for People programme.
- 2) To approve the specific scheme changes as noted in paragraph 4.5 and Appendix 1 of the report, with the exception of the following:
 - a) believed there was insufficient justification for the continued closure of Silverknowes Road and therefore agreed to reopen this road with further work undertaken to establish cycleways on the route and options for safe crossing points at the north and south ends of the road.
 - b) agreed that officers re-examine the Silverknowes Parkway element of the Pennywell Road scheme to address issues with access and deliveries for households on Silverknowes Parkway.
 - c) believed there was insufficient justification for the continued closure of Braid Road, therefore agreed to reopen this road as well as install the planned improvements and appropriate traffic calming measures.
 - d) agreed the Orchard Brae roundabout be considered a priority project for implementation by the end of 2020.
- 3) To agree to continue consideration of the South Bridge - Town Centres scheme for one cycle pending further discussion on the positioning of bus stops.
- 4) To recognise the changes made to the Greenbank to Meadows quiet route and agreed to continue consideration to allow for a short online consultation with affected residents.
- 5) To agree to proceed with the A90 scheme (subject to further consideration of changes to the phasing of traffic lights at the Burnshot junction to control peak time traffic flow) and the A1 scheme.
- 6) To recognise the substantial concerns expressed in relation to the Lanark Road, Longstone Road and Inglis Green Road scheme and agreed this should be subject to proper public consultation before final decision.
- 7) To welcome the schedule of proposed measures near schools and agreed that changes still to be implemented should be considered a priority under the Spaces for People programme.
- 8) To note the high level and detailed reports on Commonplace and approve the recommended schemes that had arose from the suggestions made.
- 9) To acknowledge the elements of the report relating to the removal of unnecessary barriers and street clutter; believed there was an opportunity for

'quick wins' which should be given greater priority and agreed to receive an update report on progress made in two cycles.

- 10) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.
- 11) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures had not been introduced.
- 12) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
- 13) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.

- moved by Councillor Lang, seconded by Councillor Whyte

In accordance with Standing Order 22(12), paragraphs of 7, 8 and 9 of Amendment 2 were accepted as an addendum to the motion. Paragraphs 2a, 3 and 4 were accepted as an addendum to Amendment 1. Paragraphs 2d, 7, 8 and 9 were accepted as an addendum to Amendment 3.

Amendment 3

- 1) To note the update on the Spaces for People programme.
- 2) To approve the specific scheme changes noted in paragraph 4.5 of the report.
- 3) To approve the new schemes as outlined in paragraphs 4.7, 4.8 – 4.11 and Appendix 2 of the report for:
 - 3.1 South Bridge – Town Centre Measures;
 - 3.2 Lanark Road, Longstone Road and Inglis Green Road;
 - 3.3 A1 and A90; and 1.1.3.4 Greenbank to Meadows.
- 4) To approve the recommendations included in Appendix 1 of the report.
- 5) To note the schedule of proposed measures near schools detailed in Appendix 3 of the report.
- 6) To note the high level and detailed reports on Commonplace detailed in Appendix 4 of the report and approve the recommended schemes that had arose from the suggestions made in paragraph 4.36 and Appendix 1 of the report.
- 7) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.
- 8) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures have not been introduced.
- 9) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.

10) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park

- moved by Councillor Miller, seconded by Councillor Corbett

Voting

First Vote

The voting was as follows:

For the motion (as adjusted) - 5 votes

For Amendment 1 (as adjusted) - 3 votes

For Amendment 2 - 1 vote

For Amendment 3 - 2 votes

(For the motion (as adjusted) – Councillors Bird, Doran, Key, Macinnes, and Perry

For Amendment 1 (as adjusted) – Councillors Smith, Webber and Whyte

For Amendment 2 – Councillor Lang

For Amendment 3 – Councillors Corbett and Miller)

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

Second Vote

The voting was as follows:

For the motion (as adjusted) - 5 votes

For Amendment 1 (as adjusted) - 4 votes

For Amendment 3 - 2 votes

(For the motion (as adjusted) – Councillors Bird, Doran, Key, Macinnes, and Perry

For Amendment 1 (as adjusted) – Councillors Lang, Smith, Webber and Whyte

For Amendment 3 – Councillors Corbett and Miller)

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

Third Vote

The voting was as follows:

For the motion (as adjusted) - 7 votes

For Amendment 1 (as adjusted) - 4 votes

(For the motion – Councillors, Bird, Corbett, Doran, Key, Macinnes, Miller and Perry.

For Amendment 1 – Councillors Lang, Smith, Webber and Whyte)

Decision

To approve the following adjusted motion by Councillor Macinnes:

1) To note the update on the Spaces for People programme.

- 2) To approve the specific scheme changes noted in paragraph 4.5 of the report.
- 3) To approve the new schemes as outlined in paragraphs 4.7, 4.8 – 4.11 and Appendix 2 for:
 - 3.1 South Bridge – Town Centre Measures;
 - 3.2 Lanark Road, Longstone Road and Inglis Green Road;
 - 3.3 A1 and A90; and 1.1.3.4 Greenbank to Meadows.
- 4) To approve the recommendations included in Appendix 1 of the report.
- 5) To note the schedule of proposed measures near schools detailed in Appendix 3 of the report.
- 6) To note the high level and detailed reports on Commonplace detailed in Appendix 4 of the report and approve the recommended schemes that had arose from the suggestions made in paragraph 4.36 and Appendix 1 of the report.
- 7) To note that since receiving legal advice regarding the East Craigs proposals, officers had carefully looked at every new Spaces for People scheme to ensure they were proportionate and went no further than was required to address the public health dangers posed by the pandemic. To note that the Spaces for People projects pursued to date had been assessed on this basis and complied with both the legal advice given and the guidance provided by the Scottish Government as a basis for this temporary national scheme.
- 8) To note significant resident concern that had arose around the Braid Road closure and its effect elsewhere in surrounding streets. To note its interlinked nature with Comiston Road, Braidburn Terrace and the proposed Greenbank to Meadows Quiet Route. To agree that this specific scheme should continue to be monitored closely and that a short report would come to the January 2021 Transport and Environment Committee detailing a proposed way forward on this route. To agree that a briefing note would be circulated to Committee members and relevant ward councillors in mid-December 2020 providing more detailed monitoring info on traffic volumes, public transport journey times and air pollution levels.
- 9) To welcome the schedule of proposed measures near schools and agreed that changes still to be implemented should be considered a priority under the Spaces for People programme.
- 10) To note the high level and detailed reports on Commonplace and approved the recommended schemes that had arose from the suggestions made.
- 11) To acknowledge the elements of the report relating to the removal of unnecessary barriers and street clutter; believed there was an opportunity for 'quick wins' which should be given greater priority and agreed to receive an update report on progress made in two cycles.
- 12) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.

- 13) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures had not been introduced.
- 14) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
- 15) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.

In accordance with Standing Order 30.1, the decision was referred to Council for approval.

(References – Policy and Sustainability Committee, 14 May 2020 (item 11); report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillors Miller and Whyte declared a non-financial interest in the above item as residents near the proposed Low Traffic Neighbourhood Network.

Councillors Corbett, Key and Miller declared a non-financial interest in the above item as member of Spokes.

11. Spaces for People – East Craigs Low Traffic Neighbourhood

a) Deputation – Edinburgh Association of Community Councils

A written deputation was presented on behalf of Edinburgh Association of Community Councils.

The deputation advised that their written submission was a position statement bringing together collective views of Community Councils citywide on the concept and objectives of the SfP programme, on its delivery, and on lessons going forward. The EACC remained supportive of the overall aims of SfP in the short term and also as a contribution to meeting longer term objectives. It was important to improve 'buy-in' to the SfP programme, and EACC and Community Councils would support steps which promoted community engagement beyond formal consultation requirements.

b) Deputation – Corstorphine Community Council

A written deputation was presented on behalf of Corstorphine Community Council

The deputation requested that further discussion on the revised proposal was required, specifically on two elements: that the Spaces for People initiative and the LTN had been separated, and they welcomed that, and also that an Experimental Traffic Regulation Order (ETRO) had a guaranteed statutory consultation element, as with all Traffic Orders. Clarity was required around Option 2a as it was not clear what traffic calming measures CEC intended to implement. The deputation suggested that a way was found to move forward positively with the community, drawing on their constructive suggestions, and to

seek a genuinely helpful solution that attracted the active support of all residents.

c) Deputation – Drum Brae Community Council

A written deputation was presented on behalf of a Drum Brae Community Council.

The deputation advised that from Drum Brae Community Council's perspective, the current proposal as it stood still contained an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which required further urgent review and remedial action to fully and comprehensively address the continued and considerable concerns of residents/communities. Subsequently the proposals continued to be unacceptable to DBCC who, given that they were awaiting the response to their Community Participation Request would take this time to strongly advise that the City of Edinburgh Council do likewise, defer any decisions and wait until the outcome of that process prior to any decisions being taken on these proposals.

d) Deputation – Get Edinburgh Moving

A written deputation was presented on behalf of Get Edinburgh Moving.

The deputation set out their Craigs Road 2019 v 2020 traffic comparison. The deputation's response to the City of Edinburgh Council revised paper was also presented and a reminder of outstanding issues were listed.

e) Deputation – Low Traffic Corstorphine

A written deputation was presented on behalf of Low Traffic Corstorphine.

The deputation wished to reiterate their support and ask Committee to vote for the council officers' recommendations. The deputation advocated for transport decisions to be legal and be based on data and evidence, and to that end supported a temporary LTN implemented via an ETRO (ref 4.23 – 4.30 of the report). Coupled with Option 2a measures (ref 4.8 – 4.11 of the report), they hoped that ongoing monitoring of these interventions would show their value to the community through increased walking, cycling and wheeling, lower vehicular speeds and less traffic.

f) Report by the Executive Director of Place

Options for improving conditions for walking and cycling in the East Craigs area in response to COVID-19 were set out following discussions at Policy and Strategy Committee (20 August 2020), Transport and Environment Committee (1 October 2020) and City of Edinburgh Council's meeting (15 October 2020). The next steps in respect of creating a permanent Low Traffic Neighbourhood (LTN) in the East Craigs area were also set out.

Motion

- 1) To note the background to the Spaces for People programme, and particularly the proposed introduction of a Low Traffic Neighbourhood (LTN) in East Craigs.

- 2) To note the options to improve conditions for walking and cycling in the East Craigs area.
 - 3) To approve Option 2b for implementation by Temporary Traffic Regulation Order (TTRO) as part of the Council's Spaces for People programme as set out in paragraphs 4.12 – 4.13 of the report.
 - 4) To approve commencement of an experimental traffic order and to propose a full public consultation prior to the decision by a later Transport and Environment Committee, (date to be confirmed), as part of the process for the introduction of a LTN in East Craigs as set out in paragraphs 4.23 - 4.30 of the report.
 - 5) To note that the intention around Option 1 would have been the Low Traffic Neighbourhood proposal as it was received by Committee following amendments. To agree that the Executive Director of Place would check whether the incorrect appendix for Option 1 had been appended to the report and the public papers would be updated if the incorrect appendix had been attached.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the background to the Spaces for People programme, and particularly the proposed introduction of the Low Traffic Neighbourhood (LTN) in East Craigs.
- 2) To note the legal opinion provided to both the Community group and the Council indicated, that using the emergency legislation and the SfP programme to progress an LTN was not a proportionate or appropriate action.
- 3) To recognise that each option presented continued to adversely impact the wider East Craigs area, resulting in continued acrimony from residents.
- 4) To agree therefore that Option 3 was the only democratically acceptable option available at this time.
- 5) To agree no part of the programme would be progressed unless or until a redesign was in place that gained local support and therefore requested a full, comprehensive consultation with the local community.
- 6) To agree that in the interim to suggest these measures were carried out to further improve and enhance the area:
 - 6.1 - Agree with proposals to introduce measures to address the footway pinch points around Craigmount High School.
 - 6.2 - Welcome plans in relation to Maybury Road Vegetation maintenance and confirmation that Officers would continue to maintain verges.
 - 6.3 - Agree to a full review of the East Craigs Path Network to make it safe underfoot and enjoyable for all residents to use in line with social distancing guidelines.

7) To note that the intention around Option 1 would have been the Low Traffic Neighbourhood proposal as it was received by Committee following amendments. To agree that the Executive Director of Place would check whether the incorrect appendix for Option 1 had been appended to the report and the public papers would be updated if the incorrect appendix had been attached.

- moved by Councillor Webber, seconded by Councillor Brown

Amendment 2

1) To note that Committee regretted the flawed processes and previous poor decisions on implementing the East Craigs Low Traffic Neighbourhood and recognised the damage this had caused to the relationship between the Council and the people of East Craigs, North Gyle and Craigmount.

2) To congratulate the campaigning efforts of those in the community, who simply asked for the Council to consult properly before any decisions were taken, and believed the contents of the report vindicated those efforts over the last three months.

3) To agree that no experimental traffic regulation order should be progressed on the LTN until a full public consultation had been undertaken and a further report presented to Committee.

4) To agree to proceed with report Option 2b in the meantime in order to address concerns around social distancing and traffic speeds immediately outside Craigmount High School.

5) To note that the intention around Option 1 would have been the Low Traffic Neighbourhood proposal as it was received by Committee following amendments. To agree that the Executive Director of Place would check whether the incorrect appendix for Option 1 had been appended to the report and the public papers would be updated if the incorrect appendix had been attached.

- moved by Councillor Lang, seconded by Councillor Whyte

Voting

For the motion - 7 votes

For Amendment 1 - 3 votes

For Amendment 2 - 1 vote

(For the motion – Councillors, Bird, Corbett, Doran, Key, Macinnes, Miller and Perry.

For Amendment 1 – Councillors Brown, Webber and Whyte.

For Amendment 2 – Councillor Lang)

Decision

To approve the motion by Councillor Macinnes.

In accordance with Standing Order 30.1, the decision was referred to Council for approval.

(References – Transport and Environment Committee, 1 October 2020 (item 5); report by the Executive Director of Place, submitted.)

12. Revenue Monitoring Update –2020/2021 Month five position

The projected month five revenue monitoring position for the Place Directorate was set out, based on analysis of actual expenditure and income to the end of August 2020, and projections for the remainder of the 2020/2021 financial year.

Decision

- 1) To note that the overall Place ‘business as usual’ revenue budget month five position for the 2020/2021 financial year was a projected £1.710m overspend (excluding Covid-19 impact). Services within the remit of the Committee were forecasting an overspend of £0.650m (excluding Covid-19 impact), which was largely equivalent to the 2020/2021 savings delivery risk in quantum. There were budgetary pressures forecast in the Waste and Cleansing Service, Scientific and Bereavement Services and Fleet at month five.
- 2) To note that Covid-19 costs of c. £28m in addition to pressure set out at 1.1.1 had been forecast for the overall Place Directorate at month five with circa £21.9m relating to services within the remit of the Committee.
- 3) To note that the Executive Director of Place was taking measures to reduce budget pressures and progress would be reported to Committee at agreed frequencies.

(Reference – report by the Executive Director of Place, submitted)

13. Appointments to Working Groups 2020/2021

The Transport and Environment Committee was required to annually re-appoint the membership of its working groups. The proposed membership structures of each were detailed in Appendix 1 of the report.

Motion

To appoint the membership of the Working Groups for 2020/21 as detailed in Appendix 1 to the report with the exception of the Tram All Party Oversight Group.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To agree to the membership of the Tram All Party Oversight Group as described in paragraph 4.4 and to recognise that this reflected the Council proportionality. The membership would therefore be 3 Conservative Group members, 2 SNP Group members, 2 Labour Group members, 1 Green Group member, 1 Liberal Democrat Group member and 1 EPIC member
- 2) To agree to further review and refresh the non-elected membership of Working Groups to ensure a balance of views from across the city were heard.

- 3) To agree the Conservative Group members of Working Groups were as follows:
- Central Edinburgh Development Working Group – Councillors Mowat and Webber
 - Tram all Party Oversight Group – Councillors Mowat, Webber and Whyte
 - Transport Forum – Councillor Webber
 - Single Use Plastic Working Group – Councillor Smith
 - Cammo Estate Advisory Committee – Councillor Hutchison.
- moved by Councillor Webber, seconded by Councillor Whyte

Amendment 2

- 1) To appoint the membership of the Working Groups for 2020/21 as detailed in Appendix 1 to the report with the exception of the Tram All Party Oversight Group and with the following adjustments to Green group places:
- 1.1 Cllr Miller to be appointed to the Transport Forum
 - 1.2 Cllr Corbett to be appointed to the Single Use Plastics Working Group
- 2) To appoint the Tram All Party Oversight Group as follows: Leader and Deputy Leader of the Council, Convener and Vice-Convener of the Transport and Environment Committee, Opposition Group Leaders, Opposition Transport Spokespersons.
- moved by Councillor Miller, seconded by Councillor Corbett

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

Voting

For the motion (as adjusted) - 8 votes

For the Amendment - 3 votes

(For the motion (as adjusted) – Councillors, Bird, Corbett, Doran, Key, Lang, Macinnes, Miller and Perry.

For the Amendment – Councillors Smith, Webber and Whyte.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To appoint the membership of the Working Groups for 2020/21 as detailed in Appendix 1 to the report with the exception of the Tram All Party Oversight Group and with the following adjustments to Green group places:
- 1.1 Cllr Miller to be appointed to the Transport Forum
 - 1.2 Cllr Corbett to be appointed to the Single Use Plastics Working Group
- 2) To appoint the Tram All Party Oversight Group as follows: Leader and Deputy Leader of the Council, Convener and Vice-Convener of the Transport and

Environment Committee, Opposition Group Leaders, Opposition Transport Spokespersons.

(Reference – report by the Chief Executive, submitted)

14. Edinburgh's Coastline - update

An update was provided on projects in which the Council was involved that concerned preserving and enhancing the historic and environmental features of Edinburgh's coastline and enhancing residents' access to Edinburgh's coastline.

Motion

- 1) To note the update on Edinburgh's coastline.
 - 2) To note that paragraph 7.3 of the report contained a typographical error and should read 'Dialogue is now underway with relevant community councils around the potential future redevelopment of Seafield.'
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the update on Edinburgh's coastline.
 - 2) To note Sustrans' view that the Promenade path should be segregated between cyclists and pedestrians and to agree to call for a report as to how segregation could be adopted as future policy on new Active Travel schemes in line with pedestrian priority at the top of the transport hierarchy and to avoid pedestrian/cyclist conflict and meeting what was obviously considered by Sustrans to be "Best practice".
 - 3) To note that paragraph 7.3 of the report contained a typographical error and should read 'Dialogue is now underway with relevant community councils around the potential future redevelopment of Seafield.'
- moved by Councillor Whyte, seconded by Councillor Webber

Voting

For the motion - 7 votes

For the Amendment - 4 votes

(For the motion – Councillors, Bird, Corbett, Doran, Key, Macinnes, Miller and Perry.

For the Amendment – Councillors Lang, Smith, Webber and Whyte.

Decision

To approve the motion by Councillor Macinnes

(References Transport and Environment Committee, 20 June 2019 (item 20); report by the Executive Director of Place, submitted.)

15. Motion by Councillor Webber - Intelligent Traffic Signals

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

“Committee:

Notes

- 1) As part of its traffic information system a series of large Variable Message Signs throughout Edinburgh
- 2) Some do not appear to be working and many appear under used 3. The contribution these installed Variable Message Signs can make to traffic flow, limiting unnecessary journeys and improving the visitor experience in Edinburgh Instructs 4. A report in two cycles clarifying the extent, use, condition and plans for the Variable Message Signs system in Edinburgh. The report should clarify, where appropriate, reasons for lack of use of these signs.”

- moved by Councillor Webber, seconded by Councillor Smith

Decision

To approve the motion by the Councillor Webber.

16. Motion by Councillor Miller - Cyclist Fatality

a) Deputation – Corstorphine Community Council

A written deputation was circulated on behalf of Portobello Community Council. The deputation requested officers to undertake an urgent review of this junction so that no further lives would be lost.

b) The following motion by Councillor Claire Miller was submitted in terms of Standing Order 17:

“Committee:

- 1) Sends sincere condolences to the family and friends of the cyclist killed in a collision at the A199 / A1140 junction on 2 November.
- 2) Recognises that this is the second fatality of a cyclist at this junction within two years.
- 3) Asks officers to review the provision of safe routes for people travelling by bike through this junction.”

- moved by Councillor Claire Miller, seconded by Councillor Macinnes

Decision

To approve the motion by the Councillor Claire Miller.

17. Emergency Motion by Councillor Macinnes – Road Safety for Vulnerable Road Users

The Convener 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 Committee to give early consideration to the matter, in accordance with Standing Order 22.3(d).

The following motion by Councillor Macinnes was submitted in terms of Standing Order 17.2:

“Committee:

- 1) Notes with great sadness the untimely death of cyclist Heather Stronach, following a collision with a lorry driver at the King’s Road junction in Portobello. This is the second fatality of a similar nature at this junction in less than two years.
- 2) Notes that a full investigation of this incident by Police will inform, as is always the case, what the Council, as the roads authority can and should do to make this junction safer.
- 3) Requests that senior officers urgently consider how we can achieve significantly improved safety for vulnerable road users at the city’s major junctions and which focuses on reducing the risk and likelihood of dangerous, sometimes lethal, conflict between vehicle drivers and other road users.”
- 4) Requests immediate feedback at the January Transport and Environment Committee, in the form of either a short report or a Business Bulletin, outlining key considerations and fast next steps to achieving a safer environment for those most at risk on our roads.

- moved by Councillor Macinnes, seconded by Councillor Doran

Decision

To approve the motion by the Councillor Macinnes.

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Work Programme

Transport and Environment Committee

28 January 2021

	Title / description	Purpose/Reason	Executive/Routine	Directorate/Lead Officer	Expected Reporting Date
1.	Place Directorate – Financial Monitoring	Quarterly report		Executive Director of Place Lead Officer: Susan Hamilton 0131 469 3718 susan.hamilton@edinburgh.gov.uk	January 2021 September 2021 November 2021
2.	Waste and Cleansing Services Performance Update	Quarterly report		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	April 2021 September 2021
3.	Communal Bin Enhancement Update	Six-monthly report		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	January 2021
4.	Smarter Choices, Smarter Places Programme	Annual Report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021

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Agenda Item 5.1

5.	Transport Infrastructure Investment – Capital Delivery Priorities	Annual Report		Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	April 2021
6.	Public Utility Company Performance and Road Work Co-ordination	Annual Report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	April 2021
7.	Annual Update on Council Transport Arms Length Companies	Annual report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	April 2021
8.	Appointments to Working Groups	Annual report		Chief Executive Lead Officer: Veronica Macmillan 0131 529 4283 veronica.macmillan@edinburgh.gov.uk	November 2021
9.	Decriminalised Traffic and Parking Enforcement Update	Annual Report		Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	January 2021

Transport and Environment Committee Upcoming Reports

Appendix 1

Report Title	Directorate	Lead Officer
April 2021		
Expansion of the On-Street Secure Cycle Parking Scheme	Place	Joe Taylor
Intelligent Traffic Signals	Place	Gavin Brown
Public Safety Improvements at Junction of Liberton Brae, Kirk Brae, Mayfield Rd and Braefoot Terrace	Place	Andrew Easson
West Edinburgh Link - Traffic Regulation Order and Redetermination Order	Place	Kevin Gauld
Appointment of Board Members and Auditors for Lothian Buses	Place	Stuart Lowrie
Wardie Bay Beachwatch	Place	David Jamieson
Public Conveniences Strategy report	Place	Karen Reeves
Communal Bin Project Update	Place	Andy Williams
Spaces for People Update	Place	Dave Sinclair

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Rolling Actions Log

Transport and Environment Committee

28 January 2021

No	Date	Report Title	Action	Action Owner	Expected completion date	Responsible Officer	Comments
Page 41 1	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	To approve Lothian Buses Business Plan 2017-2019 noting the areas for further work as set out in paragraph 3.20, and to request a progress report by Autumn 2017 on these matters.	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	2021		Lothian Buses (LB) produced a new business plan and just prior to submission to the Council the COVID-19 pandemic struck which has impacted on significantly on their Business. LB produced a COVID-19 management plan which is under constant review plan which they and will develop a

							recovery plan in due course.
2	9 March 2018	Special Uplifts Service	To agree that the Head of Place Management would confirm to members of the committee the area that had been procured for the pilot collection.	Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	To be reviewed early 2021		The proposed partner withdrew from the pilot. It is intended to market test a more commercial solution to establish interest in re-use partnerships however this has been delayed. This approach is currently being reviewed and a new timescale set.
3	9 August 2018	Public Transport Priority Action Plan	To approve the recommendation of a desired spacing of 400 metres between bus stops and that existing corridors were reviewed to determine how this spacing could be achieved, whilst recognising equalities issues raised by this and that a full public consultation would be	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Review Early 2021		This work has been delayed due to COVID-19 and will be progressed when it is appropriate to do so. An update on the timescale will be considered for Committee in

			carried out on any proposed changes, with a consultation report returning to the Committee to seek approval for changes to bus stop locations.				April 2021.
4	9 August 2018	Workplace Parking Levy Scoping	To agree that Council officers would develop a paper which set out the argument and rationale for Edinburgh to introduce a Workplace Parking Levy or wider non-residential parking levy which could also cover customer parking spaces.	Chief Executive Lead Officer: Gareth Dixon 0131 529 3044 gareth.dixon@edinburgh.gov.uk	November 2020	November 2020	<u>Recommended for closure</u> An update on this is included in the Business Bulletin for Transport and Environment Committee on 12 November 2020.
5	4 October 2018	Electric Vehicle Infrastructure: Business Case	To agree that a briefing note would be circulated to members on the assumptions related to how often people were using cars and how often they would charge them.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	Early 2021		This has been delayed due to COVID-19 and changes in delivery team. Engagement has taken place with Energy Savings Trust and we await further information on the assumptions and feasibility study. A note on

							this will be prepared and circulated to Committee.
4 October 2018	Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking	1. Agrees to arrange a detailed briefing for those councillors who would like it on the details, including the financing, of the scheme as soon as possible.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	December 2019	December 2019	Closed 1 October 2020 This briefing was circulated December 2019.	
		2. Agrees to receive an update report once the scheme is established, and in no later than 12 months' time, which will examine potential changes to the scheme including the potential to price the scheme at less than the cost of a residents parking permit		Early 2022	The roll-out has commenced. A report will be provided to committee once this has been operational for 12 months.		
7	6 December 2018	Transport and Environment Committee	To agree to circulate to members a brief update on the outcome of the liaison between the Head of Place	Chief Executive Lead Officer: Gareth Barwell 0131 529 5844 Gareth.barwell@edinburgh.gov.uk	January 2021	An update for members is currently being prepared.	

		Rolling Actions Log	Management and colleagues in Planning and Licensing with regards to ensuring regulations for flyposting are enforced	ov.uk			
8	6 December 2018	Transport Asset Management Plan (TAMP)	To agree that a description of a supplementary document on ensuring regular maintenance of these issues be included in the Business Bulletin update.	Executive Director of Place Lead Officer: Cliff Hutt 0131 469 3751 cliff.hutt@edinburgh.gov.uk	Late 2021		This information is being collated in time for the next TAMP update.
9	6 December 2018	Annual Air Quality Update	To agree that a revised NO2 Air Quality Action Plan should be presented to committee in August 2019	Executive Director of Place Lead Officer: Will Garrett 0131 469 3636 will.garrett@edinburgh.gov.uk	Summer 2021		This will be developed in conjunction with the new City Mobility Plan and a review of the Cleaner Air for Scotland Strategy. The LEZ scheme for Edinburgh will form a major aspect of the Action Plan.
10	5 March 2019	Strategic Review of Parking – Results of Area 1 Review and	1. Notes that progress is also being made on the ongoing Stadiums review and	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov	January 2021		<u>Recommended for closure.</u> This is included in the Strategic

		Corstorphine Consultation Results	that the results of this review will be reported to the next meeting of this Committee.	uk			Review of Parking report on 28 January 2021.
			2. Notes the report identifies parking issues in Newbridge and the timetable which exists to take forward a traffic regulation order to address these issues; and therefore agrees to a formal review of the effectiveness of any new measures within twelve months them being in place and a subsequent report to Committee.		April 2021		The 12 month implementation period is almost complete. Expected Business Bulletin update for Committee in April 2021.
11	5 March 2019	Electric Vehicle Business Case: Implementation Plan	Note that further progress reports will be submitted to Committee.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	January 2021		An update on this is included in the Business Bulletin on 28 January 2021.
12	5 March 2019	Use of Street Lighting for	Agrees to receive a further report within 12 months, once further conversations with key stakeholders	Executive Director of Place Lead Officer: Alan Simpson 0131 458 8038 alan.simpson@edinburgh.gov	Early 2022		An update on this is included in the Business Bulletin on 28

		Electric Vehicle Charging	including SP Energy Networks have been carried out, to explore the potential for an Edinburgh pilot of this technology, and that this report will also outline potential funding for such a pilot.	.uk			January 2021..
13	18 March 2019	Neighbourhood Environment Programme and Community Grants Fund (referral from the South East Locality Committee)	To agree that the Executive Director of Place would revisit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.	Executive Director of Place Lead Officer: David Wilson 0131 469 3912 david.wilson@edinburgh.gov.uk	Summer 2021		This work has been delayed due to COVID-19 and Spaces for People and will be progressed when it is appropriate to do so.
14	18 March 2019	Motion by Councillor Miller – Tollcross Primary School Road Safety Improvements (referral from the South East	To add development of a Place Plan with pupils at Tollcross Primary School to this Committee's Work Programme.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Spring 2021		An update was included in the Business Bulletin considered at Transport and Environment Committee on 5 December 2019 .

		Locality Committee)					
15	28 March 2019	Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality (referral from the North West Locality Committee)	To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis of the North West Locality area.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 Ewan.kennedy@edinburgh.gov.uk			This action is being progressed.
16	20 June 2019	Public Transport Priority Action Plan Update	1. Recognises the unsatisfactory nature of the current report's conclusions and requests a further report focussing on further potential solutions for the A90 corridor within 2 cycles, subject to consultation with transport spokespeople and ward councillors.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2020		Closed 1 October 2020 An update on the A90 was included in the Business Bulletin on 27 February 2020 .

			<p>3. Agrees that the development of a methodology for a bus stop rationalisation process, as described in the report. This will include consultation with both the City of Edinburgh Council Equalities Champion and appropriate external organisations including the access panel Edinburgh Access Panel and will be brought back to Committee for approval</p>		Review Early 2021		This work has been delayed due to COVID-19 and will be progressed when it is appropriate to do so.
			<p>4. Notes that a consultation on amending bus lane operational hours will be held between September and October 2019 and agrees to receive a consultation report at the first TEC of 2020.</p>		October 2020	October 2020	<p>Closed 1 October 2020</p> <p>This was raised in the draft City Mobility Plan. The consultation results are included on the agenda for Committee on 1</p>

							October 2020.
17	20 June 2019	Edinburgh's Coastline	To agree to bring an update report to Committee in one year.	Executive Director of Place Lead Officer: Kyle Drummond, Senior Economic Development Officer- 0131 529 4849 kyle.drummond@edinburgh.gov.uk	November 2020		Recommended for closure A report was presented to Committee on 12 November 2020.
Page 50	20 June 2019	Presentation by Lothian Buses	To agree to circulate the Lothian Buses Driver's Guide and Conditions of Carriage documents to committee members, as soon as they become available.	Executive Director of Place Lead Officer: Vicki Baillie 0131 529 3081 victoria.baillie@edinburgh.gov.uk	Estimated January 2021		These are currently being updated by Lothian Buses.
			1. Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Summer 2021		This action links to City Mobility Plan and City Plan 2030.

19	12 September 2019	Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy	<p>factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impact on that.</p> <p>2. Committee does not yet agree with the Area 5 conclusion with respect to Davidson’s Mains and therefore instructs officers to engage with the Davidson’s Mains and Silverknowes Association and ward councillors on the possible introduction of priority parking further surveying of parking pressures within parts of the zone and to report back to the committee through the business bulletin within two cycles</p>	Executive Director of Place Lead Officer: Gavin Brown, 0131 469 3823 gavin.brown@edinburgh.gov.uk	January 2021		<u>Recommended for closure.</u> An update on Strategic Review of Parking is included on the agenda on 28 January 2021.
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11 October
2019

[Evaluation of the
20mph Speed
Limit Roll Out](#)

1. To note that consideration is being given to the potential for further extension of the 20mph network and that a report on this subject will be brought to first meeting of this Committee in 2020.

2. To note that a further report on the analysis of road casualties and vehicle speeds will be presented to this Committee in 2021, three years after completion of the final phase of the 20mph network.

Executive Director of Place
Lead Officer: Ewan Kennedy
0131 469 3575
ewan.kennedy@edinburgh.gov.uk

February
2020

27 February
2020

**Closed 1
October 2020**
This report was considered by Committee on [27 February 2020](#).

2021

			3. To agree that the February 2020 report to Committee should provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures			27 February 2020	Closed 1 October 2020 This report was considered by Committee on 27 February 2020 .
Page 53 21	11 October 2019	Edinburgh's Low Emission Zones – update	1. To note that a further report will be prepared for Transport and Environment Committee in February 2020 on the key workstreams underway (including refined impact assessments, transport and air quality modelling and a revised LEZ scheme).	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2020	27 February 2020	Closed 1 October 2020 A report was considered by Transport and Environment Committee on 27 February 2020 .
			2. To agree to have an update in the Business Bulletin in December 2019 on an overview of the		December 2019	5 December 2019	Closed 1 October 2020 This was included in the Business

			legislative options				Bulletin on 5 December 2019 .
			3. To agree to a briefing for members on the overview			February 2021	An update on LEZ progress was provided in the Business Bulletin on 1 October 2020 . A further update on legislative options will be provided in Spring 2021 to align with revised Scottish Government (SG) timetable.
			4. To agree that supplementary reports and modelling work would be made public once available			Spring 2021	An update on this will be provided in Spring 2021 to align with revised SG timetable.
22	11 October 2019	Motion by Councillor Miller – Safe Cycle Journeys to School	1. To agree that Duddingston Road would be added to the forthcoming report on the review of cycle provision	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.g	2021		

5
December
2019

[Transport and
Environment
Committee
Business Bulletin](#)

2. To agree that a written update which would clearly set out how the deputation's concerns could be addressed would be circulated to the deputation, the committee and the local ward councillors.

[ov.uk](#)

2021

1. To agree to discuss development plans for the Lothianburn Park and Ride with planning officers.

Executive Director of Place
Lead Officer: Stuart Lowrie
0131 469 3622
Stuart.Lowrie@edinburgh.gov.uk

October
2020

**Closed 1
October 2020**
These discussions are on-going

2. To agree to a Business Bulletin update in six months on the progress of the Energy Efficient Street Lighting Programme.

Lead Officer: Alan Simpson
0131 458 8038
Alan.Simpson@edinburgh.gov.uk

August
2020

August
2020

**Closed 1
October 2020**
A briefing note was circulated in August 2020.

3. To agree to bring back an update to the Working in Partnership with Police Scotland with the inclusion of the outcome of discussions with Police Scotland on the lessons learned from the actions taken by the

Lead Officer: Stacey Monteith-Skelton
0131 469 3558
Stacey.Monteith-Skelton@edinburgh.gov.uk

April 2021

			West Midland Police on Operation Close Pass.				
			4. To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin.	Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Summer 2021		This links to City Mobility Plan and will be considered as part of this work.
			5. To agree to consider options for a simplified road signage guide for members of public. This would include notification that the removal or displacement of signage was an offence.	Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	April 2021		Now that the Roads Improvement Plan has been implemented the relevant teams can work together to ensure simplified road signage guidance can be developed and circulated to all stakeholders, including on the Council Website.
24	5 December 2019	Citywide Ban on 'A' Boards and Other Temporary On-street	1. Agrees a report on this support and examples of agreed alternatives will be reported back to	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575	January 2021		<u>Recommended for closure</u> This is included in the Business

		Advertising Structures – 12 Month Review	committee within two cycles	ewan.kennedy@edinburgh.gov.uk			Bulletin on 28 January 2021.
			2. Agrees that an annual update will be provided to committee detailing warnings and penalties issues to businesses for non-compliance.	Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	January 2021		<u>Recommended for closure</u> This is included in the Business Bulletin on 28 January 2021.
			3. To agree to circulate to members the decision that was previously taken on community event advertising.	Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	January 2021		<u>Recommended for closure</u> This is included in the Business Bulletin on 28 January 2021.
			4. To agree that the Executive Director of Place would discuss with senior staff CEC's policy on the height and width of lamppost wrap communications.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021		<u>Recommended for closure</u> This is included in the Business Bulletin on 28 January 2021.
25	5 December 2019	Progress Update on Edinburgh St James' GAM Works	Agrees that a report be brought back to Committee providing the results of the consultation exercise and seeking approval to proceed with a preferred	Executive Director of Place Lead Officer: David Cooper 0131 529 6233 david.cooper@edinburgh.gov.uk	April 2021		The consultation exercise was programmed to start in spring 2020 but has been delayed. A

			option for the Central Island.				new timetable is being developed.
26	5 December 2019	Decriminalised Traffic and Parking Enforcement (Update)	To agree to a report in six months reviewing the effectiveness of the actions to be implemented as agreed in the report.	Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	April 2021		An update will be prepared for Committee in April 2021.
27	5 December 2019	Kirkliston and Queensferry Traffic and Active Travel Study	To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report.	Executive Director of Place Lead Officer: Dave Sinclair 0131 529 7075 david.sinclair@edinburgh.gov.uk	On-going		An update was included in the Business Bulletin for Transport and Environment Committee on 12 November 2020.
28	5 December 2019	Gilmore Place Driveway Parking Overhanging Footway – Response to Motion	Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures.	Executive Director of Place Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	December 2021		The previous report suggested progressing an assessment in summer 2020 to assess the extent of the problem during the upcoming tourist season. However, due to the Coronavirus

							<p>pandemic, and resources being required for other activities, the assessment has not been carried out. It was also likely that low visitor numbers to the city, changes in demand for parking at accommodation, and relaxation of parking charges over the summer would have artificially affected the assessment and would not provide an accurate picture. It is therefore proposed to roll this action forward to Summer 2021.</p>
29		Waste and Cleansing Services	<p>1. To agree to circulate to members the data on overflowing bin</p>	<p>Executive Director of Place Lead Officer: Andy Williams</p>	<p>January 2021</p>		<p><u>Recommended for closure.</u> An update on Waste</p>

	5 December 2019	Performance Update	complaints broken down by ward	0131 469 5660 andy.williams@edinburgh.gov.uk			and Cleansing performance is included on the agenda on 28 January 2021.
			2. To agree to provide further detail on the issue where customers could evidence having paid for a permit but those details had not carried through to the service				October 2020
30	16 January 2020	City Mobility Plan – Draft for Consultation	Agrees that following consultation a finalised Plan will be brought back to committee in the third quarter of 2020	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2021		The results of the consultation are being reported to Committee on 1 October 2020.
31	27 February 2020	Edinburgh Low Emission Zone - regulations and guidance consultation	1. To agree that officers would provide an interim briefing partway through the development process and any questions would be sent to the Convener.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2021		A briefing for Elected Members will be prepared on the regulations and

		response and programme update				guidance that are necessary for local authorities to be able to introduce and enforce LEZs following primary legislation [Transport (Scotland) Act 2019.
			2. To agree that Action Plan on air quality would be updated and to agree that details of the contents of the report would be embedded in the update.		Summer 2021	This will be developed in conjunction with the new City Mobility Plan and a review of the Cleaner Air for Scotland Strategy. The LEZ scheme for Edinburgh will form a major aspect of the Action Plan.
32	27 February 2020	Parking Action Plan	To agree that details would be provided regarding the revised costings.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823	January 2021	<u>Recommended for closure</u> This is included on the agenda for Committee

				Gavin.Brown@edinburgh.gov.uk			on 28 January 2021.
33	27 February 2020	Edinburgh: Million Tree City	To note that details of the meeting between the partners would be forwarded.	Executive Director of Place Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk	January 2021		An update on this will be reported to Culture and Communities Committee in January. Transport and Environment Committee will be kept updated.
Page 62	27 February 2020	40mph Speed Limit Review	To agree to email Councillors when the TRO goes live.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	2021		This will be actioned when the TRO goes live.
35	27 February 2020	Motion by Councillor Miller – Bike Buses Agenda – Transport and Environment Committee – 27.02.20	Agreed to consult with bike bus volunteers and pupils on challenges they have identified and to bring back an update to Committee in two cycles on actions to support and enable bike buses to school	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021		<u>Recommended for closure</u> This is included in the Business Bulletin on 28 January 2021.

36	27 February 2020	Motion by Councillor Lang – Lothian Buses Agenda – Transport and Environment Committee – 27.02.20	The Convener invite the managing director and chair of Lothian Buses to give a presentation to the committee at a future meeting, with an opportunity for committee members to ask questions and that such an agenda item should become an annual part of the committee’s work-plan	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021		<u>Recommended for closure</u> This is included on the agenda for Committee on 28 January 2021.
37	1 October 2020	Business Bulletin	1.To agree that a briefing note would be provided with a timeline setting out when taxi ranks would be refreshed.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	April 2021		It is expected that the refresh will take place in March/April 2021. Committee will be advised when this is complete.
			2. To agree that officers would confirm if the Traffic Commissioner could look at commercial vehicles more widely with regard to the Low Emission Zone Scheme.	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Spring 2021		This will be progressed as part of the Council’s work on Low Emission Zones.
38	1 October 2020	City Mobility Plan – Public Consultation and	agrees that consideration of the responses to the consultation and a finalised	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575	February 2021		

		Engagement Key Messages and Next Steps	Plan be brought back to committee early next year	ewan.kennedy@edinburgh.gov.uk			
Page 64	39 1 October 2020	Roads and Transport Infrastructure Improvement Plan	1. Notes that the new Network Management and Enforcement Services Improvement Plan will be submitted to this Committee for approval at a future meeting	Executive Director of Place Lead Officer: Cliff Hutt 0131 469 3751 cliff.hutt@edinburgh.gov.uk	January 2021		Recommended for closure This is included on the agenda for Committee on 28 January 2021.
			2. To agree that individual briefings would be offered to Committee on the Roads and Transport Organisational Structure.		On-going		Recommended for closure – briefings have taken place with Elected Members who requested this.
	40 1 October 2020	Motion by Councillor Lang – Spaces for People Online Consultation Agenda – Transport and Environment Committee – 01.10.20	Notes that there is an intention to bring a report to the November 2020 meeting of the Transport and Environment Committee detailing the analysis of the feedback received and providing a list of those current and proposed schemes which reflect that feedback. Recognises that the	Executive Director of Place Lead Officer: Dave Sinclair 0131 529 7075 david.sinclair@edinburgh.gov.uk	November 2020		Recommended for closure This was included in the Spaces for People – November 2020 Update report on 12 November 2020.

			<p>feedback will remain relevant to development or refinement of schemes as the Spaces for People initiative progresses</p> <p>Agrees the report should highlight suggestions which received significant support but did not fit the criteria for Spaces for People, and what options exist to progress these ideas through other active travel project streams</p>			
Page 65	12 November 2020	Transport and Environment Committee Business Bulletin	<p>1) To agree that a briefing note would be circulated on the implementation of controlled parking zones including a timeline.</p>	<p>Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk</p>		<p>An update on the Strategic Review of Parking is included on the agenda for Committee on 28 January 2021.</p>
			<p>2) To agree that a briefing note on winter maintenance measures would be circulated to committee and an update would be include in the business bulletin at meeting of the Transport and Environment</p>	<p>Executive Director of Place Lead Officer: Cliff Hutt 0131 469 3751 cliff.hutt@edinburgh.gov.uk</p> <p>Lead Officer: Dave Sinclair Local Transport and Environment Manager 0131 529 7075 david.sinclair@edinburgh.gov.uk</p>		

			Committee on 28 January 2021.				included on 28 January 2020.
42	12 November 2020	City Centre West to East Cycle Link and Street Improvements Project - Section 3(b) (North St David Street) - Representations to Traffic Regulation Order and Redetermination Order	1) Instructs that a review of these measures is undertaken in order that the scheme can progress without disadvantaging pedestrians (top of the transport hierarchy) in this way.	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.gov.uk			
			2) To agree that consideration would be given to moving the Toucan Crossing a few metres north at Thistle Street.				
43	12 November 2020	Waste and Cleansing Service Policy Assurance Statement	To agree that a report would come back to the Transport and Environment Committee when the policy was in place to assess whether the regime would require further adjustment to ensure there was some contribution to the service that was being provided.	Executive Director of Place Lead Officer: Andy Williams Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk			Implementation of this new policy is now being progressed and an update will be reported to Committee at the appropriate time.
44			1) To note that visibility at the Dean Bridge junctions would be looked at the see	Executive Director of Place Lead Officer: Dave Sinclair Local Transport and	January 2021		

	12 November 2020	Spaces for People Update - November 2020	if improvements could be made	Environment Manager 0131 529 7075 david.sinclair@edinburgh.gov.uk			
			2) To agree that details would be circulated confirming when schemes are likely to be implemented for schools where measures have not been introduced.		December 2020		
			3) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.		December 2020		
			4) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.				
45	12 November 2020	Spaces for People – East Craigs Low Traffic Neighbourhood	1) To approve commencement of an Experimental Traffic Regulation Order and to propose a full public consultation prior to the decision by a later Transport and Environment	Executive Director of Place Lead Officer: Ewan Kennedy Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	June 2021		

			Committee, (date to be confirmed), as part of the process for the introduction of a LTN in East Craigs as set out in paragraphs 4.23 - 4.30.				
			2) To note that the intention around option 1 would have been the Low Traffic Neighbourhood proposal as it was received by Committee following amendments. The Executive Director of Place to check whether the incorrect appendix for Option 1 had been appended to the report and the public papers would be updated if the incorrect appendix had been attached.	Executive Director of Place Lead Officer: Paul Lawrence 0131 529 7325 paul.lawrence@edinburgh.gov.uk			Recommended for closure This was corrected for the report referred to Council on 19 November 2020.
46	12 November 2020	Motion by Councillor Webber – Intelligent Traffic Signals Agenda – Transport and Environment	As part of its traffic information system a series of large Variable Message Signs throughout Edinburgh Some do not appear to be working and many appear under used	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	April 2021		

		Committee – 12.11.20	<p>The contribution these installed Variable Message Signs can make to traffic flow, limiting unnecessary journeys and improving the visitor experience in Edinburgh</p> <p>Instructs</p> <p>A report in two cycles clarifying the extent, use, condition and plans for the Variable Message Signs system in Edinburgh. The report should clarify, where appropriate, reasons for lack of use of these signs.</p>			
	12 November 2020	<p>Motion by Councillor Miller – Cyclist Fatality</p> <p>Agenda – Transport and Environment Committee – 12.11.20</p>	<p>Sends sincere condolences to the family and friends of the cyclist killed in a collision at the A199 / A1140 junction on 2 November.</p> <p>Recognises that this is the second fatality of a cyclist at this junction within two years.</p> <p>Asks officers to review the provision of safe routes for people travelling by bike through this junction.</p>	<p>Executive Director of Place Lead Officer: Ewan Kennedy Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	June 2021	<p>An update on the review of safety at major junctions will be prepared for Committee in June 2021.</p>

48	12 November 2020	<p>Emergency Motion by the Coalition – Road safety for vulnerable road users</p> <p>Agenda – Transport and Environment Committee – 12.11.20</p>	<p>Notes with great sadness the untimely death of cyclist Heather Stronach, following a collision with a lorry driver at the King’s Road junction in Portobello. This is the second fatality of a similar nature at this junction in less than two years.</p> <p>Notes that a full investigation of this incident by Police will inform, as is always the case, what the Council, as the roads authority can and should do to make this junction safer.</p> <p>Requests that senior officers urgently consider how we can achieve significantly improved safety for vulnerable road users at the city’s major junctions and which focuses on reducing the risk and likelihood of dangerous, sometimes lethal, conflict between vehicle drivers and other road users.</p> <p>Requests immediate feedback at the January Transport & Environment</p>	<p>Executive Director of Place Lead Officer: Ewan Kennedy Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	January 2021		<p><u>Recommended for closure</u></p> <p>This is included in the Business Bulletin on 28 January 2021</p>
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			Committee, in the form of either a short report or a Business Bulletin, outlining key considerations and fast next steps to achieving a safer environment for those most at risk on our roads.				
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Business bulletin

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Virtual Meeting, via Microsoft Teams

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes (Convener)</p>  <p>Councillor Karen Doran (Vice-Convener)</p> 	<p>Councillor Scott Arthur Councillor Eleanor Bird Councillor Gavin Corbett Councillor David Key Councillor Kevin Lang Councillor Claire Miller Councillor Stephanie Smith Councillor Susan Webber Councillor Iain Whyte</p>	<p>Veronica Wishart Senior Executive Assistant 0131 469 3603</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Martin Scott Committee Services 0131 529 4237</p>

Recent news	Background
<p>Citywide ‘A’ Board Ban</p> <p>A citywide ban on ‘A’ Boards and other temporary on-street adverts came into force on 5 November 2018. A review was undertaken looking at how successful the ban has been in achieving its aims 12-months post implementation, and this was presented to the Transport and Environment Committee in December 2019. The Committee unanimously agreed that the ban should remain in force.</p> <p>Support for Businesses</p>	<p>Will Garrett Spatial Policy Team Manager</p> <p>Wards affected: All</p>

At the December 2019 Committee, members requested further information on the range of support measures that have been provided to help mitigate impacts of the ban:

General Support:

- [A dedicated page on the Council's website](#) offers advice for businesses, including guidance on where planning consents may be required. It also provides links to guidance from other organisations including Edinburgh World Heritage. The webpage went live in June 2018 to give businesses time to prepare.
- [Guidance for Businesses](#) offers specific planning advice on all business-related matters including shopfront changes and advertising. The guidance is reviewed annually.
- **Drop-in Event** in June 2018 focussed on sharing ideas on alternative forms of advertising and business promotion. Council representatives from Planning, Roads, Business Gateway and Environmental Services attended. Edinburgh World Heritage were also present to give specific advice on shop front design and grants for business within the World Heritage Site.
- [Business Gateway](#) provides free support and advice to start-ups and existing businesses. This includes the [DigitalBoost](#) programme which provides targeted support on how to boost online presence.

Engagement with Federation of Small Businesses:

Dialogue with the Federation of Small Businesses (FSB) has been ongoing during the pre/post implementation process.

In July 2019 a meeting with FSB and three of its members was held to review whether further support was needed to mitigate impacts of the ban. These businesses outlined some specific challenges experienced and mitigation was explored as follows:

- One business located in a basement raised concerns around their visibility to passing trade. A range of shopfront enhancements were agreed comprising a new projecting sign and general repainting.

- Two business located off main high streets raised similar concerns around visibility to passing trade. Guidance was provided on the dimensions for projecting signage and signs which can be affixed to railings.

Signage for Businesses Located in Closes:

A ban on 'A' Boards has been in place on the Royal Mile since 2010, therefore circumstances have not officially changed for businesses down closes at this location.

In February (2020), a meeting was held with Edinburgh World Heritage to further explore options around signage for Closes. The following was agreed:

- Directional signage could be helpful to improve waymarking for some closes. Overall it was concluded that efforts/finances to rejuvenate Closes would be better spent making them more welcoming and easier to interpret (i.e. via the Twelve Closes project), given the ease at which most people now use digital mapping on their phones etc.
- Most businesses already have signs at Close entrances/projecting signs within the Closes. Whilst it could be argued that existing signs cumulatively create visual clutter, it could also be argued they add an individual/interesting character and have become part of their charm.
- Potential to explore replacing individual signs with one appropriately designed sign advertising all businesses together has merit. However, gaining support may be challenging especially for businesses who have been used to having their own individually branded signage for many years.
- Fleshmarket Close could be used as a pilot to engage businesses on the idea of a shared sign as part of Edinburgh World Heritage's Twelve Closes Project. This process has stalled due to COVID-19. An update will be provided in due course.
- The Council's waymarking project will seek to maximise opportunities to highlight closes as interesting spaces to explore as well as being linkages to other destination.

One long-standing business contacted the Council in summer 2018 with concerns about the loss of their 'A'

Board. Since then, several meetings have been held to discuss alternatives and support them in creating a website via Business Gateway's 'Digital Boost' initiative. A new projecting sign at the Close entrance was agreed in principle subject to sensitive positioning and design. Edinburgh World Heritage offered support through working with a local artist to create a bespoke design and in providing grant funding to help finance the sign.

Support for Walking Tour Operators:

Safety concerns prompted the early removal of the box-style advertising structures prior to the 2018 summer Festival. Following several meetings with operators, interim measures were agreed for use in advance of the ban to cover the busy summer/autumn period.

In October 2018, Business Gateway facilitated a workshop for operators to explore various ideas on business promotion, particularly online promotion.

In December 2018 a group meeting with all operators was held to further explore appropriate forms of promotion for tours on the Royal Mile. Options for individual signs along the Royal Mile were explored, however it was concluded that hand-held signs would continue to be the most appropriate method of on-street advertising. This approach is being used successfully in other cities.

Enforcement Process:

During the first few weeks of the ban coming into force, Street Enforcement officers adopted an 'awareness-raising' approach, where advice was offered to businesses on alternative forms of advertising if they were found to be non-compliant. This ensured that businesses who may not have been aware of the ban had sufficient time to implement alternatives before any formal enforcement action was taken.

Advice on alternatives continues to be offered as required.

Enforcement Penalties – Annual Update

The table illustrates the level of enforcement undertaken since the ban has been in place:

Year	Warning/ Advisory	Final Warning	No, of business premises where signs were uplifted	No. of Items uplifted
2019	222	29	8	14 A boards
2020	57	5	1	4 A boards plus 1 Barrel

In response to the pandemic guidance issued by the British Retail Consortium (BRC) suggests businesses may use A Boards to provide information on social distancing, wearing face masks whilst visiting the premises and also how to queue before entering the premises.

Street Enforcement officers, when visiting the premises, have provided alternative ideas on how to deliver these safety messages without causing obstruction on the public pavement. These suggestions include the use of non-slip pavement vinyl's, utilising window and door space to advertise and, where staffing permits, use of staff members to provide assistance.

Lamppost Wraps and Signs

At the December 2019 Committee concern was raised around the Council and its key partner's use of temporary signage fixed to lampposts and their potential to cause obstructions to pedestrian movement.

The Council has developed a protocol to ensure signs are used only where necessary for important public information / safety messages, in locations which would not cause obstructions to pedestrian movement. Locations generally relate to harder to reach communities and where targeted messages are required to tackle specific issues.

Signs are not permitted within the busy city centre area (boundary is defined by the World Heritage Site designation) except where it is deemed essential to give key public safety messages or key service information that cannot be reasonably achieved through direct communication.

As lamppost sizes vary across the city it is difficult to develop a single-size approach to signs. A mix of sizes

have been developed with smaller A3 size signs selected where the larger wraps would cause an obstruction. In all cases at least 1.2 metres is left clear on footways to ensure good pedestrian flows. Signs are closely monitored during their 28-day period and removed thereafter in line with the agreed protocol.

Since the start of the Covid-19 pandemic, signage has been limited to respond to the additional pressures on roads and pavements. Signs have primarily focussed on Covid-19 and public safety messages. The visibility of signs on routes and parks has been widely welcomed by residents, councillors and community councils.

The approach to lamppost signage continues to be developed, using a range of sizes to suit different locations and campaigns.

Community Event Advertising

In December 2019 Committee requested details of the decision previously taken on community event advertising. This was considered at Committee on [4 October 2018](#).

George Street and First New Town (GNT) Public Realm Project

The George Street and the First New Town project is now entering an exciting and critical phase to develop a final Concept Design by Spring 2021. Progress towards finalising the Concept Design, the forward programme and engagement strategy are well advanced and are being led by the appointed multidisciplinary consultancy team, WYG Ltd. With our partners Sustrans, detailed discussions with key stakeholder groups including Essential Edinburgh, Edinburgh World Heritage, Living Streets and Spokes have recently concluded with conversations focused on loading and servicing, walking and cycling, heritage considerations and the projects key role within wider Council plans and strategies including the City Mobility Plan, Edinburgh City Centre Transformation and climate emergency commitments.

A wider public and business engagement process will be undertaken in February 2021 to secure final comment and views on the proposed concept design. Given current Covid-19 restrictions the engagement plan will incorporate a range of virtual digital methods of communication including new website, 3D digital images and virtual tour.

[Jamie Robertson](#)

Strategic Transport
Planning and Projects
Development Manager

Wards affected – City
Centre

Feedback from engagement with key stakeholders and the wider public will be incorporated into a report seeking final approval of the Concept Design for GNT which will be presented to the Transport and Environment Committee in April 2021. The proposed Concept Design will be accompanied by a draft Operational Plan, Heritage Impact Assessment and Integrated Impact Assessment.

Critical to achieving the overall project delivery programme is the securing of all necessary statutory consents which are programmed to be promoted in 2021.

Furthermore, a procurement exercise will be commenced early 2021 to secure the necessary technical consultancy support to develop the final approved concept design to the next stage (RIBA Stage 4 - Detailed Design) in its development which will include preparation of the statutory Orders and further refinement of accompanying plans.

Edinburgh City Centre Transformation (ECCT): Pedestrian Priority Zone - Next Steps

The approved ECCT Strategy defined a Pedestrian Priority Zone (PPZ) in the Old and New Towns and Southside.

The zone aims to promote conditions for walking, wheeling, cycling and access to public transport, restricting some through routes to general traffic, whilst enabling local residents' access, business servicing and waste collection.

To develop the PPZ approach, high-level mapping is being undertaken, building on the Council's street design guidance street typology, to develop a toolkit of potential interventions.

The initial stage will involve stakeholder engagement and traffic modelling to map those parts of the city centre with greatest potential to deliver beneficial change in order to:

- achieve gradual reductions in traffic through the city centre;
- support walking, wheeling and cycling to local shops, parks and schools;
- improve road safety;
- deliver placemaking benefits – including historic settings and community spaces;
- identify potential locations for shared mobility services such as further car/bike hire hubs; and
- complement delivery of the Low Emission Zone.

[Will Garrett](#)

Spatial Policy Team
Manager

Wards affected:

City Centre,
Southside/Newington.

Lessons learned from the Spaces for People programme will be evaluated and embedded as appropriate.

As part of the work, the capacity of strategic routes bounding and crossing the city centre will be re-evaluated to reflect priorities by mode, including the outcome of the Edinburgh Strategic Sustainable Transit Study Phase 2.

At the heart of the PPZ, a series of street closures to general traffic will create a high quality, vehicle free, network of public realm in the Old Town.

This will support liveability, place quality and accessibility, local businesses and the area's role in civic, cultural and ceremonial life.

The PPZ workstream will develop a programme for the street closures in the Old Town identified by the ECCT Strategy, including:

- Victoria Street;
- Cockburn Street;
- High Street between North Bridge and St Mary Street; and
- Lawnmarket.

Temporary closures achieved through Open Streets and Summertime Streets will be reviewed, and local access for servicing, residents' parking and disabled parking will be considered in the context of the Old Town overall.

Close liaison with the Spaces for People programme will draw upon the experience of the current city centre measures and public and stakeholder feedback, including suggestions for the streets' longer-term enhancement.

The initial findings of the PPZ study will be reported to Committee later in the year and will support the emerging City Mobility Plan by setting out a plan to create people-friendly streets and to manage vehicle access.

Delivery of the Road Safety Improvements Programme

The Council is committed to providing a safe and modern road network for the 21st century, as set out in its [Road Safety Plan for Edinburgh to 2020](#). Work is currently underway to develop a new Plan to cover the period to 2030 and it is expected that this will be finalised later this year.

Contact:

[Andrew Easson](#)

Road Safety and Active Travel Manager

Wards affected – All

The new Plan will be developed in the overall context of the Scottish Government's emerging [Scotland's Road Safety Framework to 2030](#), for which public consultation took place recently, while addressing the particular circumstances of Edinburgh's transport network.

In addition to delivering the road safety improvements programme, the Road Safety team also:

- investigates and responds to road safety concerns raised by elected members, stakeholder groups and the public;
- organises and delivers road safety education and behaviour change initiatives;
- maintains road safety related electronic signage, such as Vehicle Activated Speed Signs and restrictions signs at School Streets/part-time 20mph zones; and
- manages the Council's contract for the provision of independent Road Safety Audits.

The team is also currently assisting with the delivery of the Council's Spaces for People programme, particularly the workstream to deliver measures around the city's schools.

The work of the Road Safety team can be categorised into four major workstreams:

- Measures to reduce road traffic collisions;
- Measures to reduce excessive traffic speeds;
- Measures to improve walking, wheeling and cycling journeys to school; and
- Measures to improve pedestrian crossing facilities.

Road Traffic Collisions

This workstream is aimed at reducing road traffic collisions and includes remedial measures following fatal collisions, which are developed in partnership with Police Scotland, and improvements arising from the ongoing monitoring of collisions in the city - the Accident Investigation and Prevention (AIP) programme.

Under this workstream, six significant schemes are currently being developed and several smaller schemes have been delivered in 2020-21. A number of other smaller schemes are being developed for delivery in the next financial year (2021/22).

Reduce Excessive Traffic Speeds

Bi-annual batches of traffic surveys are undertaken at locations where speeding concerns have been raised. The data from these surveys is used to direct to those locations where there is significant speed limit non-compliance.

In addition, the team will investigate the suitability of further speed reduction measures at locations where average speeds above the normal tolerance (24mph in a posted 20mph speed limit, or 35mph in a 30mph speed limit) are recorded.

A total of 663 traffic surveys have been undertaken throughout the city within the last two years and these have identified ninety 20mph and three 30mph streets for site investigation for further speed reduction measures. These site investigations are underway and are expected to be complete by the end of this financial year. A programme of rolling out appropriate speed reduction measures will commence in 2021-22.

Walking, wheeling and cycling journeys to school

An update on the development of School Travel Plans is provided below.

Pedestrian Crossing Facilities

The Council's programme of pedestrian crossing improvements is updated annually and the most recent update was reported to the Policy and Sustainability Committee on [6 August 2020](#). The current approved programme contains 75 locations for pedestrian crossing improvements, which represents a full work programme through to financial year 2024/25.

Six crossing improvement schemes have been delivered to date in 2020-21. Tenders for three further improvements are expected to be issued shortly, with the aim of construction work commencing at the start of financial year 2021-22, subject to any restrictions that might arise due to the ongoing COVID-19 pandemic.

Detailed design work is ongoing for an additional eight improvements, while preliminary designs have been completed for four more. Design briefs are currently being prepared for issue to external consultants for a further 16 improvements.

A Briefing Note will be circulated to Committee members, providing further detail on the delivery of the programme in 2020-21 and 2021-22.

School Travel Plans

Following a review of the Road Safety programme, it was identified that a systematic review of all school travel plans was required, to ensure that resources allocated to improving routes to school are targeted at locations where they have the potential to deliver the greatest benefits.

Work commenced in November 2020 on a review of the school travel plans for every school cluster in the city. The reviews will be carried out over an 18 month period and the programme for this is on the [Streets Ahead](#) website.

As part of this process, school travel surveys with parents and discussions with pupils and teachers on how the safety of their routes to school could be improved will be undertaken.

This information will be recorded in a travel plan document that will cover a five year period. The plan will aim to address a wide range of issues including crossing points, school gate issues and cycling facilities.

There will be opportunities to address these issues by introducing measures such as new crossing facilities, School Streets zones, cycle parking facilities within schools and improvements to walking and cycling facilities for journeys to and from school, which will be developed. In addition, campaigns will continue to run in schools to promote walking and cycling and support will be offered to schools to develop other initiatives, such as park and stride and walking and cycling buses.

Further progress updates will be provided to Committee in due course.

Contact:

[Stacey Monteith-Skelton](#)
Senior Engineer (Road Safety)

Wards affected – All

Speed Limit Review of Roads with Limits Above 40mph

Following the completion of the rollout of the citywide 20mph network, a review was undertaken to consider reducing 40mph speed limits to 30mph. On [27 February 2020](#) Committee approved reducing speed limits on 22 streets to 30mph and work is currently ongoing to progress this.

Contact:

[Stacey Monteith-Skelton](#)
Senior Engineer (Road Safety)

Wards affected – All

On 14 May 2020 the Policy and Sustainability Committee approved initiating a consultation by the end of 2020 on speed limits on rural roads in the west and south west of Edinburgh.

It was not possible to undertake such a consultation before the end of 2020, due to the ongoing Covid-19 situation. The Council will, however, commence gathering the data necessary to inform a review of speed limits on all roads within its transport network that have limits above 40mph.

As part of this review, it is also intended to consider the introduction of localised speed limits at residential settlements on these roads.

Collision data retrievals will be undertaken for each of these roads. Traffic surveys will also be arranged to collect traffic speed and volume data, once current Covid-19 restrictions have been eased and traffic behaviour has reverted to being more representative of normal conditions. This will provide baseline information that can be used to measure the impacts of any subsequent speed limit reductions.

Further progress updates will be provided to Committee in due course.

Review of Safety for Vulnerable Road Users at Major Junctions

On 12 November 2020 the Committee approved an Emergency Motion including the following:

“Requests that senior officers urgently consider how we can achieve significantly improved safety for vulnerable road users at the city’s major junctions and which focuses on reducing the risk and likelihood of dangerous, sometimes lethal, conflict between vehicle drivers and other road users.

Requests immediate feedback at the January Transport & Environment Committee, in the form of either a short report or a Business Bulletin, outlining key considerations and fast next steps to achieving a safer environment for those most at risk on our roads.”

Engagement has begun with stakeholder groups representing vulnerable users, such as Spokes, Living Streets Edinburgh Group and the Edinburgh Access Panel, to identify short, medium and long term measures to improve safety for vulnerable road users. This includes the

[Andrew Easson](#)

Road Safety and Active Travel Manager

Wards affected – All

identification of those major junctions within the city which present the greatest safety concerns.

The review will identify short term measures, including improvements that could be implemented at these junctions relatively quickly and be accommodated within existing programmes and budgets.

It will also consider more substantive and longer term traffic management and public realm improvements to junctions and the cost and resource implications of this, including the prioritisation of capital resources.

Work is already underway to develop substantive improvements to a number of major junctions in the city, as part of existing work programmes such as the Active Travel Investment Programme, Edinburgh City Centre Transformation, Trams to Newhaven and the Local Development Plan Action Programme.

However, should any of these junctions be identified for review through the process already described, consideration will be given to the potential for short term improvements that could be implemented in advance of the more substantive changes planned.

A further update on the review will be provided to the Committee within two cycles.

South East Scotland Transport Transition Plan and Bus Priority Rapid Deployment Fund Update

The National Transport Transition Plan (NTTP) published on 26 May 2020 set out the route map for the transport sector to recover to full service in the context of COVID-19 and set the following principles:

- To operate a safe transport service, mitigate risks where possible for those using our transport network and for our transport operators,
- Ease restrictions on everyday life and movement,
- Support economic recovery within the transport sector and broader economy, and
- Develop the future of transport in Scotland.

The Council recognises NTTP and the importance of public transportation to the development of adaption plans for the city in response to COVID-19 and notes that schemes which enable people to be safe when using public transport

[Jamie Robertson](#)

Strategic Transport
Planning and Projects
Development Manager

Wards affected – All

in the city as COVID-19 restrictions change and are relaxed will be central to this response.

On 16 July 2020, Scottish Government announced that a £10 million national Bus Priority Rapid Deployment Fund (BPRDF) would be made available during the current financial year (2020-2021) to help local authorities protect and, where possible, improve bus journey times and make services even more attractive and reliable (predominantly through to implementation temporary bus priority measures).

On behalf of the South East Scotland Transport Transition Group, the City of Edinburgh Council has played a lead role in the development applications to the BPRDF. On 27 November 2020, the first application resulted in a grant allocation of £1,203,120, with a further application being made on 18 August 2020, bringing the total grant funding to £1,465,850.

The grant allocations will now support the delivery of temporary infrastructure interventions; which include bus lanes (new and extension to existing), traffic signals modifications, bus stop relocation, traffic signalisation of park and ride site access to prioritise bus movements, and other operational changes providing bus journey time advantages and enhancement to service reliability across the region. The vast majority of interventions lie within Edinburgh's Local Roads Authority area and where traffic modelling evaluation has identified locations that are likely to suffer from elevated levels of congestion (particularly on key radial corridors that link the city with the region) these routes have been prioritised. The measures are required to be in place before the end of March 2021.

On 9 December 2020, Transport Scotland launched its Bus Partnership Fund (BPF), as part of the Scottish Government's response to the climate emergency. The fund commits a long-term investment of over £500m to deliver targeted bus priority measures. The BPF will complement the powers in the Transport (Scotland) Act 2019, enabling local authorities to work in partnership with bus operators to deliver ambitious schemes that incorporate bus priority measures.

Discussions with regional partners to develop a coordinated BPF framework and approach, potentially based on the established SESTT group (which has already demonstrated

successful outcomes through the BPRDF) are advanced and further progress updates and recommendations, including those related to governance, and will be brought to this Committee in due course.

Winter Maintenance Readiness

The City of Edinburgh Council has a statutory duty, under Section 34 of the Roads (Scotland) Act 1984, to take such steps as it considers “reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads”. The intention of this duty is not that the Council will take immediate and simultaneous steps to clear and/or treat every road whenever ice or snow exists. It is recognised by the Courts that this would be impossible and beyond the limits of available resources.

Edinburgh’s road network has been prioritised into three treatment categories Priority 1, 2 and 3, commonly referred to as P1, P2 and P3.

The Roads Operations team has plant and resources (Roster A) in place to treat the P1 carriageway network on a precautionary basis 24hrs a day for the entire season and as the weather forecast dictates. P1 footpaths and cycle paths are gritted by other Council services, including Street Cleansing and Parks and Greenspaces, (Roster B) at the direction of the Duty Manager, again on a 24/7 precautionary basis.

Plant and resources are in place to treat the P2 and P3 road networks on a reactionary basis within core hours, Monday to Friday, as the weather dictates and as resources allow. Additional footpath/cycle path gritting is provided by other Council services.

Co-ordination teams are in place to provide senior incident management control in the event of severe weather conditions, with deployment and management of additional external contractors and resources available if required.

In preparation for the 2020/21 season, the impact of COVID-19 has been a significant consideration. This has meant locating Roster A and Roster B bases in different places (bubbles) to reduce the likelihood of an outbreak of COVID-19, with two separate locations for each Roster being implemented. The recent changes to the shielding guidance has also had an impact on these Rosters.

[Jamie Watson](#)

Operations Manager –
Roads Operations

Wards affected – All

There are three forecast domains for the city, allowing treatment to be targeted more effectively to the areas that are usually more severely affected by snow/ice. Treatment decisions are made twice daily, in response to forecast information from the Met Office. There is a day and night shift Roster on call to react to the treatment decisions and where necessary these shifts combined can cover a 24 hour period.

At the start of the season a stock of 11,000 tonnes of rock salt was in place within the Edinburgh boundary. The Council has taken delivery of 5,000 tonnes so far with a further 2,500 tonnes in the process of being delivered. Further stocks can be obtained locally if required.

The Council has a fleet of 19 multibody gritters of various sizes but to ensure reliability 12 modern gritters have been hired for the full season to cover 1,125.13km. There are also 16 mini-trackers for clearing and gritting footways across the city covering 315.14km.

There are 3,000 salt bins around the city. All were filled at the start of the winter season and were refilled during the first two weeks of January and another full replenishment is now underway. One tonne salt bags were also deployed to around 60 schools at the start of the season and have been replenished recently to help maintain access to schools.

Residents can find their nearest grit bin, report a damaged bin, or request a re-fill at: <https://www.edinburgh.gov.uk/gritbinproblem> (noting that in periods of snow fall or prolonged frost/ice it will not always be possible to fill the bins immediately).

Information on gritting, grit bins and on path clearing is uploaded to the Council website - <https://www.edinburgh.gov.uk/gritting-grit-bins>. The website is also updated with forecast weather events.

The weather conditions during January have been very challenging, in particular with ice and freezing rain on top of snow conditions coming from the north-east. Freezing rain is a rare occurrence and is difficult to predict.

These conditions are very challenging to treat as the ice forms very quickly after the rain and if the temperatures then rise further rainfall can wash off the previous precautionary treatments. This results in routes having to be treated multiple times.

Since 22 December 2020 there have been only four days when gritting has not taken place (25/26 December and 16/17 January). In total, 7,582 tonnes of salt have been put down this winter season, with 5,622 tonnes used so far in January 2021. By comparison, in the full years 2019/20 a total of 5,022 tonnes were used; and in 2016/17, 2,569 tonnes were used.

In addition to these arrangements, the Council's Roads Operations team are working closely with colleagues in the NHS to develop gritting plans for access to the new COVID-19 vaccination centres as they open.

A comprehensive a lessons learned and review of how the Council undertakes winter maintenance across the city (mainly on footways/cycleways) is currently underway and will continue through the remainder of the winter season. A business bulletin update on this work will be prepared for Committee in April, with the detailed outcome and next steps coming forward in a report to this Committee in June 2021.

Electric Vehicle (EV) On Street Charger Project

This project will introduce 66 chargers, 132 charging bays, located at 13 sites across the city. Appendix 1 shows a breakdown of the different types of chargers, the primary user groups they will serve and delivery timescales with a breakdown also by site.

The Council was awarded £2.2m from Transport Scotland through the "Switched on Towns and Cities Fund". Due to the impact of COVID-19, the funding period has been extended to April 2022.

The cost of the electrical connection work will be £424,000 (excluding VAT). This includes the construction of the two electrical substations required at the Park and Ride sites. The electrical connection costs are shown above.

It is not possible to provide a breakdown of the cost per installation/hub until the procurement process has been completed.

A procurement plan has been developed, for engagement with the market in early 2021. A communications strategy has also been developed for implementation from early 2021. The implementation of this programme is expected to be completed by 31 March 2022.

Contact: [Mike Kelly](#)
Project Manager

Wards affected:

- 1 - Almond
- 2 - Pentland Hills
- 5 - Inverleith
- 10 - Morningside
- 11 - City Centre
- 12 - Leith Walk
- 15 - Southside/Newington
- 17 - Portobello/Craigmillar

Coordination of EV related works

To better coordinate the delivery of a future proofed EV Charging network, ensuring that the Council's wide ranging transport, environmental and air quality goals are achieved, teams across disciplines and Directorates have been working together on delivery of the 66 chargers. Ongoing projects and plans such as the City Centre Transformation, Strategic Review of Parking and City Mobility Plan have informed progress and the decision making process to ensure EVs significantly contribute to mode integration and interchange in particular.

Potential Use of Street Lighting Columns

As part of the city's sustainability plans, trialling street lighting columns for EV Charging may be included in future phases of the roll-out of EV infrastructure in the city. However, this would require further engagement between Council officers and with the marketplace.

The earliest officers expect to bring forward any proposals on this will be quarter three of 2021.

Stakeholder Engagement and Communications

A communications strategy, including plans for engagement with the public, elected members and other relevant stakeholders, including active travel and equality organisations and Electric Vehicle Association Scotland, will continue to be developed.

Continued partnership with Charge Place Scotland should enable better promotion of the charging infrastructure already available in Edinburgh with access to interactive maps and real time information relating to charger availability.

This information will be enhanced on a dedicated Council webpage which will be updated regularly with updates on the project's progress and will encourage interaction with the public.

Teams within the Council are working together on proposals to safely allow members of the public access to our substantial portfolio of EV chargers across our estate.

In addition, it is hoped that partnership with select businesses should facilitate better public access to EV chargers located on private property particularly outwith business operating

hours. We aim to contact relevant businesses with proposals in early 2021.

Consultation on Cleaner Air for Scotland 2 - Draft Air Quality Strategy

The Scottish Government is consulting on a draft strategy – Cleaner Air for Scotland 2 (CAFS 2). It intends to build on the achievements of the Cleaner Air for Scotland (CAFS) strategy, by setting out measures to further improve air quality in Scotland over the next five years.

The strategy largely reflects the recommendations arising from an independently-led CAFS review undertaken between November 2018 and July 2019. It highlights how air pollution, climate change, quality of the urban environment and mobility are strongly interconnected and concludes that effective policy co-ordination, at both central and local government levels, will deliver co-benefits greater than those possible by considering each in isolation.

A draft response to the consultation can be found here: <https://www.edinburgh.gov.uk/cafs2>

The consultation officially ended on 22 January however an extension was obtained for the Committee to consider the response.

[Ewan Kennedy](#)

Senior Manager –
Transport Networks

Wards affected – All

Roseburn to Union Canal – Update

The Roseburn to Union Canal project is a multi-million pound scheme that will transform the quality of walking and cycling connections from the North Edinburgh Path Network (NEPN) and QuietRoutes 8 and 9 (west Edinburgh) to the Union Canal, and onwards to the Meadows and Southside, as well as southwest Edinburgh and National Cycle Network route 75 (NCN75).

In developing the scheme there has been a continued effort to consult and engage with the local community in order to keep them fully informed of the proposals and main timescales. As a result of the significant level of feedback received changes have been made to the proposals. For example, concerns have been raised about the numbers of trees that need to be removed and efforts are being made to minimise this and to maintain higher quality and larger trees wherever reasonably possible. The landscape architect has also revisited the design in order to increase provision of taller trees to increase screening of residential

For further information contact:

[Barry Clarke](#)

Senior Project Manager

0131 469 3827

Wards Affected:

Corstorphine/Murrayfield;
Sighthill/Gorgie; and
City Centre

properties at Duff Street Lane. A phased approach to the removal of more established trees has also been proposed in order to reduce the initial impact of the tree removal process. Where specific concerns of the public could not be mitigated through design changes (such as the proposed tree removal at the area commonly referred to as Sauchiebank Wood), the design team have sought to explain the rationale behind the design and the engineering challenges that need to be overcome.

It should be noted that the numbers of new trees to be planted as part of the project currently stands at 4,975 which, when combined with 424 existing trees to be retained out of 1,286, results in a net increase in tree numbers along the route of approximately 4,113. Through careful management the trees will establish and create a thriving habitat with an increase in species diversity, mixing evergreen with deciduous, wildflower meadows and enhanced biodiversity.

On 6 August 2020 the Policy and Sustainability Committee approved the undertaking of further work, including a package of enabling works comprising of site clearance, ground investigation and excavations to locate existing underground services. These works are necessary to complete the design of the proposals and to procure delivery.

Since then, work has progressed to finalise the design and to submit a planning application, which is expected to be considered by the Planning Development Management Sub-Committee on 3 March 2021. The Planning consultation process generated a positive response, with 99 representations received. Seventy of these were letters of support, three contained neutral comments and 26 were objections.

Works commenced on-site on a package of enabling works on 11 January 2021 and this is due to be completed by early April 2021. These works are being undertaken by Balfour Beatty, through the SCAPE Civil Engineering Framework Agreement, to validate the design and to establish ground conditions.

The works required the felling of 61 trees to gain access to the areas to be investigated. The outcomes of the ground investigation works, which include trial pits and boreholes to establish soil conditions and properties, are expected to be

available by mid-April 2021. Investigations will also be undertaken to establish whether there are any ground contamination issues.

Further trial pits are being undertaken to confirm the locations and depths of underground utilities apparatus and to identify any potential issues that may arise from this. The removal of Japanese Knotweed, identified previously, will be undertaken later as part of the main works.

In addition, work is ongoing to resolve several other challenges:

A traffic management strategy has been agreed to mitigate the potential impacts of various existing weight restrictions along the West Approach Road on the construction process. This, however, needs to be developed further with the Contractor to minimise disruption, via careful programming and construction logistics.

There are also two outstanding issues to resolve relating to land ownership and access routes. Negotiations are ongoing with Network Rail regarding the acquisition of a strip of land required to deliver the proposed bridge over the railway at the northern end of the route. There has also been ongoing dialogue with a landowner regarding the proposed new access at Duff Street Lane.

The project programme is being constantly reviewed to reflect progress on these issues. At present the high level programme for delivery is as follows:

- Completion of enabling works - early April 2021
- GI reporting – mid-April 2021
- Design validation – late May 2021
- Market testing and tender agreement – mid-August 2021
- Contract award – mid-September 2021
- Main works commence – mid-October 2021
- Main works complete – mid-October 2022

A further update on these issues and any resultant changes to the delivery programme will be provided as part of the Business Bulletin at the next Committee.

Impact of Climate on Infrastructure Update

[Paula McLeay](#)

A briefing note on this will be circulated to Committee in February 2021, providing an update on progress so far. This will include details of discussions which are taking place in January 2021.

Policy and Insight Senior Manager

Smarter Choices, Smarter Places

The Council has been running annual programmes of behaviour change initiatives, to encourage the uptake of active and sustainable travel and reduce single car occupancy trips, each year since 2015. These are externally funded by the Smarter Choices, Smarter Places (SCSP) grant, which is a Paths for All's active and sustainable travel behaviour change programme.

The SCSP programme in Edinburgh is intended to complement the Council's investments in improving infrastructure for walking and cycling, as well as promoting other sustainable modes of transport e.g. public transport and shared transport options.

An update on 2020-21 activity was provided to the Committee on [1 October 2020](#).

SCSP funding is revenue funding, which is allocated to Local Authorities across Scotland, based on population size. The Council has been invited to bid for £455,000 of funding for 2021/22. The Council is required to provide 50% match funding for this grant. It is intended to provide this from the Capital footways renewal programme (as in previous years).

Funding bids are due to be submitted by 31 January 2021, with the programme running through financial year 2021/22.

There will be a continued need to adapt during 2021/22 and to pre-empt increased demand on transport networks at particular moments in time, subject to new travel-related guidance coming from the Scottish Government, particularly at the present time in respect of COVID-19.

To develop the 2021/22 programme, the following have been utilised (further information is available on each if requested):

- Stages of Change Behaviour Change Model;
- COM-B Behaviour Theory;
- Current innovations and best practice;
- Criterion of effective SCSP initiatives; and

[Ewan Kennedy](#)

Planning and Transport Service Manager

- Evaluation from previous SCSP initiatives.

The major model used in the promotion of active travel is the COM-B model, where behaviour comes from the interlinked components of capability, opportunity and motivation. In the context of encouraging active travel, this means addressing the capability people have to walk and cycle, the opportunities people have to do so, and the motivation people have to walk and cycle. New opportunities are being created through the Spaces for People programme on a temporary basis in response to COVID-19 and the need to physically distance from others, and the SCSP programme aims to address capability and motivation elements.

The programme has been created by assessing each potential element against several criteria, starting with the target audience profiles and considering the adaptability of each element in the current context. This process has utilised the tools developed for the Council last year by experts at Social Marketing Gateway and Ansons Consulting.

The objectives of the SCSP programme in 2021/22 are:

- continue to understand the impact of the pandemic on everyday travel behaviour, and how transport modes and networks may be used as we emerge out of the pandemic;
- continue to encourage people to take sustainable travel modes for journeys; and
- continue to develop strategic action plans to frame future work by the Council and partners in the Smarter Choices policy area.

The programme for 2021/22 is attached in Appendix 2.

Pavements and People

On 20 August 2020, Council approved the following motion on Pavements and People.

1. To reconfirm that pedestrians were at the top of the City of Edinburgh Council transport hierarchies.
2. To note the concerns expressed by Living Streets Edinburgh about the introduction of further floating bus stops and bus boarders into the road infrastructure in Edinburgh.

[Gavin Brown](#)

Network and Enforcement Manager

3. To recognise that the floating bus stops had been installed on Leith Walk for some time and that monitoring did not indicate any significant risk of increased pedestrian/cyclist conflicts and therefore limited impact on pedestrian safety.
4. To note that the floating bus stop concept was used extensively and successfully, in various forms, in other mainland European countries.
5. To note that any blanket halt on the installation of floating bus stops would significantly delay and obstruct the delivery of the Spaces for People programme of emergency measures.
6. To note the Spaces for People commitment to remove street clutter as well as the Council's ongoing commitment to reducing pavement obstructions including the A board ban
7. To request that after analysis of the spaces for people project, any area that required the use of floating bus stop, a meeting with the relevant stakeholders would take place to ensure all options to finalise a safe and effective design had been considered, and provide a public campaign to highlight new floating bus stop arrangements, to further emphasise the pedestrian priority when this design was used, including for example the use of "STOP" markings rather than "GIVE WAY" markings or zebra markings and tactiles to ensure everybody in the space was fully aware of pedestrian priority.
8. To further request additional engagement with Lothian Buses, Living Streets Edinburgh, Guide Dogs Scotland, Spokes RNIB and the Access Panel to explore any additional actions and to report back to the Policy and Sustainability Committee at the earliest opportunity.
9. To agree to hold a workshop including people from groups representing pedestrians, people who were disabled, bus passengers, people who cycled, and bus operators in order to explore how to provide safe bus boarding where comprehensive floating bus stop infrastructure could not be provided and to revise the Edinburgh Street Design Guidance to include floating bus stop designs.
10. To agree a business bulletin update to the Transport and Environment Committee detailing the number and nature of pavement obstructions reported to the Council since March 2020 and any resulting enforcement action taken to ensure

that pavements were clear spaces for everyone to enjoy.

The Council continues to follow the Scottish Government's National Transport Strategy and considers walking and wheeling to be at the top of the sustainable travel hierarchy.

There are currently no plans to introduce floating bus stops as part of the Spaces for People programme. However, should this be considered for future measures, meetings and workshops with all of the relevant stakeholders will take place in advance of finalising designs and communications plans will be developed to coincide with any future installations.

Council Officers are currently working with Sustrans to develop a Fact Sheet on Floating Bus Stops, in line with the Edinburgh Street Design Guidance and relevant legislation. Engagement with stakeholders will take place at the appropriate time.

The Street and Environmental Enforcement Team have responded to 57 complaints regarding A Boards since March 2020. All premises removed their A Board(s) as a result of an initial advisory warning visit, however five received subsequent final warnings and one had their A Board removed.

Inspections are regularly carried out on temporary traffic management and action is taken where inappropriately placed measures are identified. These actions are not recorded. However, any reported obstruction is recorded will be investigated and, if found to be inhibiting the footway, it will be always be corrected. The Network and Enforcement team are currently considering how best to record these corrective actions.

The Spaces for People programme is taking a proactive approach to removing street clutter and making footways a space to use and enjoy. Over 290 metres of guardrail and a number of bollards have been removed since March and a programme has been developed in partnership with Living Streets to deliver a significant reduction in street clutter in coming months.

Forthcoming activities:

None.

Appendix 1

Table 1 below shows a breakdown of the different types of chargers, the primary user groups they will serve, and delivery timescales.

Implementation	kW and time	Location	Primary Users	Implementation Time
25 slow chargers	7kW 6-8 hours	Ingliston and Hermiston Park and Ride sites	Visitors and commuters	Stage 1 26 weeks delivery NB: Ingliston will include three rapid chargers and both sites require the construction of electrical substations.
9 rapid chargers	50kW 25 minutes	Various Sites	Taxi/Private Hire and general use	Stage 2 8 weeks delivery
32 fast chargers	22kW 2-4 hours	Various Sites	Residents	Stage 3 8 weeks delivery

The table below shows the locations of the new charging points.

Location	Infrastructure Planned	Number of Charging Points	Primary Users	Electrical Connection Cost
India Street / Circus Gardens	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£50,000
Fettes Avenue	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£28,000
East London Street	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£18,000
Ingliston Park and Ride	Rapid 50kW	3 (6 charging bays)	Taxi and general use	£50,000
Heriot Row	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£32,000
Kings Road	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£35,000

Sheriff Brae	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£15,000
Comely Bank Avenue	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£17,000
Montgomery Street	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Thirlestane Road	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£50,000
Stewart Terrace	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Maxwell Street	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Ingliston P&R	Slow 7kW AC	15 (30 charging bays)	Visitors and commuters	£50,000
Hermiston P&R	Slow 7kW AC	10 (20 charging bays)	Visitors and commuters	£25,000

Appendix 2 – SCSP Programme 2021/22

The following table summarises the activities within the SCSP bid for 2021/22, where the core column must total our indicative allocation of £455,000. The additional column describes where the funding would be requested if we were advised additional funding above our allocation is available.

In previous years, the Council has been able to secure approx. £100,000 of additional funding per year.

<u>Initiative</u>	<u>Activity</u>	<u>Core (£k) = must equal 455</u>	<u>Additional (£k)</u>
Workplaces	Disseminating new toolkit assisting workplaces to plan ahead for policies outlined in the City Mobility Plan	50	
Schools	Combination of measures to discourage car use for school run	35	10
Marketing	Campaigns, promotional offers, route promotion	200	112
Research	Building the Council's capacity and knowledge to influence travel behaviour with themes of the CMP, ATAP	100	
Resourcing	Staff	70	

Total	455	122
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Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Spaces for People Update – January 2021

Executive/routine Wards Council Commitments	Executive 1, 3, 4, 5, 9, 10, 11, 13, 14, 17
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 note this update on the Spaces for People (SfP) programme;
 - 1.1.2 approve the schemes noted in paragraphs 4.3 and 4.4 (and in Appendix 2);
 - 1.1.3 approve the recommendations set out in Appendix 1;
 - 1.1.4 note the intention to review the current measures to determine if it would be beneficial to retain or adapt them to support the Council’s wider strategic objectives. The arrangements for doing so are set out in paragraphs 4.30 – 4.33 and in Appendix 3 and it is intended to update Committee on this in April 2021;
 - 1.1.5 note the schedule of proposed measures near schools in Appendix 4; and
 - 1.1.6 agree the funding allocation described in section 6.

Paul Lawrence

Executive Director of Place

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Spaces for People Update – January 2021

2. Executive Summary

- 2.1 This report provides an update on Spaces for People (SfP) measures implemented over the last eight months, seeks approval for changes to existing schemes and recommends the introduction or development of new schemes.
- 2.2 The report sets out a process to assess the benefit of retaining or adapting existing measures where these align to the Council's wider strategic priorities, utilising the appropriate legal powers.

3. Background

- 3.1 The Scottish Government's SfP programme was introduced in May 2020 to protect Public Health, reduce the likelihood of danger to the public and provide safe options for essential journeys.
- 3.2 As Roads Authority, the Council has powers to revise road layouts or introduce features on public roads without the need for Traffic Regulation Orders, Temporary Orders or Notices. Temporary Traffic Regulation Orders (TTROs) are generally required when parking or traffic restrictions are required.
- 3.3 The Council's Policy and Sustainability Committee approved creating safe spaces for walking and cycling in [May 2020](#) in response to the impact of COVID-19.
- 3.4 To date the SfP programme has installed and developed proposed designs for:
 - 39 km of segregated cycle infrastructure;
 - 11 widened footpaths in city centre and town centre locations to create more safe space for pedestrians;
 - Three city centre pedestrian zones;
 - Seven areas for safe access to Spaces for Exercise;
 - 10 road closures or vehicle prohibitions for schools; and
 - 54 measures to reduce the risk of infection near school gates.
- 3.5 The last project update was considered by City of Edinburgh Council on [19 November 2020](#), following referral from Transport and Environment Committee.

- 3.6 As noted in the previous report, minor interventions, generally relating to measures for schools, have been installed directly or considered through the existing delegated authority approval process from the Council Incident Management Team (CIMT).
- 3.7 Following the previous Transport and Environment Committee, the Council's SfP Programme has been awarded a further £250,000 of Scottish Government funding in addition to the existing £5m. This means that the total SfP fund allocation is now £5.25m, to be spent by mid-May 2021. However, discussions are on-going with Sustrans to agree funds that may be carried-forward beyond this period to facilitate inspections, maintenance and, where appropriate, removal/reinstatement beyond May 2021.
- 3.8 In addition, as set out below, the Council has also secured additional funding of £1.7m from the Scottish Government's Places for Everyone programme. This funding, for the installation of trial infrastructure during and potentially beyond the period of the pandemic, means that some SfP schemes have now transferred into the Places for Everyone programme.

4. Main report

Programme Update and Scheme Reviews

- 4.1 The schedule in Appendix 1 sets out all current and proposed projects in the programme, noting the scope, status and recommendations.
- 4.2 All significant schemes are subject to an internal peer review to consider:
- 4.2.1 project outcomes in relation to original programme objectives;
 - 4.2.2 findings from Stage 3 (post implementation) Road Safety Audits (where appropriate);
 - 4.2.3 feedback from residents/businesses;
 - 4.2.4 changes in immediate or adjacent traffic patterns; and
 - 4.2.5 feedback from any key stakeholders (including emergency services and Lothian Buses).
- 4.3 Following peer review, amendments to two existing schemes are now recommended for approval:
- 4.3.1 **Braid Road (Existing Road Closure)** – it is recommended that Braid Road be reopened one-way, in a southbound direction. In addition, traffic calming measures should be considered in the Midmar area to manage through traffic speeds. This revision is proposed to reduce the impact on south-bound public transport journey times on Comiston Road (confirmed by Lothian Buses data in December 2020) and the impact of intrusive traffic on Braid Crescent and some other local streets including Cluny Drive etc. If possible, it is hoped to introduce the proposed Greenbank to Meadows Quiet Route in advance of this change. During this interim period engagement with Lothian Buses will continue, as will monitoring of any local traffic pressures.

4.3.2 **Tollcross Town Centre (Town Centre pavement widening)** – it is recommended that the footpath widening on Earl Grey Street is removed during the planned Lothian Road phase 2 works, expected to take place in early summer 2021. The new permanent road layout is likely to include cycle lane markings on the southbound route. This will be monitored for any significant impact on public transport journey times.

Schemes Recommended for Approval

4.4 There are seven schemes which have recently been designed or developed and are presented to Committee for approval to proceed to Notification and CIMT consideration. Further details on each individual scheme is provided in Appendix 2 and is summarised as follows (subject to available funding):

4.4.1 **Silverknowes Road (South Section)** – revised scheme to introduce segregated cycle lanes and a quiet connection. Due to narrow road widths on the approach/exit from the Silverknowes Parkway roundabout, it has not been possible to introduce segregated safer segregated cycle facilities at the northern end of the route or to design a safe access/exit point at the roundabout on the mainline route;

4.4.2 **Slateford Road** – this scheme provides safe segregated cycleway infrastructure between Allan Park Road and Dundee Street to reduce pressure and conflict on the Union Canal Tow Path. It also provides a critical link between Lanark Road onto the current Dundee Street measures (notification to be undertaken);

4.4.3 **Granton Square to Marine Drive** – this scheme introduces an advisory cycle lane and narrow road markings on the industrial section of West Shore Road and a closed section of road to improve access between the Forth Quarter Park and the Gypsy Brae Recreation area. This scheme has been developed to improve access from the Granton Square area along to the Silverknowes promenade and from the Marine Drive and Waterfront park areas. Commercial access is maintained (notification to be undertaken);

4.4.4 **Braid Hills Road / Drive and Liberton Drive** – this scheme has been proposed as an important safe link to areas of exercise in the Hermitage of Braid and Braid Hill area. Appendix 2 sets out five options which have been considered by officers to create this link. Following consideration, it is recommended that the final option, to introduce a combination of bi-directional cycle lanes on the westbound lane, with soft segregation between Braid Farm Road and Liberton Tower, be progressed into a full design, for consideration by the SfP Design Review Group and then Stakeholder notification. This would require the central hatching to be removed (allowing two-way traffic to be retained) and for the speed limit in the open section to be reduced from 40mph to 30mph. As part of the design, this layout would also need to be carefully integrated into uni-directional cycle lanes at either end of the core section of the scheme including Liberton Drive;

- 4.4.5 **Bellevue to Canonmills** – this proposal is an addition to the Broughton Street/Roundabout Commonplace scheme to extend the provision of segregated cycle facilities down to the Rodney Street junction. It is seen as a natural progression from the above scheme and would extend the route towards the North Edinburgh Path Network (notification to be undertaken);
- 4.4.6 **Meadow Place Road/Ladywell Road Junction** –proposes to introduce cycle markings and segregation at the junction and along Meadow Place Road leading towards the school hubs and Broomhouse (notification to be undertaken); and
- 4.4.7 **Orchard Brae Uphill Cycleway** – recommends introducing new cycleways and improvements, such as bus lanes, have been delivered along Crewe Road South and the A90 with safety improvements to be delivered at the Orchard Brae Roundabout. Delivering a cycleway Orchard Brae is a logical addition to the cycleways in the area as it completes the link between cycle provision on the A90 and Crewe Road South. This will give safe access by bike for local people to many destinations, in particular the Western General Hospital (notification to be undertaken).

Commonplace

- 4.5 Public suggestions and comments on the SfP programme were gathered between 29 May and 29 June 2020 using the ‘Commonplace’ online tool.
- 4.6 To ensure these schemes are progressed quickly final approvals shall be considered under the existing CIMT delegated authority process. Design development and engagement has been undertaken on many of the schemes.
- 4.7 An update on the schemes approved at the November Council meeting are noted below:

Location	Scheme	Progress Update
Broughton Street	Pavement widening and uphill cycle land	Early engagement with stakeholders undertaken to support the design process. Detailed design options are still to be developed
Broughton Street Roundabout	Revisions to the roundabout layout to reduce road space, improve the layout for pedestrians, create safe crossing facilities, remove pedestrian guardrails and create a Dutch style	As above

	layout to suit less confident cyclists	
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane	Engagement with Councillors and stakeholders ongoing to develop a suitable design. Detailed design options are still to be developed.
Starbank Road	Pavement widening with give and go traffic management. Considering the reduction of pedestrian pressure in the area and the context of the route it may be appropriate to postpone this proposal or consider part-time measures at weekends.	Further plans to be developed with Ward Councillors and local stakeholders
Seafield Road East (Fillyside Road)	Pedestrian/cyclist crossing point and pavement widening	Details of a shared pedestrian and cyclist crossing point are still to be developed
Princes Street (West End)	Footpath widening	Due to significant site restrictions it has not been possible to develop this suggestion further
Portobello Prom (East) to East Lothian Boundary	Cycle segregation	Outline designs have been developed for the installation of a bi-directional cycle lane between the east end of the Portobello Promenade up to the East Lothian boundary, and onwards to the New Street junction in Musselburgh (in partnership with East Lothian Council)
Portobello Prom	Improved signage and minor interventions to reduce speed of cyclists	Local improvements to signage have been developed and should be installed in March 2021

Duddingston Road	Cycle segregation	Plans have been developed for part cycle segregation (east end) and advisory cycle lanes from the Holy Rood School towards Craigmillar
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South Bridge, Chambers Street and George IV Bridge Signals

- 4.8 Detailed designs have been developed for the proposal on South Bridge, including the provision of loading facilities on Chambers Street and the introduction of temporary signals at the George IV Bridge/Chambers Street junction.
- 4.9 As a result of programming changes to the North Bridge capital infrastructure works it will not be possible to introduce a segregated cycle lane on the southbound section through the site as blasting and surface coating operations on the parapets will be taking place in the early part of 2021 and require an increased occupation on the west pavement. Considering the context of infection transmission, the widening of this west footpath during the works is, regrettably, a higher priority than cycle segregation at this time.
- 4.10 The situation on North Bridge with respect to temporary traffic management will continued to be reviewed with the respective project teams.
- 4.11 It is expected the installation of this scheme will commence in early February 2021.

Measures to Improve Access to Schools

- 4.12 An assessment of measures to improve space leading to, in and around our school access points and travel routes has been completed for all Council and independent schools.
- 4.13 These include temporary road closures, footpath widening, the introduction of additional waiting restrictions and changes to access arrangements. Details and the status of these measures are set out in Appendix 4.
- 4.14 Temporary public safety measures have been assessed and introduced at schools across the city as noted below:
- 124 assessments around primary, secondary and independent schools;
 - 54 Individual measures near school gates to reduce the risk of infection;
 - 29 road closures or vehicle prohibitions planned (11 in place);
 - 17 footpath widening proposals (12 in place).

Places for Everyone

4.15 A number of existing SfP schemes have been transferred to Places for Everyone programme, following the allocation of £1.7m to the Council, as set out in the table below:

Project Title	Trial/Temporary infrastructure	Estimated Cost
Gilmerton Road enhancements for people	Trial extension of segregation to north of existing scheme	£97,533
Follow on from Dundee Street / Fountainbridge	Trial cycle segregation	£150,280
Follow on from Duddingston Road - Feasibility Study	Trial cycle segregation	£98,709
NEAT Connections (formerly Pennywell Road on portal)	Trial cycle segregation Pennywell Road and Roundabout and Muirhouse/Silverknowes parkway	£172,726
Leith Connections (Follow on from Edinburgh Active Travel Network: George Street and First New Town and Leith Connections)	<ul style="list-style-type: none"> • Trial Low traffic neighbourhood • Trial modal filter/pedestrianization of the Shore Trial footway widening on Great Junction St	£182,296
West Edinburgh Link (follow on from the West Edinburgh Active Travel Network)	Trial cycle segregation on: <ul style="list-style-type: none"> • Wester Hailes Rd • Meadow Place Road • Drum Brae North • Trial low traffic neighbourhood in East Craigs 	£314,559
Follow on from Meadows to George St Streets	Trial cycle segregation on: <ul style="list-style-type: none"> • Forrest Road, • George IV (and footway widening) • The Mound 	£236,137
Pedestrian Priority Zone Feasibility	<ul style="list-style-type: none"> • Trial modal filtering of Waverley Bridge • North/South bridge- active travel improvements • Pleasance- trial uphill cycle segregation • Trial traffic reduction at East end of Princes St 	£92,287.10

	<ul style="list-style-type: none"> • Trial closure of Cockburn St • Trial closure of Victoria St • Cowgate- trial one-way system 	
Leith Street to Jeffrey Street Feasibility		£360,814
Old Dalkeith Road (Bioquarter connections) - NB application not yet submitted, as has been a Sustran funded project until now.	Trial uni-directional cycle segregation	TBC
Total		£1,705,341

Legal Powers

- 4.16 Powers delegated to the Authority under the terms of the Road Traffic Regulation (1984) Act allow the introduction of measures to reduce the likelihood of danger to the public. Where necessary under the SfP programme, these measures have been introduced using TTRO powers due to the potential harm to public health during the pandemic.
- 4.17 At the time of writing, a national vaccination programme has just commenced, and Scottish Government have announced further stay at home advice in January and early February 2021.
- 4.18 Following legal advice, it is considered that the measures set out in this report are a reasonable interpretation of the legislation and the various interventions are considered proportionate in response to the pandemic.
- 4.19 It is not yet possible to forecast when the measures will no longer be required in response to the pandemic. However, it is expected that SfP measures will continue to be appropriate for a number of months yet. These will be kept under review in line with the process agreed by Policy and Sustainability Committee.

Winter Maintenance

- 4.20 The Council's Road Operations team have defined and established three dedicated cycle segregation treatment routes across the city. These routes are now treated on a call-off basis in line with existing Priority 1 (P1) footpath treatment decisions, or as required during snow events.
- 4.21 It should be acknowledged that footpath and cycle segregation winter maintenance operations are delivered by volunteer staff and resource availability during this difficult time of the pandemic can be challenging. The Council's team of 22 road gritters and 16 mini-tractors have been treating 1,400km of road network over the last few weeks to clear snow and ice in very challenging conditions.

- 4.22 Gritting operations are undertaken on an agreed priority basis with an emphasis on maintaining the essential Priority 1 network. Where resources and the prevailing weather conditions have allowed, footpath clearing has been extended beyond the P1 network and additional resources have also be deployed to locally treat community care homes, bus stops and local shopping areas.
- 4.23 The city-wide cycle segregation treatment plan is included in Appendix 5.

Street Cleaning

- 4.24 Specific cleaning schedules, including SfP projects, were prepared in advance of the leaf fall season and additional resources have been allocated to the programme to manage the clearance of leaves and litter within temporary SfP infrastructure.

Removal of Street Clutter

- 4.25 Working in partnership with Living Streets, a new project theme has been created to define and schedule the removal of non-essential street furniture, reduce the danger to pedestrians and improve walking conditions. Although the package of works is still to be defined, a longlist of locations has been assessed for action. At this stage a budget of £300,000 has been allocated to support this work.
- 4.26 It is expected the decluttering project will be carried out over 27 streets throughout the city. Examples of items being assessed for removal are:
- Signs and poles – remove or relocate or reduce where possible;
 - Pedestrian guardrail - remove or reduce where possible;
 - Waste bins - relocate where possible;
 - Bollards – remove, relocate or reduce where possible; and
 - Any other street furniture not included in the above.

Pedestrian Priority measures at Signalised Crossings

- 4.27 To further support pedestrians, the SfP Programme has assigned a dedicated resource to improve pedestrian crossing timings and equipment across the city. An allocation of £100,000 has been made to focus on known or reported locations and define what improvements can be made during the lifespan of the SfP programme.
- 4.28 Support arrangements and the final scope of the project is still to be defined; a further update will be provided at a later Committee.

Additional Road Patching

- 4.29 An additional £100,000 has been allocated, on top of the existing £200,000 allocation for city centre road patching, to undertake additional carriageway patching where appropriate in advance of segregated cycle lane installation.

Potential Scheme Retention

- 4.30 There are strong strategic reasons to continue or adapt existing schemes to align with the aims and objectives of the Council's Local Transport Strategy, draft City

Mobility Plan, the Active Travel Action Plan 2016, and the Edinburgh City Centre Transformation programme to protect vulnerable road users, provide opportunities for active travel and/or improve safety on the street environment.

- 4.31 It is therefore proposed to assess the existing SfP measures to determine whether it is appropriate to retain or adapt measures beyond the period of the pandemic using separate legal powers.
- 4.32 Assessment considerations have been developed to determine if it would be appropriate to retain existing SfP projects, or elements of them. In most cases retention would initially be for a limited period on an experimental basis aligned with the economic recovery, in order to monitor how the city's transport network is used and to ensure that there is protection for active travel modes. This is likely to mean the use of Experimental TRO (ETRO) powers as opposed to continuation of using TTRO powers. Draft considerations are set out in Appendix 3.
- 4.33 In parallel with the assessment of projects discussed above, it is proposed to carry out a consultation exercise to seek views on the retention or adaptation of appropriate measures. Following the consultation and assessment, it is intended to bring an update on this to Committee in April 2021.

5. Next Steps

- 5.1 If the recommendations of this report are approved:
 - 5.1.1 existing interventions will continue, or be modified; and
 - 5.1.2 the newly approved measures will be introduced as soon as possible.
- 5.2 In addition, the other recommendations set out in the report will be progressed as appropriate.

6. Financial impact

- 6.1 The City of Edinburgh Council has now been allocated £5.25m from the Scottish Government's SfP programme. In addition, the Council has received an allocation of just over £1.7m from the Sustrans Places for Everyone programme.
- 6.2 The programme scheme list and implementation programme will consider the actual costs of delivery and available budget within each particular theme. It should be noted therefore that the final project programme may be subject to change.
- 6.3 The costs to design, implement, monitor, maintain and remove measures, as well as for project management, design and TTRO preparation for SfP interventions will be contained within the allocated funding and are summarised below:

Package	Spaces for People	Places for Everyone
Consultancy Support	272,718	
Internal Management Costs	654,523	
Monitoring & Evaluation	190,903	
Removal	490,982	
City Centre	165,841	689,238
Shopping Streets	374,998	44,716
Travelling Safely - Arterial Routes	1,221,139	519,248
Travelling Safely - Low Traffic Neighbourhoods	0	452,139
Schools	218,174	
Spaces for Exercise	275,431	
Commonplace Interventions	322,565	
Street Cleaning over winter period	50,000	
Road patching	100,000	
Removal of street clutter	300,000	
Pedestrian priority measures at signalised junctions	100,000	
Winter maintenance allowance (3 additional routes)	75,000	
Additional grounds maintenance for off-road cycle path network in Spring 2021	25,000	
Replacement Defenders	151,884	
Contingency	260,842	
Spaces for People	5,250,000	1,705,341

7. Stakeholder/Community Impact

- 7.1 The process for notification on SfP schemes was agreed on 14 May 2020.
- 7.2 All TTROs required to implement measures through this programme have been advertised on the Council website. Due to the current COVID 19 infection transmission risk street bills are not currently used.
- 7.3 An Integrated Impact Assessment for the programme was developed and published on the Council's website. This has recently been updated and will shortly be uploaded to the website.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 Spaces for People Project Update
- 9.2 Appendix 2 Scheme Proposals for Approval
- 9.3 Appendix 3 – Criteria for Continuation Assessment and Evaluation.
- 9.4 Appendix 4 Project list for measures near schools
- 9.5 Appendix 5 - City-wide cycle segregation treatment plan

Appendix 1 – Project List / Review Recommendation

Location	Intervention (Proposed/Actual)	Review Outcome/Update
CITY CENTRE		
South Bridge – Town Centre measures inc. Chambers St temp signals (see below)	Installation of northbound bus gates on South Bridge and North Bridge - Footway widening on South Bridge (east side) & cycle lanes. No cycle provision proposed on North Bridge due to bridge repair access.	Approved at Council 19 November 2020 – Detailed design complete. Scheme drawings circulated to Notification distribution list. Installation programmed February 2021
Chambers Street	Temporary signals at George IV Bridge Junction	As above
Morrison Street	Footpath widening at Dalry Road junction	Scheme on Hold – Footpath widening near the Morrison Street/Dalry Road junction to provide increased pedestrian space - currently on hold due to reduced footfall on this route, however, recommended to retain proposal, monitor pedestrian footfall and consider possible interventions adjacent to the EICC vaccination centre. (Notification to be undertaken)
Cowgate	N/A	Scheme on Hold – temporary road layout currently in place to facilitate hotel development.
Waverley Bridge	Pedestrian area with limited servicing access	Review completed December 2020 – Recommendation to continue with no changes
Forest Road	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
George IV Bridge	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
The Mound	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
Princes Street East End	Bus gate on Princes Street and South St David St	Review completed December 2020 – Recommendation to continue with removal of widened footway outside the Balmoral.
Victoria Street	Pedestrianised area with limited servicing access from George IV Bridge	Changes approved at Council 19 Nov 2020 – Layout revised 11 Dec 2020.

TOWN CENTRES		
Queensferry High Street	Pedestrian space	Installation delayed in late December 2020 to avoid roadworks/road closure during late Christmas trading period. To be installed January/early February 2021.
Great Junction Street	Pedestrian space (remove)	Removed September 2020
Stockbridge	Pedestrian space	Installation completed on 5/11/2020 following conclusion of SGN and Scottish Water works. (Review due February 2021)
Gorgie / Dalry Road	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue and consider minor actions noted in Road Safety Audit.
Bruntsfield	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue with no changes.
Tollcross		Review completed 17 December 2020 – Recommendation to continue and consider removal of Earl Grey Street measures in February 2021 following resurfacing scheme.
Morningside	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue with no changes.
Portobello	Pedestrian space	Review complete 22 December 2020 – Recommendation to continue with no changes
Corstorphine	Pedestrian space	Review complete 22 December 2020 – Recommendation to continue and consider eastbound cycle lane improvements.
Newington Corridor	Pedestrian space	Not possible to introduce measures and maintain critical public transport infrastructure due to the road width.
The Shore	Quiet Corridor on Queen Charlotte Street and Tolbooth Wynd	Scheme not taken forward at this time due to reduced footfall and pedestrian conflict in the area.

TRAVELLING SAFELY		Scheme list under review wrt available budget
Telford Road	Cycle segregation	Proposals withdrawn due to significant impact on public transport, delays and need for costly junction changes anticipated
Melville Drive	Cycle segregation	Scheme on hold. There are alternative routes available if further funding is made available.
Wester Hailes Road	Cycle segregation (Alternative plans to be developed)	Scheme on hold due to design constraints and conflict with distributor route and Calder Road junction.
Crewe Toll Roundabout	Cycle segregation (Further consideration at DRG – traffic modelling)	Scheme on hold – Current traffic levels and risk of significant congestion
Kingston Avenue closure and connection to Gilmerton Rd via Ravenswood Ave	Road closure	Scheme on hold. Proposal to be considered at the Design Review Group.
Meadowplace Road	Cycle segregation	Scheme to be considered at TEC 28th January 2021 Proposal to introduce cycle markings and segregation at the junction and along Meadow Place Road leading towards the school hubs and Broomhouse. (Notification to be undertaken)
Ferry Road	Cycle segregation	Review completed 10 December 2020 – Recommendation to continue with revisions to remove lone segregator units.
Fountainbridge Dundee St	Cycle segregation	Scheme installed December 2020.
Teviot Place / Potterow	Cycle segregation	Scheme installed November/December 2020.
Buccleuch St / Causewayside	Cycle segregation	Review undertaken 14 January 2021 – Recommendation to continue
Gilmerton Road	Cycle segregation	Scheme installed November/December 2020.
Duddingston Road	Cycle segregation	Scheme installed December 2020.
Craigmillar Park corridor	Cycle segregation	Installation started in December 2020
Crewe Road South	Cycle segregation (segregator units to be installed)	Revised layout installed November 2020 – removal of temporary traffic cylinders and installation of segregator units. Lone segregator units to be revised/removed.
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Revised layout installed November 2020 – removal of temporary traffic cylinders and installation of segregator

		units. Revised to maintain road width for buses and emergency vehicles.
Comiston Road	Cycle segregation	Review completed 22 December – Recommendation to continue scheme.
Pennywell Road Including Silverknowes Parkway	Cycle segregation	Review completed 15 December 2020 – Recommendation to continue Consider revisions to improve delivery access on Silverknowes Parkway.
Mayfield Road	Cycle segregation	Scheme installed November/December 2020.
Quiet Corridor - Meadows / Greenbank	Various closures	Notification period ended end December 2020. Installation planned late January 2021.
A90 Queensferry Road	Bus Lanes and cycle segregation	Proposals to be installed January/February 2021
A1 Corridor	Bus Lanes and cycle segregation	Scheme installed December and January 2021
Lanark Road	Cycle segregation	Revised scheme installed January 2021
Longstone Road	Cycle segregation	Revised scheme installed January 2021
Inglis Green Rd	Cycle segregation	Revised scheme installed January 2021
Murrayburn Road (short section at Longstone)	Cycle segregation	Revised scheme installed January 2021
Slateford Road (A70)	Cycle segregation	Scheme to be considered at TEC 28th January 2021 This scheme provides safe segregated cycleway infrastructure between Allan Park Road and Dundee Street to reduce pressure and conflict on the Union Canal Tow Path. It also provides a critical link between Lanark Road onto the current Dundee Street measures; (Notification to be undertaken)
Orchard Brae Roundabout	Road markings	Scheme programmed for implementation February 2021.
Bellevue to Canonmills	Cycle segregation	Scheme to be considered at TEC 28th January 2021
LOCAL AREA INTERVENTIONS		
East Craigs	Proposed closures & part-time bus gate	LTN proposal not taken forward.

		Crossing improvements and traffic calming introduced on Craigs Road in early January 2021.
Drum Brae North	Cycle segregation	Cycle segregation introduced early January 2021.
Leith	Quiet Corridor on Queen Charlotte Street and Tolbooth Wynd	Scheme not taken forward at this time due to reduced footfall and pedestrian conflict in the area.
Corstorphine South (Featherhall)	Filtered permeability	Scheme to be developed under Experimental Traffic regulation order with funding from the Neighbourhood Environment Programme.
SPACES FOR EXERCISE		
Warriston Road	Road closure	Removed
Silverknowes Road (North section)	Road Closure	Revision agreed at 19 November 2020 Council – Installed December 2020, bus gate signage installed January 2021, bus service now reinstated.
Silverknowes Road (South section)	Part cycle segregation and quiet route due to narrow road width.	Scheme to be considered at TEC 28th January 2021 Revised scheme to introduce segregated cycle lanes and a quiet connection. Due to narrow road widths on the approach/exit from the Silverknowes Parkway roundabout it has not been possible to introduce segregated safer segregated cycle facilities at the northern end of the route. It has not been possible to design a safe access/exit point at the roundabout on the mainline route;
Carrington Road	Road closure	Currently on hold due to conflict with emergency services access.
Braid Road	Road closure	Review undertaken 22 December 2020 – Recommendation to reopen Braid Road in a southbound direction following implementation of the revised Greenbank to Meadows, Quiet Connection scheme. Include features to mitigate the impact of through traffic in the Midmar area. Continue to monitor Comiston Road traffic levels and Bus journey times with LB.

Braidburn Terrace	One-way road closure	Review complete – Continue with changes to reflect above
Links Gardens	Road closure	Review completed 10 December 2020 – Recommendation to continue scheme and continue to monitor traffic impact on adjacent streets.
Cammo Walk	Road closure	Review complete – Recommendation to continue with no changes.
Stanley Street/ Hope Street	Road closure	Review complete – Recommendation to continue with no changes.
Seafield Street	Cycle segregation	Review completed 8 December 2020 – Recommendation to continue with no changes.
Kings Place	Link between Proms	Review completed 3 December 2020 – Recommendation to continue with plans to install planters and improve road markings for waiting restrictions/access.
Maybury Road	Temporary traffic lights	Review complete – recommendation to continue with no changes
Arboretum Place	Crossing point	Review completed December 2020 – Recommendation to continue with no changes.
Public Proposals – Commonplace Consultation	Various	Recommend approval to progress detailed designs:
Broughton Street	Pavement widening and uphill cycle lane	Extended scheme under development with N&BCC and Better Broughton
Broughton St Roundabout	Improvements for pedestrian crossings	As above
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane. Road layout TBA	Scheme under development with local stakeholders
Starbank Road	Pavement widening with give & go traffic management	On Hold – pedestrian numbers greatly reduced at this time. Consider part-time measures or postpone to Spring 2021 if required.
Fillyside Road - Crossing	Installation of a pedestrian/cyclist crossing point (Island – TBA)	Design of shared controlled crossing point to be finalised
Fillyside Road	Pavement widening	As above

West End of Princes Street	Footpath widening at Johnny Walker site	No short term changes possible
Musselburgh boundary to Portobello (Edinburgh section)	Cycle segregation from CEC boundary in to Portobello	Detailed scheme will be issued for Stakeholder Notification in late January 2021. CEC are working with East Lothian to extend cycle segregation up to the Musselburgh New Street junction, in partnership with ELC.
Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Detailed design to be completed. Stakeholder Notification process to be carried out late January 2021.
Portobello Promenade	Improved signage and minor interventions to reduce speed of cyclists	For Approval Additional/improved signage to be considered
Removal of Street Clutter		
Various priority locations	£300k funding package allocated to work in partnership with Living Streets to remove street clutter	Scope of interventions under review. Contractor to be appointed in early February and works should commence late February 2021.
Greenbank Drive and Glenlockhart Road	Reduce speed limit to 20mph	Speed limit reduction to be considered by the Road Safety team
Schools	Various measures	See Appendix 4.
Additional Schemes		
Braid Hills Road/Drive and Liberton Drive	Cycle segregation	Scheme to be considered at Committee on 28 January 2021 This scheme has been proposed as an important safe link to areas of exercise in the Hermitage of Braid and Braid Hill area. There are five possible options for measures at this location (as set out in Appendix 2). It is recommended that Option 5 be progressed to full design, Design Review Group consideration and Stakeholder notification.

Bellevue to Canonmills	Cycle segregation	Scheme to be considered at TEC 28th January 2021 Proposal is an addition to the Broughton Street/ Roundabout Commonplace scheme to extend the provision of segregated cycle facilities down to the Rodney Street junction. It is seen as a natural progression from the above scheme and would extend the route towards the North Edinburgh Path Network;
Meadowplace Road/Ladywell Road	Cycle lanes and segregation	Scheme to be considered at TEC 28th January 2021 Proposal to introduce cycle markings and segregation at the junction and along Meadow Place Road leading towards the school hubs and Broomhouse
Orchard Brae	Uphill cycle segregation	Scheme to be considered at TEC 28th January 2021 New cycleways and improvements, such as bus lanes, have been delivered along Crewe Road South and the A90 with safety improvements to be delivered at the Orchard Brae Roundabout. Delivering a cycleway Orchard Brae is a logical addition to the cycleways in the area as it completes the link between cycle provision on the A90 and Crewe Road South. This will give safe access by bike for local people to many destinations, in particular the Western General Hospital

Note: Information contained in this list will be subject to change with the potential for estimated costs to be revised during the detailed design phase. Actual costs are tracked during the procurement and installation phases.

Each project (excluding minor interventions at schools for example) is considered by a Design Review Group (peer review), subject to internal approval and shared with the agreed Notification Stakeholder Group.

Appendix 2 Scheme Proposals for Approval

1. Silverknowes Road (South section)

Summary of Proposal

This scheme is part of overall emergency measures in response to the Covid-19 pandemic, that re-designate key parts of the road network to help pedestrians and cyclists travel and exercise safely while meeting physical distancing requirements. It is proposed to provide a cycle route between Silverknowes Road (north of Silverknowes Parkway) and the Blackhall Path, essentially split into two schemes north and south of the roundabout. On the southern section it is acknowledged that many experienced cyclists will continue to use the main road however, the creation of the proposed link will ensure vulnerable cyclists can reach Silverknowes Promenade from the North Edinburgh Path Network (NEPN) without having to negotiate main road traffic or a roundabout. This will result in Silverknowes Promenade being accessible to all levels of biking experience. It will also benefit local Silverknowes residents who may wish to cycle to the Promenade or onto the NEPN.

The southern section of the scheme is more direct than one previously promoted and includes 360m of main road segregation for cyclists. Due to the width required to allow two buses to pass each other it is not possible to accommodate segregated cycle provision on Silverknowes Road between the roundabout and Silverknowes Court.

The proposed measures are:

- 50m length of segregated, bi-directional cycle lane at the west end of Silverknowes Parkway between the roundabout and Silverknowes Place using Rosehill Lane Defenders.
- A quiet route for cyclists along Silverknowes Place and Silverknowes Court marked out with cycle symbols on the carriageway surface and signage.
- 360m length of segregated, bi-directional cycle lane on Silverknowes Road between Silverknowes Court and Silverknowes Drive using Rosehill Lane Defenders.
- Improved connections to the NEPN.
- Temporary footway build-out to assist school children crossing at the existing patrol crossing.
- Carriageway narrowing of a wide and fast section of Silverknowes Road.

The design of the scheme has been developed taking into account feedback obtained from local stakeholders following the notification undertaken in relation to the previous design. Many of these responses supported a more direct route that utilised segregated cycling lanes on Silverknowes Road.

The cycle improvement measures have been developed to tie into key sections of the existing cycle network in order to support safe and coherent onward journeys.

2. Slateford Road

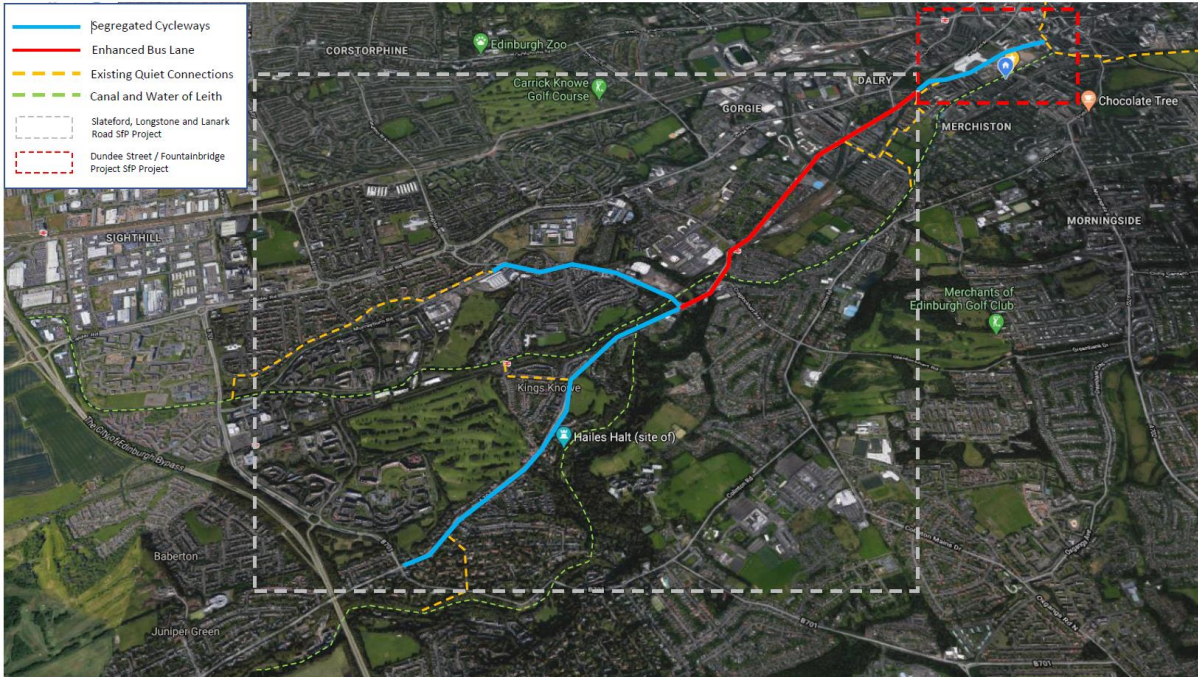


Figure 1: Slateford Road (Red) shown as part of the Alternative Route to the Canal and Water of Leith, alongside Lanark/Longstone Road and Dundee Street/Fountainbridge

Summary of Proposal

This scheme is one part of a broader SfP measure to provide a safe cycling route along the Lanark Road, Slateford Road and Dundee Street corridor. As well as providing for local journeys to be made safely by bike this route will provide an alternative to the Union Canal Towpath and Water of Leith walkway helping to relieve congestion and conflict on these routes. The need to provide an alternative route has long been established, however this has been brought into sharp relief during the Covid-19 pandemic and the need to maintain physical distancing. The council's automatic counters show that the towpath experienced a significant increase in people walking, and the Water of Leith walkway experienced a significant increase in people cycling during Lockdown in 2020.

The Dundee Street/Fountainbridge project is now largely implemented, and the Lanark/Longstone Road project is due to commence on Monday 25 January.

The proposed measures are:

- Introduction of segregated cycleways where possible/required
- Introduction of advisory cycle lanes where street geometry does not allow for segregation
- Removal of parking and loading from existing bus lanes to ensure these can be used effectively by bikes, as well as buses
- Relocation of loading into side streets where required
- Consideration of extending bus lane hours of operation

Designs for this scheme have been drafted with the intention to go to Stakeholder Notification in the coming weeks.

3. Granton Square to Marine Drive

Summary of Proposal

This scheme is part of overall emergency measures in response to the Covid-19 pandemic, that re-designate key parts of the road network to help pedestrians and cyclists travel and exercise safely while meeting physical distancing requirements. It is proposed to close a section of West Shore Road between the last industrial unit (travelling westbound) and the entrance of Forth Quarter Park. It is also proposed to provide a combination of advisory cycle lanes and traffic calming measures along the remainder of the route between the entrance to the Prom (opposite Granton Castle walled garden) to near Granton Square.

Following notification of businesses on a previous design that proposed one-way traffic flows the proposal has been amended as a result of feedback received. The feedback received mainly objected to the one-way road proposal and therefore this evolution of the design aims to mitigate the potential impact on the commercial premises and the vehicular movement associated with them (in particular HGVs).

This proposed measures / intended outcomes are:

- West Shore Road would be closed from the last industrial premises near Gypsy Brae until the entrance of Forth Quarter Park. Therefore, the section of West Shore Road would function more like an industrial estate / cul-de-sac rather than a through road.
- Gated / bollard access retained for service vehicles requiring access to the prom.
- Industrial traffic and cars would no longer be mixing with people walking and wheeling at the entrance to the prom at Gypsy Brae. Traffic free active travel link will be created between Forth Quarter Park and Silverknowes Promenade.
- Promenade parking retained either side of closure.
- LGVs would have to turn inside the individual industrial parks away from the carriageway.

On-carriageway provision for cyclists along West Shore Road and West Harbour Road towards Granton Square will be improved through the introduction of uni-directional advisory cycle lanes and traffic calming measures. Parking and waiting restrictions will also be introduced. West Shore Road would be quieter making the advisory cycle lanes and traffic calming perform better.

- West Shore Road and Harbour Road vehicular traffic to use middle of the road and only enter cycle lanes when passing each other.
- Through traffic to be diverted along Waterfront Avenue.
- The scheme will terminate at the junction of West Harbour Road and Ox Craig Street and will tie in with the existing shared use path towards Granton Square.
- The design team are investigating the potential to remove the steel fence forming the boundary of Forth Quarter Park with West Shore Road. It is anticipated that this would create a significantly more pleasant environment for walking and cycling

4. Braid Hills Road / Drive and Liberton Drive

Summary of Proposal

This scheme is part of overall emergency measures in response to the pandemic, that reallocates key parts of the road network to help pedestrians and cyclists travel and exercise safely while meeting physical distancing requirements. It is proposed to improve the environment for cyclists in what is, at present, a car dominated layout. Road space would be reallocated to allow the installation of segregated cycle ways at particular/selected sections of Braid Hills Road/ Drive and Liberton Drive.

Four design options were initially prepared, as outlined as follows:

- In option 1, Braid Hills Road / Drive would remain open to vehicular traffic with segregated, uni-directional cycle lanes provided. These segregated cycle lanes would be in place from the junction of Braid Road / Braid Hills Road to the junction of Liberton Road / Liberton Brae.
- Option 2 provides segregated, uni-directional cycle lanes from the junction of Braid Road / Braid Hills Road to a closure point just east of the junction with Braid Hills Avenue. There would also be a closure point at the junction of Braid Farm Road and Braid Hills Road. From here Braid Hills Road / Drive would remain closed until the junction with Liberton Tower Lane. East of this closure point, a segregated, bi-directional cycle lane would be provided on the southern edge of the carriageway until the junction with Alwickhill Road and east of this, segregated, uni-directional cycle lanes would be provided until the junction with Liberton Brae.
- In Option 3 a closure point would be situated on Braid Hills Road, just east of the junction with Braid Hills Avenue. A closure point would also be introduced at the junction of Braid Farm Road and Braid Hills Road. From here Braid Hills Road / Drive would remain closed until the junction with Liberton Tower Lane. East of this closure point, a segregated, bi-directional cycle lane would be provided on the southern edge of the carriageway until the junction with Alwickhill Road where the scheme would terminate.
- The fourth option would include the same closure point at Braid Hills Road east of the junction with Braid Hills Avenue. A closure point would also be introduced at the junction of Braid Farm Road and Braid Hills Road. From here Braid Hills Road / Drive would remain closed until the junction with Liberton Tower Lane.

A fifth option has now been developed which combines bi-directional cycle lanes with soft segregation on the westbound lane, between Braid Farm Road and Liberton Tower. This would require the central hatching to be removed but would allow two-way traffic to be retained. In addition, the speed limit would be reduced in the open section from 40mph to 30mph. In designing this option, careful integration would be required with the uni-directional cycle lanes at either end of the core section of the scheme including Liberton Drive. A full design for this option will be developed, if approved, in advance of consideration by the SfP Design Review Group and then stakeholder notification.

Following consideration of all of the above options, officers recommend progressing with option 5 at this location.

5. Bellevue to Canonmills

Summary of Proposal

This scheme is part of overall emergency measures in response to the Covid-19 pandemic, that re-designates key parts of the road network to help pedestrians and cyclists travel and exercise safely while meeting physical distancing requirements. It is proposed to improve the environment for cyclists in what is, at present, a car dominated layout. Carriageway space will potentially be reduced wherever possible and uni-directional with segregated cycle ways implemented. The intended outcome of this is to provide safer spaces for local communities to exercise whilst social distancing as well as providing cycling connections to key local destinations. The scheme intends to link into wider improvements for pedestrians and cyclists at Broughton Roundabout and Broughton Street creating an improved corridor from Canonmills to York Place.

The measures we will be considering are:

- Converting the existing uni-directional advisory cycle lanes from Bellevue to Canonmills to segregated cycle lanes using temporary measures.
- Increasing footway at junction of Bellevue Crescent and Rodney Street to aid social distancing, assist pedestrians at crossing and improve safety for cyclists at junction by slowing vehicles turning out from Bellevue Cres. Creation of a more perpendicular junction will make cyclists more visible and less likely to be in driver's blind spot. May combine with addition of red screed in junction to further enhance visibility of cycle lane.
- Reduction of northbound lane width at Rodney St to enable extension of footway either side.
- Removal of southbound traffic lane at Canonmills to enable footway widening and addition of segregated uni-directional cycle lane (temporary measures) on uphill and advisory lane on downhill side.
- Addition of segregated uni-directional cycle lane (temporary measures) on either side of Huntly St
- Part removal of railings at Warriston Road junction. Addition of red screed to make cycle lane more visible at junction prior to start of segregation.

Designs influenced and supported by Commonplace Data. Consultation to be arranged with stakeholders; New Town and Broughton Community Council; Better for Broughton.

Decisions to be taken internally on the viability of elements of the above measures, particularly the effects of removing lanes of traffic.

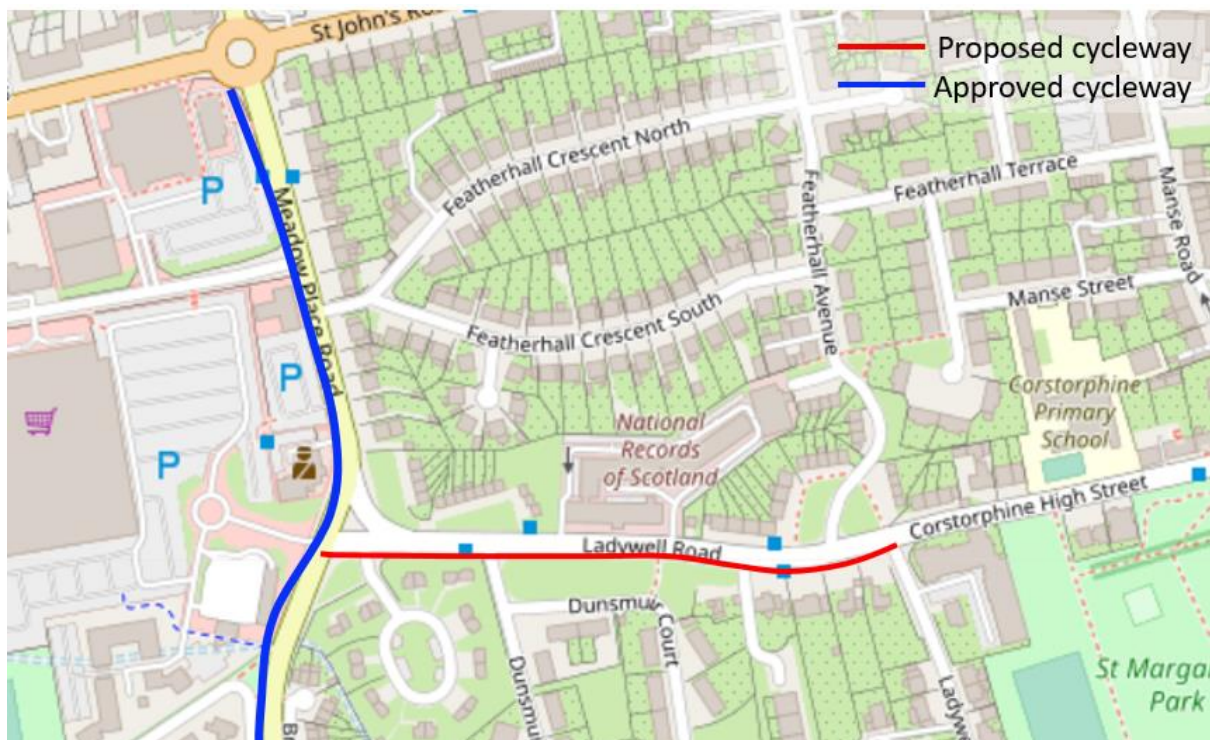
6. Meadowplace Road / Ladywell Junction

Summary of Proposal

In July a scheme for segregated cycleways was initially proposed as part of the SfP programme. This scheme was put on hold pending further funding allocation. With this funding now secured, the project is being brought back into the programme. With the additional funding it is possible to extend the cycleways along Ladywell Road creating an important link for people around the Corstorphine High Street area.

Justification

- Under the Edinburgh Street Design Guidance, the amount of traffic on Ladywell Road places it in the category where segregation should be considered in order to make cycling feel safe and attractive.
- The link connects local people in Corstorphine to local shops, greenspaces and onward to existing cycle routes: QuietRoute 9 and QuietRoute 8. In so doing, this link helps create a more cohesive network for active travel in this area.
- Requests for segregated cycleways were made through the Commonplace engagement.
- This link was considered at the scoping stage of the Orchard Brae Roundabout scheme, however budget limitation at that time prevented the scheme being taken forward. Additional funding means this is no longer a limiting factor.



7. Orchard Brae uphill cycleway

Summary of Proposal

A segregated uphill cycleway along Orchard Brae from the Orchard Brae Roundabout to the A90.

Justification

- Orchard Brae is a steep hill where the speed difference between people on bikes and cars is significant. A segregated cycleway will make bike journeys along this road safer.
- Through Spaces for People new cycleways and cycles improvements, such as bus lanes, have been delivered along Crewe Road South and the A90 with safety improvements to be delivered at the Orchard Brae Roundabout. Delivering a cycleway Orchard Brae is a logical addition to the cycleways in the area as it completes the link between cycle provision on the A90 and Crewe Road South. This will give safe access by bike for local people to many destinations, in particular the Western General Hospital.
- This link was considered at the scoping stage of the Orchard Brae Roundabout scheme, however budget limitation at that time prevented the scheme being taken forward. Additional funding means this is no longer a limiting factor.
- Requests for the making a cycle link to the A90 from Orchard Brae Roundabout was raised by Spokes during the notification for Orchard Brae Roundabout
- A request for an uphill cycleway was made by through the Commonplace engagement, with 24 people agreeing with it.

Proposed scheme extents



Appendix 3: Assessment Considerations for retention of projects initially introduced under the Spaces for People programme

These considerations will be used to assess each scheme in a post-pandemic situation environment, identifying if retaining or adapting measures would be appropriate. It should be noted that some are similar to the criteria used to evaluate schemes for inclusion in the Spaces for People programme, however there are some differences e.g. on-going physical distancing is not included.

1. Does the project encourage walking and/or cycling?

- *Does the project improve conditions for walking on the streets concerned and/or contribute to a connected network of safe and pleasant routes for walking?*
- *Does the project improve conditions for cycling on the streets concerned and/or contribute to a connected network of safe and pleasant routes for cycling?*

2. Does the project have beneficial impacts on the street environment?

- *Does the project make impacted streets (especially shopping streets) more attractive as places to linger by reducing traffic speeds or volume, increasing space for pedestrians, or allowing scope for environmental improvements?*

3. What are the project's impacts on public transport?

- *Is the project likely to impact positively or negatively on public transport users and services in a scenario where traffic is at pre-Covid levels?*
- *Could the project be modified to reduce or ameliorate impacts on public transport users and services?*

4. What are the project's impacts on traffic disturbance of communities?

- *On balance, does and will the project impact positively or negatively on traffic disturbance of communities, or is it likely to be neutral?*
- *Can the project be modified to reduce or ameliorate impacts on traffic disturbance?*

5. What are the project's impacts on residents of streets that are the subject of measures?

- *On balance, how does the project impact on people living on the street/road that is the subject of measures? In particular:*
 - *What is the impact on traffic volume and speeds?*
 - *What is the impact on the ability to safely cross the road?*
 - *What is the impact on car parking?*
 - *What is the impact on necessary servicing?*
- *Can the project be modified to reduce or ameliorate negative impacts without undue impact on any benefits?*

6. What are the project's impacts on businesses?

- *Are any improvements to the street environment likely to be beneficial for businesses in a post-Covid scenario?*
- *To what extent does the project restrict or inhibit servicing of businesses?*
- *To what extent does the project reduce car parking availability to support businesses?*
- *Can the project be modified to reduce or ameliorate adverse impacts?*

7. What are the project's impacts on disabled street users?

- *Is the project likely to impact positively or negatively on disabled street users?*
- *Could the project be modified to reduce or ameliorate impacts on disabled street users?*

Appendix 4 – Project List for measures near Schools

School	Proposal	Status
Murrayburn Primary School	Vehicle prohibition and footpath widening at school frontage, DYL's at junctions to improve visibility.	All measures in place.
Gylemuir Primary School	One way school gate system to be arranged with school, as well as a park smart campaign. Prohibit vehicles on loop outside school.	Measures in place, including temporary path. Vehicle prohibition out for notification.
Carrick Knowe Primary School	Cut back all vegetation on Lampacre Road. Prohibit vehicles at school frontage.	With Parks and Greenspace. All measures in place.
Broomhouse Primary School	One way school gate system to be arranged with school, liaise with St David's Church to use as Park and Stride.	Measures in place. Passed on request for cycle lane on Broomhouse Road to Active Travel as discussed at DRG.
Forrester High School	Segregated Cycle Lanes (Linking in with Meadow Place Road).	Active Travel leading on this.
Trinity Primary School	One way school gate system to be arranged with school.	Measures in place. Playgrounds and gates marked and stickered.

Appendix 4 – Project List for measures near Schools

Wardie Primary School	Arrange opening other gates with school for one way systems at pick up and drop off time. Close access lane to traffic.	All measures in place. School don't need closure.
Victoria Primary School	Run a Park Smart campaign, ensure both gates are open for access into school, implement footpath widening and close road to traffic.	Footpath widening in place. School don't need closure.
Trinity Academy	No measures as permanent 20mph on Craighall Road is at TRO stage.	N/A
Bruntsfield Primary School	Prohibit vehicles at school frontage.	All measures in place.
Buckstone Primary School	Ensure both gates are open for access into school and agree a one way system at the gates. Prohibit vehicles at school frontage.	Spoke to HT and BM. Marked waiting spaces on footway. To go to CIMT for approval.

Appendix 4 – Project List for measures near Schools

South Morningside Primary School	Encourage Waitrose for use as a Park and Stride site. Prohibit vehicles at school frontage on Canaan Lane.	All measures in place.
Boroughmuir High School	Widen NE footway of Viewforth.	All measures in place.
Sciennes Primary	Footway widening at gates. Will also arrange for diversion signs to be relocated from footways. Road closure along frontage.	All measures in place, footway widening removed following implementation of closure.
Tollcross Primary	Liaise with school on making gates one way and utilise car park gate also, restricting entry times for teachers. TDD delivering footpath widening here.	All measures in place.
Preston Street Primary	Liaise with school on one way gate system, lane closure on Dalkeith Road, remove guardrail and widen footways.	All measures in place.
James Gillespies Primary and High Schools	Liaise with schools on creating in/out gate system. Remove guardrail and implement pavement widening temporarily.	All measures in place.

Appendix 4 – Project List for measures near Schools

Royal Mile Primary School	No measures possible due to surrounding infrastructure.	Suggestion of parent waiting areas taken up by HT.
Taobh na Pairce	Encourage parents to use side gate as more space.	Arranged with school.
Canal View Primary	Use Westside Plaza as a Park and Stride site, have teachers at the vehicle access to stop vehicles entering the school car park at the start and end of the day to ensure social distancing, restrict entry times for teachers.	Emailed school.
Clovenstone Primary	Arrange one way gates with school.	Delivered arrows for one way system.
Sighthill Primary	Ensure paths surrounding the school are clear of vegetation. Liaise with school to open main gate to create a one way in/out system that will be delineated with cones/ barriers.	With Parks and Greenspace. Delivered arrows to school.
Wester Hailes	Run paths for all campaign.	With officer to contact HT.

Appendix 4 – Project List for measures near Schools

Corstorphine Primary School	Vehicle prohibitions and footway build outs	All measures in place.
East Craig's Primary School	Arrange one way gates with school.	Been in touch with school, one way system working fine.
Fox Covert Primary School/ St Andrews	Arrange a one way gate system with school, organise park and stride from Drum Brae Hub.	Working fine. Arrows delivered.
Hillwood Primary School	Arrange one way gate system.	Arrows delivered.
Roseburn Primary School	Arrange one way gate with school.	With officer to contact HT.
Craigmount High School	Being addressed by East Craigs LTN.	N/A.
Dean Park Primary	Liaise with school on gate management system at entry/ exit times.	With officer to contact HT.

Appendix 4 – Project List for measures near Schools

Ratho Primary School	Liaise with Bridge Inn as a Park and Stride site, arrange pick up/ drop off with the school recommending parents leave their children before they get to the school gate, if this is not possible, the vehicle access should be utilised as an exit point for parents, this would restrict entry times for teachers.	Spoke to Chris and delivered arrows. School warning signs and DYL's at the crossing point on North Street with team for notification.
Balerno High School	TTRO for DYL's to prevent drop off happening in cycle lane on Bridge Road along school frontage.	With team to go to notification.
Queensferry Primary School	Arrange one way gate system with the school, TTRO at school frontage to prevent parking	All measures in place.
Kirkliston Primary School	One way gate system, restrict teachers access times to car park. Encourage Park and Stride. Install temporary hard standing at school gate.	Marked playground. Matting installed at gate.
Echline Primary School	One way gate system, restrict teachers access times to car park, TTRO at school frontage to prevent parking.	All measures in place.

Appendix 4 – Project List for measures near Schools

Dalmeny Primary	Liaise with the school on setting up a walking bus to reduce number of parents at the school.	No further action at this time, officer has contacted school.
Queensferry High School	Permanent measures in progress via Schools team.	Officer met with head and H&S. Lining work complete in school grounds to mark a temporary path.
Blackhall Primary School	Arrange vegetation to be cut back on approach to school. Mark 2m spacing on footpath at school gates. Investigate segregating cycle lanes on Craigcrook Road.	With Parks and Greenspace. With AT for consideration/design of segregated cycle lanes.
Clermiston Primary School	Mark 2m spacing at school gates, remove guardrail in Parkgrove Place.	Visited and delivered arrows
Davidsons Mains Primary School	No waiting TTRO between the school and the Turtle Dove café to keep cycleway clear and maximise footway width. Arrange park and stride with school, continue to promote the cycle train and WOW. Install prohibition of vehicles and footway widening.	With officer to contact HT on soft measures. Lining approved by CIMT. Closures/ widening with team for notification.

Appendix 4 – Project List for measures near Schools

Cramond Primary School	Mark 2m spacing at the school gate.	Footways marked out.
The Royal High School	Liaise with school on one way system. Widen footway by 2m on south side of Barnton Avenue.	All measures in place.
Balgreen Primary School	Liaise with school on one way system. Have requested additional DYL's.	Reverse direction system working fine.
Craiglockhart Primary School	Liaise with school on one way system. Widen footways around school and remove guardrail. Introduce parking restrictions to clear towpath entrance.	Measures removed in the October week following discussion with HT. Staggered start times working fine for them.
Dalry Primary School	Liaise with school on one way system. Widen footways around school.	With officer to contact HT on soft measures. Additional widening out for notification.
Stenhouse Primary School	Liaise with school on one way system. Close Saughton Mains Drive at frontage of school to create more space for pedestrians.	Out for notification. Visited and delivered arrows to enable pedestrian one way. School do not require closure.
Tynecastle High School	Liaise with school on one way system.	Officer contacted school.

Appendix 4 – Project List for measures near Schools

Craigour Park School	Encourage Park and Stride. Prohibit vehicles on Moredun Park Street.	With team for notification.
Gilmerton Primary School	Additional enforcement from PS to enforce school streets.	Additional enforcement being carried out by Police Scotland.
Liberton Primary School	Road closure at school frontage, investigate new temporary footway to rear of school.	Awaiting info from care home and school to Implement closure as may now not be required. Temporary path installed.
Prestonfield Primary School	Widen footway along frontage of school, introduce TTRO to prevent parking opposite school. Liaise with school on one way gate system. Close road along school frontage.	Lining in place in October Holidays. Road closure with team for installation.
Liberton High School	Remove guardrail at Mount Vernon entrance.	Guardrail removed.
Leith Primary School	Liaise with school on one way system and marking out footway. Request enforcement from Police Scotland on School Streets.	Officer contacted school. Additional enforcement being carried out by Police Scotland.
Craigentinny Primary School	Liaise with school on one way system and marking out footway. Widen footway along frontage, implement one way and revoke parking.	All measures in place.

Appendix 4 – Project List for measures near Schools

Hermitage Park Primary	Widen footway at front of school, remove guardrail.	All measures in place.
Lorne Primary School	Liaise with school on one way system and marking out footway. Build out footway and revoke parking at frontage.	All measures in place.
Leith Academy	Contact school to ensure all access gates are being used.	Officer contacted school.
Towerbank Primary School	Contact school to see if they require arrows. Request additional School Streets enforcement with Police Scotland.	Officer contacted school. Additional enforcement being carried out by Police Scotland.
Duddingston Primary	Request additional School Streets enforcement with Police Scotland, communicate Park and Stride with Parents. SfP installing segregated cycle facilities on Duddingston Road.	Officer contacted school. Cycling facilities in place.

Appendix 4 – Project List for measures near Schools

Brunstane Primary School	Prohibit vehicles/ close Magdalene Drive along frontage of the school and install DYL's on bend in Magdalene Gardens.	DYL's in place, amendment to vehicle prohibition with team for notification.
Parsons Green Primary School	Liaise with school for requirement of footway arrows and implementation of WOW. Closure on Paisley Drive.	All measures in place.
Royal High Primary School	Liaise with school on any additional support/ arrows they need.	Officer contacted school.
Portobello High School	Stanley Street closed under SfP for active travel/ physical distancing.	Officer contacted school.
Craigroyston Primary School	Liaise with school on one way gates and to see if closure of Muirhouse Place West would be beneficial.	With officer to liaise with school.
Pirniehall Primary School	Prohibition of motor vehicles along school frontage	To go to CIMT for approval

Appendix 4 – Project List for measures near Schools

Forthview Primary School	Liaise with school on one way gates and to see if closure of the bend on West Pilton Place would be beneficial.	With officer to liaise with school.
Craigroyston High School	Liaise with school on one way gates.	Officer contacted school.
St Joseph's RC Primary School	Liaise with school on one way gates	Officer has dropped off arrows and marked footway.
Castleview Primary School	Extend Footway by 1 metre along school frontage, remove guardrail and introduce DYL's from Greendykes Road along the school frontage.	Officer arranging installation.
Newcraighall Primary School	Liaise with school on Park and Stride.	Officer contacted school.
Castlebrae Community High School	Introduce parking restrictions to keep junction clear.	Officer arranging installation.
St John Vianney's RC School	Prohibit motor vehicles along frontage of school, maintain access for residents and waste.	All measures installed.
St Catherine's RC Primary School	Prohibit motor vehicles along frontage of school, maintain access for residents and waste.	Officer arranging installation.

Appendix 4 – Project List for measures near Schools

St Francis RC/ Niddrie Mill Primary School	Prohibit vehicles on Moffat Way and Collier Place around school frontage.	With team for notification
St Johns RC Primary School	Existing School street. Cycle Segregation being installed by another workstream.	N/A
St Marys Leith RC Primary School	Existing School Street and beside space for exercise closure on Leith Links.	N/A
Holy Rood RC High School	Officer liaising with school on potential measures.	Officer in contact with school.
St Marys RC Primary School	Mark out footprints etc around school and in playground.	With officer to install.
Juniper Green Primary School	Prohibition on vehicles on Baberton Mains Wynd and adjoining Streets, Officer to liaise with Golf Club on using car park as Park and Stride.	To go to CIMT for approval
Nether Currie Primary School	New waiting and loading restrictions on the bend on Thomson Crescent. Officers to contact the school on AT promotion.	To go to CIMT for approval.

Appendix 4 – Project List for measures near Schools

Currie Primary School	Officer to liaise with school on park and stride sites such as Scotmid. Introduce prohibition of vehicles on Curriehill Road at school frontage, introduce waiting and loading restrictions to keep junctions clear.	With officer to arrange installation.
Bonaly Primary School	Introduce Prohibition of Motor Vehicles on Bonaly Brae, liaise with school on one way gates.	To go to CIMT for approval
Colinton Primary	Existing School Street	N/A
Longstone Primary	Introduce Prohibition of Motor Vehicles on Redhall Grove.	To go to CIMT for approval
Oxgangs Primary		Officer liaising with school.
Pentland Primary	Introduce Prohibition of Motor Vehicles on Oxgangs Green and restrictions on Pentland Drive.	With team for notification.
Firrhill High School		Officer liaising with school.
Braidburn	Working with the school on traffic management for their buses.	Officer liaising with school.

Appendix 4 – Project List for measures near Schools

Abbeyhill Primary School	None - Existing School Street	N/A
Broughton Primary School	Officer arranging vegetation cut backs and arranging park and stride sites with school.	With Parks and Greenspace. Officer liaising with school.
Leith Walk Primary School	Introduce one way system on Brunswick Road, widen footpath along frontage of school.	To go to CIMT for approval.
Drummond High School	Officer arranging vegetation cut backs	With Parks and Greenspace.
Gracemount Primary School	Prohibit Motor Vehicles on Gracemount House Road.	With team for notification.
Gracemount High School	Refresh all cycle lane markings on Lasswade Road. Officer to liaise with school on one way system.	With officer for installation.
Holy Cross RC Primary School	Prohibit motor vehicles on Craighall Terrace, officer to liaise with school on footway markings.	With team for notification.
St Marks RC Primary School	New DYLS at the junction at the school, temporary path.	With team for notification. Temporary path installed.
St Marys RC Primary School	Officer to liaise with school on installing 2m markings and arrange vegetation cut back.	Officer liaising with school. With Parks and Greenspace.

Appendix 4 – Project List for measures near Schools

St Peters RC Primary School	Existing School Street, officer to liaise with school.	N/A
St Thomas Aquins RC High School	Officer to speak to school on access points.	Officer liaising with school
Ferryhill Primary School	Prohibition of motor vehicles along school frontage.	With team for notification.
Flora Stevenson Primary School	Officer liaising with school on potential measures	N/A.
Granton Primary School	Prohibit motor vehicles on Wardieburn St W and Wardieburn St E. widen footway on Boswall Parkway along school frontage.	With team for notification.
Stockbridge Primary School	Officer to liaise with school on markings.	N/A
Broughton High School	Officer liaising with school on potential measures.	N/A
St Cuthberts RC Primary School	Officer marking footways at school and arranging vegetation cut backs.	Officer liaising with school. With Parks and Greenspace.
St Davids RC Primary School	Officer liaising with school on potential measures.	N/A
St Joseph's RC Primary School	Officer liaising with school on potential temporary access.	N/A
St Margaret's RC Primary School	Officer marking footways at school and arranging vegetation cut backs.	Officer liaising with school. With Parks and Greenspace.

Appendix 4 – Project List for measures near Schools

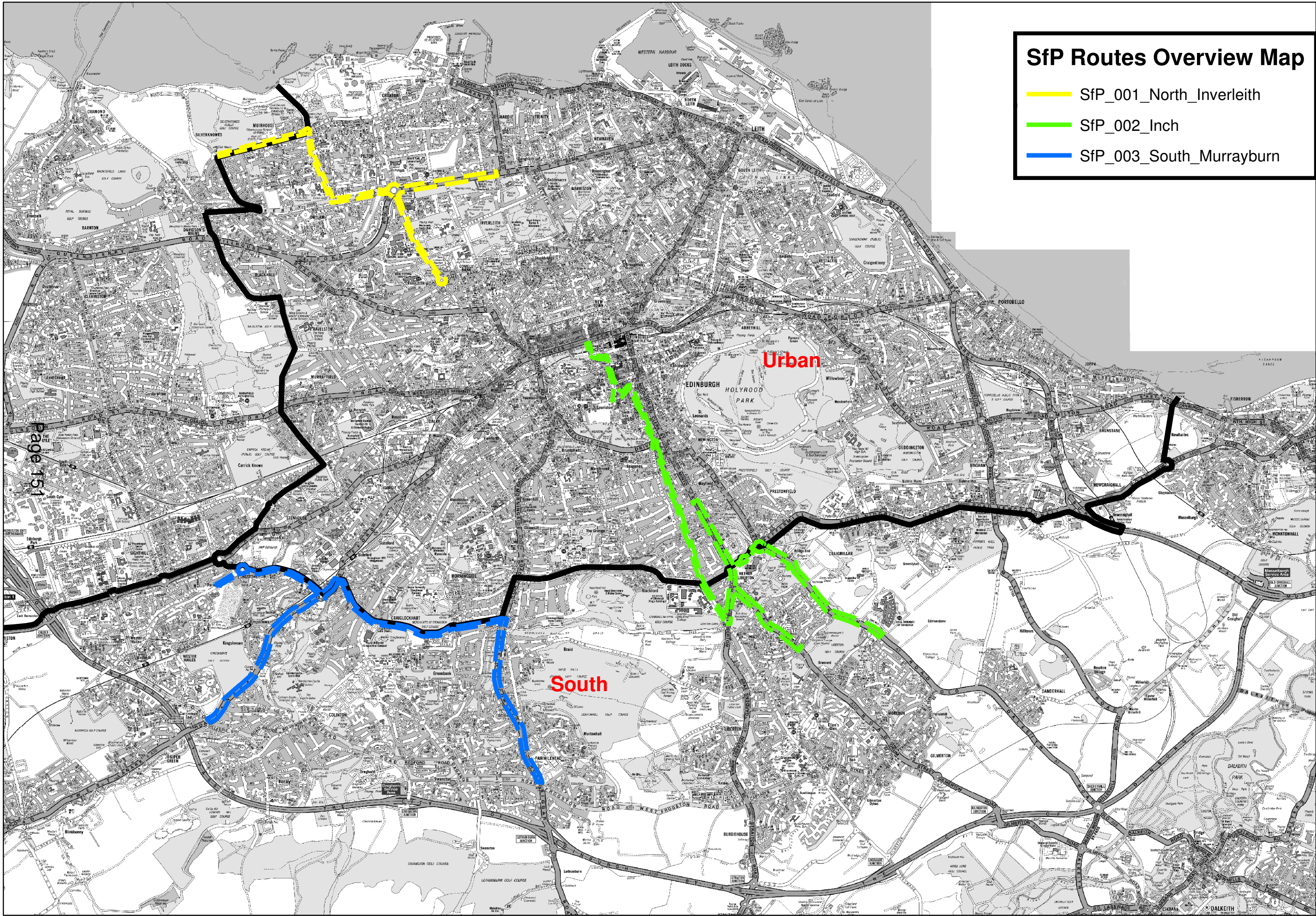
St Augustine's RC High School	Officer liaising with school on potential measures	N/A
Basil Paterson Schools	Officer arranging vegetation cut backs.	N/A
Cargilfield	Officer arranging vegetation cut backs.	N/A
Clifton Hall	No measures identified.	N/A
Fettes College	No measures identified.	N/A
George Watsons	Potential vehicle prohibition on Merchiston Gardens - School currently liaising with residents.	N/A
George Heriots	Considered under SfP Buccleuch Street project -officer to liaise with school on one way.	N/A
Mannafields Christian School	Officer to liaise with school on Park and Stride.	N/A
Mary Erskine and Stewarts Melville	No measures identified for ME. Officer liaising with SM.	N/A
Merchiston Castle	No measures identified.	N/A
Regius School	Officer to liaise with school on Park and Stride.	N/A
Rudolf Steiner	1.5m footway widening along school frontage.	With team for notification.
St Georges School	Prohibit motor vehicles on Crarae Avenue.	With team for notification.

Appendix 4 – Project List for measures near Schools

St Mary's Music School	No measures required.	N/A
Edinburgh Academy	Officer liaising with school on potential measures.	N/A
Montessori Arts school	No measures required.	N/A

SfP Routes Overview Map

- SfP_001_North_Inverleith
- SfP_002_Inch
- SfP_003_South_Murrayburn



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Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Strategic Review of Parking – Results of Phase 1 Consultation and General Update

Executive/routine	
Wards	All
Council Commitments	

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the amendments to the proposed timescales for delivering the four proposed phases of the Review as detailed in Appendix 1;
 - 1.1.2 notes the results of the informal consultation for the Phase 1 area as detailed in Appendix 2;
 - 1.1.3 notes the changes proposed as a result of the consultation responses;
 - 1.1.4 notes the operational details for the proposed parking controls for the Phase 1 area, including proposals to address the concerns of garages and related businesses as detailed in Appendices 3 and 4;
 - 1.1.5 approves commencement of the legal process to introduce parking controls into the Phase 1 area, as detailed in Appendix 3 of this report;
 - 1.1.6 approves revised restrictions on permit issue as detailed in Appendix 5 of this report; and
 - 1.1.7 notes the amended phasing proposals as described in Appendix 6 to this report;
 - 1.1.8 notes the proposed approach for continuing with the planned consultation exercises for the remaining phases of the review, as outlined in Appendix 7;

- 1.1.9 approves commencement of the legal process to introduce limited parking controls into Sighthill Industrial Estate as detailed in Appendix 8 of this report; and
- 1.1.10 approves setting of charges related to permits and pay-and-display as detailed in Appendix 9 of this report.

Paul Lawrence

Executive Director of Place

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Strategic Review of Parking – Results of Phase 1 Consultation and General Update

2. Executive Summary

- 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 implementation 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, updates Committee on the impact on that progress as a result of the Covid-19 situation and considers the results of the Phase 1 consultation process. This report makes a series of recommendations based on the consultation results and on other strands of work arising generally from the Strategic Review of Parking.
- 2.4 This report seeks the authority to commence the necessary legal processes that will introduce parking controls in the Phase 1 area, with the operation details and amendments noted in this report, and to introduce partial controls in Sighthill Industrial Estate. It further sets out the proposed timescales for consulting and, subject to further Committee approvals, delivering all four phases of implementation currently in progress.

3. Background

- 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 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

- 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 final results of the review were reported in September 2019. This report and its accompanying Appendices will provide detail and, where necessary, make recommendations linked, but not limited, to:
- 4.2.1 a general update on progress, including Timescales and amendments to phasing;
 - 4.2.2 the Phase 1 Consultation results;
 - 4.2.3 the proposed changes arising from the Phase 1 consultation;
 - 4.2.4 detailed proposals for the operation of controlled parking within the Phase 1 area, including details of hours of operation, lengths of stay and the extents of the proposed Zones;
 - 4.2.5 changes to the existing restrictions on permit issue;
 - 4.2.6 permits and other arrangements to support garages and similar business types;
 - 4.2.7 consultation Proposals for Future Phases;
 - 4.2.8 incorporating the results of the Stadiums Review;
 - 4.2.9 trial of partial parking controls in Sighthill Industrial Estate;
 - 4.2.10 permit and pay-and-display charges associated with the operation of controlled parking in the Phase 1 area; and
 - 4.2.11 costs.

- 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 latest 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.
- 4.6 Four phases of implementation of new parking controls were approved, along with a timetable for delivering those four phases.
- 4.7 Committee approval was obtained to continue the process of design and informal consultation for Phase 1, which proposed new parking controls for the Leith and Gorgie/Shandon areas of the city. Approval was also given to move forward with the design and consultation processes for phases 2, 3 and 4.

General Update

- 4.8 In accordance with the approved timetable, an informal consultation exercise was conducted in those areas covered by Phase 1 in Autumn of 2019. A report on the results of that consultation was originally planned for early 2020. An initial review of the comments received indicated that further consideration should be given to the points raised by both residents and businesses before a decision on the future of the proposal was presented to Committee.
- 4.9 During that period design work had also been largely completed for Phase 2, which includes the A8 corridor, Easter Road, Bonnington and Willowbrae. An informal consultation, mirroring that which had been carried out for Phase 1, was planned to take place in April 2020.
- 4.10 The emergence of Covid-19 and its recognition as a global pandemic had a significant impact on the Council's ability to continue the processes for consulting upon and implementing the proposals arising from the Strategic Review of Parking. Initially, this led to the postponement of plans to consult upon Phase 2, but also had implications for data gathering workstreams at the beginning of lockdown as unessential travel was not permitted, meaning that site visits and surveys could not be undertaken.

- 4.11 As restrictions have eased and it has been possible to restart some of the processes involved in progressing with work associated with the Review, work has restarted on bringing forward proposals for the other phases of the Review. We have also been working with our consultants to find ways of moving forward with those parts of the Review that require customer interaction.
- 4.12 A full update on the work carried out thus far and the impact that Covid-19 and the measures proposed to enable work to continue can be found in Appendix 1 to this report. That Appendix also contains details of the previously approved timetable and the revised version that we are now working to.

Integration with other Projects

- 4.13 As work has progressed on preparing the proposals arising from the Strategic Review, the Parking Operations team have been working with colleagues across other parts of the Council to integrate aspects of other projects into the design. The aim of that integration is to provide and deliver, as far as is possible, a single proposal that encompasses a range of changes and improvements.
- 4.14 The benefits of this approach will see a single rollout of improvements delivering on different policy objectives. Where delivering these improvements separately could see consecutive proposals being brought forward and implemented, this integration will reduce disruption and deliver upon several objectives in a single traffic order and implementation process.
- 4.15 The proposals being brought forward under the umbrella of the Strategic Review will include:
- 4.15.1 revised bin and recycling locations proposed under the Council's Communal Bin Review (CBR);
 - 4.15.2 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; and
 - 4.15.3 proposed cycle hangar locations.
- 4.16 The design process has incorporated, where possible, all impacted elements of these different projects.
- 4.17 In the case of CBR, the design process has been carried out in such a way as to support the phased roll-out of revised bin and recycling locations, allowing for certain aspects of CBR to be introduced prior to the possible arrival of Controlled Parking Zones (CPZ). Where revised bin locations are introduced ahead of CPZ, the CPZ design accommodates those locations, meaning that any new controls will simply fit around the new bin locations.

- 4.18 Measures approved as part of Trams will be accommodated as far as is possible within the proposed CPZs. For waiting and/or loading restrictions, those measures are expected to be accommodated with little or no change. For proposed parking places or loading bays, those changes will be accommodated as far as is possible within the general CPZ restrictions. However, it may be necessary to amend operating conditions for parking places originally proposed under Tram in order to meet the match operating conditions within the CPZ.
- 4.19 Where possible, traffic orders for planned cycle hangars will be taken forward in advance of potential legal processes for phases 3 and 4 of the review. Those locations will be subject to review to ensure that the proposals for CPZ, CBR and cycle storage knit together and make the most effective use of the available space. For storage locations within Phases 1 and 2, those locations will be subsumed into the wider CPZ proposals along with CBR and Tram, forming a single proposal.
- 4.20 In addition, there are other proposals currently in development that will have an impact on the possible introduction of new parking controls. At the time of writing, the proposals that will have an immediate impact on the introduction of CPZ are:
- 4.20.1 The Foot of the Walk to Ocean Terminal cycle scheme, which will necessitate all measures on that route being removed from the Phase 1 proposal.

Phase 1 Proposal

- 4.21 The responses from the Phase 1 consultation are detailed and discussed in Appendix 2, with a number of changes now being proposed to the design that was originally consulted upon. Further design revisions are also required to allow full integration with CBR, Tram and cycle hangars, as outlined earlier in this report.
- 4.22 Having considered the results of the consultation, it is now recommended that the Council commence the legal process to introduce CPZs in each of the separate areas that make up Phase 1 of the Strategic Review of Parking. The results of the Review clearly identified the extent of parking pressures in these areas and the results of the consultation confirm that many residents experience parking issues that would be addressed by the introduction of parking controls.
- 4.23 A description of how parking controls would be expected to operate within the Phase 1 areas is detailed in Appendix 3.
- 4.24 Additional work has now been carried out to ascertain the suitability of each of the Review areas in terms of identifying the layout of potential new "Zones". 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. A detailed analysis of the available data, in conjunction with the proposed design, can be found in Appendix 3 to this report.
- 4.25 The findings of that work show that, based on available data for vehicle ownership within the affected areas, there is sufficient on-street space available to accommodate the anticipated demand from residents.

- 4.26 The full 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.

Industry Specific Parking Permits

- 4.27 In response to concerns from garage businesses in the Leith Walk and Leith areas, a report was commissioned to consider the potential options for providing a specific type of permit that would enable businesses carrying out activities under the general banner of garage services to continue those activities within a CPZ. While this issue was raised in conjunction with the Phase 1 proposals, it is considered that any solution would apply equally to all future phases of the Strategic Review and could, if successful, also be applied at a later date within the existing Zones of the CPZ.
- 4.28 The detailed report on the potential options available can be found in Appendix 4.
- 4.29 In summary, it is considered that a permit scheme should be introduced for those business types that carry out work on a number of different vehicles throughout the working day, and that without such a scheme many of the affected businesses would find it impossible to continue operating within a CPZ.
- 4.30 The proposal is to introduce a permit system for garages and other similar businesses, with the proposed approach being tailored by individual location and/or businesses, but that it will generally consist of:
- 4.30.1 an allowance 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;
 - 4.30.2 the creation of specific parking places that can be used by vehicles bearing the new permit type; and
 - 4.30.3 a combination of the allowance and the specific parking places outlined above.
- 4.31 Further work is currently underway to identify garage businesses and to determine the best approach for each location, taking into account parking pressures and availability of space.

Permit Restrictions

- 4.32 Permit restrictions were introduced in 2013 as a means of managing additional residential demand on parking availability as a result of redevelopment. Those restrictions tend to either limit the number of permits available or determine that certain types of property are not entitled to resident permits.

- 4.33 The current restrictions, as previously approved by Committee, relate specifically to the existing zones of the CPZ. With the CPZ now having the potential to expand into new areas, those restrictions must now be amended to ensure that the same level of control is possible within those new areas. This will ensure that demand from new development, or from sub-division or change of use of existing properties does not significantly add to permit demand.
- 4.34 The proposed changes make minor changes to the descriptions used within the permit restrictions table, but will largely mean that similar restrictions to those in place in the extended zones of the CPZ will also come into effect into any and all new zones.
- 4.35 Full details of the existing restrictions and the revisions now proposed can be found in Appendix 5.

Revised Priorities

- 4.36 The approval of the report to Transport and Environment Committee in September 2019 led to subsequent discussion in respect of a small number of Review areas. Those discussions centred around two particular areas where it was suggested that those areas should have been included within a proposed phase of the Review.
- 4.37 The first of those areas, Murrayfield, was rightly identified as having been missed from the Phase 2 proposals. It is now proposed to amend that recommendation, with the result that the Murrayfield area will now be included in Phase 2.
- 4.38 The second issue concerns Blackhall East, where discussions subsequent to September 2019 suggested that this area should have been considered for inclusion in a proposed phase. The results of the review, however, do not support Blackhall East's inclusion at this time. However, it is considered appropriate to recommend that Blackhall East become a monitoring area like neighbouring Ravelston. This approach will allow any migration of parking pressures to be identified at an early stage and for proposals to be brought forward should there be a need to do so.
- 4.39 A revised Plan showing the extent of each of the proposed phases and the associated monitoring areas can be found in Appendix 6.

Consultation Proposals

- 4.40 Appendix 7 contains an overview of the revised consultation approach, recognising that consultation exercises of the type typically undertaken for proposals of this type, are not currently possible given the situation with Covid-19.
- 4.41 While it may be possible to return to face-to-face consultation methods such as drop-in sessions, consultation meetings etc in the near future, for the time being the intention is to undertake consultations in a more virtual way, using technology as a means to engage with stakeholders.
- 4.42 This approach would see virtual drop-in sessions taking place, with detailed plans and opportunities to feed back on the detail of proposals via websites, interactive plans and questionnaires.

4.43 It is anticipated that, by the time Committee considers this report, arrangements to conduct the Phase 2 consultation using these methods, will be well advanced.

Stadiums Review

4.44 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:

4.44.1 Tynecastle;

4.44.2 Easter Road; and

4.44.3 Murrayfield.

4.45 The results of that review were intended to be reported to Committee as part of this report. It is now proposed to defer consideration of the results of the Stadiums Review to coincide with consideration of the results of the informal consultation for Phase 2 of the Strategic Review of Parking.

4.46 With the areas covered by the investigative work on the Stadiums Review covering areas that also form parts of Phase 1 and 2 of the Strategic Review, the decision was taken to amalgamate consideration of these separate issues, so that should a need be identified for restrictions related to sporting fixtures or other large-scale events, then a single proposal could be brought forward.

4.47 Within the current situation, where Covid-19 continues to have an impact on large-scale gatherings of all types, it is not considered appropriate, or necessary, to consider measures designed to manage event parking at this time. Nonetheless, with an expectation that normal attendances at sporting events will return in the near future, there remains merit in considering the situation that existed pre-Covid, developing measures that could be enabled for large-scale events.

4.48 Having given initial consideration to the findings of the Stadiums Review, it is clear that any recommended measures would cross between Phase 1, 2 and potentially Phase 3 of the proposals arising from the Strategic Review. With uncertainty as to how long it might be before sporting venues are once again open to the public, it is proposed that detailed consideration of the need for measures to mitigate the impact of event parking be tied to the potential introduction of Phase 2 of the Strategic Review of Parking.

4.49 The Council also recognises that construction work is proceeding on the new Meadowbank Stadium and that there may be a need to consider the implications for parking in the area adjacent to Meadowbank as part of the Stadiums Review. Further consideration will be given to the potential need for mitigatory measures in the forthcoming report covering the Stadiums Review.

Sighthill Industrial Estate

- 4.50 In the report considered by Committee in September 2019, it was recommended that a form of partial control be introduced in Sighthill Industrial Estate as a means of managing the levels of parking demand. Further consideration has now been given to what form this partial control might take, with full details contained in Appendix 8 to this report.
- 4.51 That report explained that, based on aggregated data from the 2011 census, the travel node covering Sighthill and South Gyle was one of the busiest nodes in the city, generating a significant number of trips on a daily and weekly basis.
- 4.52 The traffic orders for the West Edinburgh Link scheme have recently been advertised. Those proposals would see the removal of parking in South Gyle Crescent as well as the implementation of a Priority Parking Area in the residential part of South Gyle. These measures will collectively manage parking in that area.
- 4.53 On the basis of the recommendations contained in Appendix 8, it is now proposed to also introduce parking management, on a partial basis, into Sighthill Industrial Estate as a means of managing demand for space in that area.
- 4.54 It is recommended that the Council proceed to commence the legal process to introduce a number of both short and long-stay parking options within the industrial estate, managing the use of the available space and creating on-street opportunities for visitors to businesses in this area.

5. Next Steps

- 5.1 The legal processes to introduce parking controls into the area covered by Phase 1 of the Strategic Review of Parking will now be commenced. The full detail of those parking controls is explained within this report and its Appendices.
- 5.2 A separate legal process that would see the limited introduction of parking places in the Sighthill Industrial Estate will also be commenced.
- 5.3 Consultation and design elements for forthcoming phases will continue as described in the proposed timetable detailed in Appendix 1.

6. Financial impact

- 6.1 All costs incurred by this review 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 consultancy 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 1 and, subject to the results of planned consultations and 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

- 7.1 An informal consultation exercise on the possible introduction of parking controls in the Phase 1 area was conducted in late 2019. 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 drop-in sessions attended by Project staff, where plans could be viewed and questions 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 the 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 1 for the remaining 3 phases, albeit with more 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

8.1 None.

9. Appendices

- 9.1 Appendix 1 - General Update
- 9.2 Appendix 2 - Results of Phase 1 Consultation
- 9.3 Appendix 3 - General Proposal for Phase 1 Area
- 9.4 Appendix 4 - Industry Specific Parking Permits
- 9.5 Appendix 5 - Restrictions on the issue of Permits
- 9.6 Appendix 6 - Revised Priority and Phasing Plan
- 9.7 Appendix 7 - Consultation Proposals – Report
- 9.8 Appendix 8 - Sighthill Industrial Estate
- 9.9 Appendix 9 - Charges

Appendix 1: Update & Revised Timetable

This Appendix provides an updated position on each element of the work currently being undertaken within each of the four proposed phases of the Strategic Review.

It further provides a detailed and revised timetable for delivering each of those four phases, subject to the successful completion of design and consultation exercises and to Committee approval being granted to take each phase forward to legal process.

1. Covid-19

1.1 In early 2020, work was progressing on a number of different workstreams related to the delivery of the proposals arising from the Strategic Review of Parking. Those workstreams involved different elements of analysis, surveys, design and review relating to Phases 1 and 2 of the Review, with similar workstreams relating to Phases 3 and 4 being expected to commence through the first half of 2020.

1.2 The emergence of coronavirus had a significant impact:

- On our ability to undertake further consultation work in line with that carried out for Phase 1;
- On the ability of our appointed consultants to conduct data gathering work on-street related to delivering detailed designs;
- With existing resources being engaged in the emerging Spaces for People workstreams

1.3 This Appendix explains how each of the phases has been impacted and provides details of the work that has been undertaken throughout lockdown and since restrictions were eased

1.4 In March 2020, with initial designs for all areas included in Phase 2 nearing completion as per the reported timetable, preparations were under way to carry out the informal consultation process in April 2020. Those preparations were put on hold at the end of March, as it would not have been possible to safely conduct the planned consultation exercises or to comply with Government guidelines under lockdown conditions.

2. Phase 1 Update

2.1 In Autumn 2019 a consultation exercise was carried out across the investigation areas that now form the Phase 1 proposal. In line with previous consultations, the consultation included a range of different methods of engaging with affected stakeholder, with residents, businesses and anyone interested in the proposals being invited to:

- view detailed plans online;
- leave comments on an interactive online map;

- complete a detailed questionnaire
 - attend one of six drop-in sessions, where they could:
 - view plans showing what was proposed in their area; and
 - Discuss the proposals with Council officers and our consultants.
- 2.2 The consultation exercise sought feedback from interested or affected stakeholders in respect of the detail of the proposal. The questionnaire asked a series of questions related to experiences of parking problems, the times and days of occurrence, as well as asking respondents to indicate what measures might address those problems.
- 2.3 The responses gathered from questionnaires completed, emails received, comments left on the interactive maps and from discussions that took place with residents, elected members and businesses during and after the consultation were initially analysed at the beginning of 2020, with an expectation that an early report would be brought to Committee for consideration.
- 2.4 Whilst the responses were analysed early in 2020 (See Appendices 2 and 3), the consultation process highlighted areas where it was considered that further work was required before bringing a recommendation to Committee. This additional work is now reflected in this report, with Appendices relating to:
- Enforcement options (Appendix 3);
 - Permit Holder analysis (Appendix 3); and
 - The introduction of a permit proposal linked to garage type businesses (Appendix 4).
- 2.5 The analysis of the consultation responses has also led to a number of changes to the initial design being recommended, reflecting comments and suggestions that have come from those living in, or working in, the affected areas. There are also further changes that did not come directly from the consultation process, but which have been considered to be beneficial in terms of delivering a cohesive proposal. The changes recommended by our consultants can be found in Part A of Appendix 2, whilst a full list of the changes that are to be made to the draft designs can be found in the comprehensive list in Part B of Appendix 2.

Integration with the Communal Bin Review

- 2.6 Separate to the Review itself, progress has been made in terms of integrating the requirements of the Council's Communal Bin Review within the Phase 1 proposals.

- 2.7 The design of the CPZ proposals has been revised to include revised and rationalised bin locations, with that work being done in a way so as to complement the CPZ proposals, delivering an overall proposal that makes the best use of the available space.

Integration with Tram

- 2.8 The design and layout of the proposed measures within Phase 1 must also take account of measures proposed as part of the Tram works. Whilst the majority of parking controls associated with Tram fall within the Limit of Deviation, there are a number of measures that lie just outside of the extent of the Tram works. Those changes will now be subsumed within the Phase 1 proposals.
- 2.9 The proposals that arose through the Tram consultation may, depending on the nature of the measure, require some alteration in order to fit in with the principles of CPZ. Wherever possible the Tram proposals are expected to translate directly into the CPZ design, reflecting decisions taken in the course of preparing the Tram proposal.

Outcomes from Phase 1.

- 2.10 Based on the outcomes from the Phase 1 consultation exercise it is now recommended to commence the legal process to introduce Controlled Parking Zones in each of the areas covered by Phase 1. This would now see CPZ introduced into the following Review areas:
- Leith Walk;
 - Pilrig;
 - Leith;
 - North Leith;
 - Gorgie North;
 - Gorgie; and
 - Shandon.
- 2.11 Appendix 3 provides detail of the proposal for the Phase 1 area, including information on the:
- proposed zones;
 - days and hours of control;
 - permit types;
 - approach to pay-and-display provision; and
 - proposed charges that would apply.

2.12 Should Committee approve the recommendations contained within the main report, the next stage in the process will be to commence the legal process to introduce parking controls into the Phase 1 area. It is anticipated that the first part of that process could take place in early February 2021. For further details relating to the timescales involved, reference should be made to the section on the amended timetable, which can be found at the end of this Appendix.

3. Phase 2 Update

- 3.1 All initial survey work for Phase 2 was completed in late 2019/early 2020, with outline designs having been prepared in advance of the upcoming consultation.
- 3.2 In March 2020, preparations were under way to undertake that consultation exercise. Those preparations would have seen that consultation take place in April of 2020.
- 3.3 The arrival of Covid-19, application of lockdown conditions and the limitations that were implemented in terms of social gatherings effectively placed the Phase 2 consultation on indefinite hold. With the consultation process leaning heavily towards mass delivery of printed material and on face-to-face meetings with the public in the form of drop-in sessions, it has not been possible to proceed with consultations of this type.
- 3.4 While it was originally intended that it might prove possible to undertake that consultation later in 2020, the continuing impact of Covid-19 has resulted in further consideration being given as to how the planned consultation exercise could be conducted, whilst avoiding situations where large numbers of people might gather.
- 3.5 We have been working with our consultant to identify alternative methods of consultation as a means of moving forward with the Strategic Review whilst recognising the need to keep both staff and the public safe and to avoid situations that might otherwise allow for the transmission or spread of Covid-19.
- 3.6 At the time of writing this report, it is anticipated that the Phase 2 consultation process will take place in late January and early February 2021, with the planned drop-in sessions now being moved onto an online platform. Full details of how those sessions will operate can be found in Appendix 7 to this report.
- 3.7 In addition to the online drop-in sessions, there will be access to detailed plans showing the outline designs with the ability to leave comments on the plans themselves. There will also be an online questionnaire.

3.8 As with Phase 1, provisions will be made to enable those without internet access the ability to request that information, and a copy of the questionnaire, be sent to them by post.

4. Phase 3 Update

4.1 While preparatory work had taken place in early 2020 on Phase 3 proposals, the detailed surveys were scheduled to take place in the Spring of 2020. While it was possible to undertake some initial design work based on online mapping systems, on-the-ground surveys are a necessity in understanding the up-to-date situation in most areas. Lockdown conditions meant that it was not permissible for staff to be on-street at that time, as the work involved was not classed as essential.

4.2 Phase 3 survey work commenced in early Summer 2020, once lockdown conditions had eased to an extent that would allow those activities to be undertaken. Even so, that work was subject to further restrictions and required significant assessment of the risks to the staff involved. On-street work resumed only once it was considered safe for staff, and those likely to come into contact with those staff, to do so.

4.3 Both the required survey work and the preparation of the draft designs were completed in the latter part of 2020. Those designs are now being reviewed in preparation for a consultation that will take place in early 2021.

4.4 It is anticipated that the Phase 3 consultation will take place immediately following the Phase 2 consultation. Full details of the proposed timeline for Phase 3 can be found at the end of this Appendix.

5. Phase 4 Update

5.1 Phase 4 preparatory work has been commissioned, with survey work and preparation of draft designs anticipated to start early in 2021.

5.2 Unlike the preceding phased, Phase 4 involves a mixture of potential CPZs and Priority Parking Areas (PPAs). Phase 4 also includes the possible introduction of CPZ into the South Morningside, B2 PPA and Cluny areas, where Committee previously agreed that the approved extension to B2 should proceed and that monitoring should determine the need, or otherwise, for a move to full CPZ.

5.3 The extension of the B2 PPA is yet to be resolved, with discussions continuing in respect of the potential delivery of the proposed Braidburn Terrace traffic management scheme. It is anticipated that some elements of the different Orders required to deliver that scheme will have to be re-advertised, but that any unaffected elements of the B2 extension will be moved forward separately.

- 5.4 The B2 extension will be implemented as soon as is possible, with monitoring to take place to gauge the effectiveness of those controls in addressing parking pressures in this area. However, the preparatory work associated with Phase 4 will also be undertaken, so that in the event that the monitoring exercises suggest that the PPA has not delivered the expected benefits, the switch to CPZ can be actioned quickly.
- 5.5 The Phase 4 design for this area will, effectively, be held until such time as it is determined that it is necessary to implement it. 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.
- 5.6 The remaining areas of Phase 4 (covering Trinity, Newhaven, Stenhouse, Broomhouse, Saughton and Portobello) will be taken forward to consultation stage. The timeline for that work can be found at the end of this Appendix. It should be noted that the potential delivery of CPZ in South Morningside is not included in that timeline.

6. Monitoring Update

- 6.1 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.
- 6.2 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.
- 6.3 That monitoring is subject to agreement that the Phase 1 proposals should proceed to legal process 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.

7. Timetable and Phasing

- 7.1 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.

7.2 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 (See Note 1)	
	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
	South Morningside (see note 2)	B2	Cluny
		South Morningside	
	Portobello	Portobello	
	Stenhouse/Saughton (see note 3)	Stenhouse	Saughton
Broomhouse			

Note 1: In the report to Transport and Environment Committee in September 2019, Murrayfield was noted as requiring further indications of increased parking pressure before it could be added to any proposed phase. It is now proposed to add Murrayfield to Phase 2 in order to provide a comprehensive route plan for the A8 corridor.

Note 2: South Morningside's inclusion is dependent on the outcome of an assessment of the success of the proposed expansion of B2 in addressing parking problems in that area and will be the subject of a future report prior to any further work being carried out.

Note 3: Stenhouse/Saughton is reliant on further consideration and monitoring to determine the extent and type of parking control that might be required in this area.

Amendments to Phasing

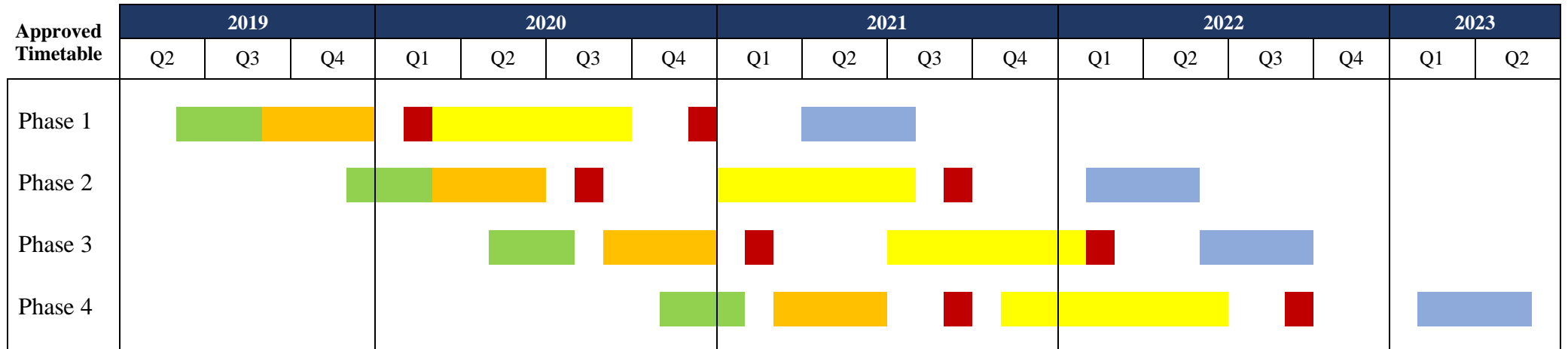
- 7.3 In the lead-up to Committee in September 2019 it was brought to our attention that there was an apparent anomaly within the phasing proposals, where the **Murrayfield** area appeared to have a recommendation for action which was not translated into the proposed phases.
- 7.4 It is now proposed to amend the proposed Phasing, including **Murrayfield** in Phase 2. This inclusion would provide a consistent corridor of parking controls along the A8 route. Despite parking pressures not appearing to be significant in this area at the current time, it is anticipated that this situation would materially change if neighbouring areas were to be subject to parking control.
- 7.5 At the time of writing this report, initial work has commenced in preparation for including **Murrayfield** in the consultation exercise.
- 7.6 Concerns were also raised in relation to the **Blackhall East** area, where it was considered that proposals in neighbouring areas could have a negative impact on parking in that area. The surveys conducted as part of the Strategic Review did show some parking pressures in **Blackhall East**, but those pressures were localised in nature and it was not considered, at that time, that further action was warranted.
- 7.7 With **Murrayfield** now being promoted into Phase 2, there is an obvious gap in the Review plan, with measures or monitoring proposed in an otherwise unbroken ring around the existing CPZ. For that reason, it is now proposed that **Blackhall East** be added to the list of areas to be monitored, with an expectation that this monitoring will commence in advance of the introduction of Phase 3, should that Phase proceed to implementation.
- 7.8 An amended phasing plan showing these additions can be found in Appendix 6.

Timetable

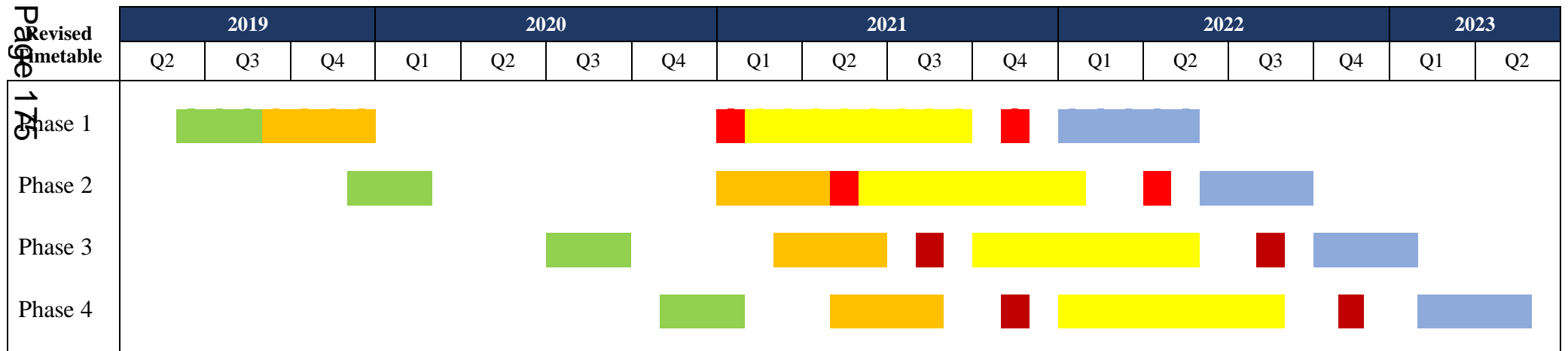
- 7.9 As has been previously discussed within this Appendix, the restrictions placed upon the Council and our consultants, as well as emerging workstreams as a result of the ongoing pandemic, have impacted on our ability to meet the previously approved timescales for delivering upon those Phases.

- 7.10 Our aim at this time is to ensure that we see no further slippages in the overall timeline, whilst appreciating that there has to be movement within the timeline if we are to use the resources that we have available in the most effective way possible.
- 7.11 Our appointed consultants, The Project Centre, have a dedicated team of individuals who not only have experience in terms of consultation, parking and traffic orders, but also now have experience of working with staff from within Parking and on projects or elements of projects directly related to the delivery of the Strategic Review.
- 7.12 The proposed revision to the overall timeline recognises the need to make the best use of the resources that we have, both internally and externally, as a means of delivering the best solutions possible in the shortest timeframe.
- 7.13 The value of the experience within the team cannot be underestimated, as that experience and the continuity that is gained from continuing to make effective use of those resources will be key in conducting effective engagement exercises, finding effective solutions and delivering a project that meets the needs of all those who use it.
- 7.14 The following page contains two timetables, the first being the one presented to Committee in September 2019 and the second the revised timetable reflecting the current position. The following page contains a key and notes that are relevant to both timetables.
- 7.15 It is proposed that Committee approve the second timetable and recognise that the overall project delivery date remains unchanged as Q2 of 2023.

Original Timetable – As presented to Committee in September 2019



Revised Timetable



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Timetable Key and Notes

Key

Design



Initial Consultation



Committee Report



Traffic Order – Legal Process



Implementation



Notes:

- 1) The above timetables indicate the anticipated dates that each stage of each phase could be commenced.
- 2) Initial consultation assumes a four-week consultation period, followed by analysis of responses received and report preparation.
- 3) The traffic order process allows for analysis of responses and report preparation.
- 4) The timetable has been arranged to avoid overlap of available resources wherever possible.
- 5) High levels of consultation responses at initial stage or during the legal process could impact on the timescales shown.
- 6) Implementation stage for each Phase will be subject to Committee approval.
- 7) Timetable assumes that implementation will not be subject to competitive tender.

Appendix 2: Consultation results

This appendix is split into two constituent parts:

Part A:

A report from the Project Centre on the outcomes from the Phase 1 consultation

Part B:

A list of the changes requested and approved to be made to the draft designs as a result of the consultation and other discussions. Also includes details where changes have been requested and are not being taken forward.



Strategic Review of Parking

Consultation and engagement on proposed changes to the operation of parking controls around Edinburgh City Centre – Phase 1

The City of Edinburgh Council

Document Reference: 1000005977
December 2020

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DOCUMENT CONTROL

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Job Number	Issue	Description	Originator	Checked	Authorised
1000005977	02	Edinburgh CPZ Consultation – Phase 1	Jess Cully 19.02.20	Darren Ryan	Nichola Mansfield 27.02.20
1000005977	03	Edinburgh CPZ Consultation – Phase 1 (Initial update with client feedback)	Stephanie Tisdall 24.04.2020	Darren Ryan	
1000005977	04	Edinburgh CPZ Consultation Phase 1 (Draft incorporating client feedback)	Stephanie Tisdall 30.06.2020	Darren Ryan	
1000005977	05	Final Draft	Stephanie Tisdall 22.12.2020	Darren Ryan 22.12.2020	

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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.

Proposals for phase 1 of the Strategic Review of Parking were consulted on over a four-week period from 16 October to 12 November 2019.

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.

- **Scheme Proposal**

The consultation provided residents of the nine areas in Phase 1 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 six public drop-in session events and via email.

A map of the proposal areas is available in the supplementary document, Appendix A.

- **Consultation Summary**

33,313 leaflets were distributed across the nine areas advertising the consultation and providing location details of drop-in sessions. A copy of this leaflet can be found in Appendix A.

1,386 responses were received. After duplicates and blank surveys were removed, the final and accurate number of responses analysed was 1,259.

1,098 of the responses came from residents within the areas.

85 emails were received and are available in the supplementary document, Appendix C.

- **Conclusion**

The outcome of the consultation and engagement programme on the first 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 comment specifically on their road or roads around their homes. Issues experienced include 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.

- **Recommendations**

Recommendations for each area have been provided below:

- **Abbeyhill**

- Relocate the parking to the opposite side of the carriageway on Alva/Lady Menzies as residents are familiar with this set up.
- Review Double Yellow Line (DYL) restrictions at southern end of Waverley Park Road and add more bays.
- Check the public/private adoption records of Waverley Park Terrace parking area.
- Consideration should be given to 'mews' parking for Abbeyhill Colonies.

- **B8**

- Amend the restrictions on Craiglockhart Terrace to have Single Yellow Line (SYL) across driveways.

- **Gorgie North**

- Review DYL restrictions on Sauchiebank near junction with Russel Road to add more shared-use bays on the northern kerb.

- **Leith**

- Review the width of carriageway on Duncan Place and consider an increase in passing opportunities as the road is used as part of a bus route.
- Amend the allocation of permit holder bays outside No. 2 to 6 Pattison Street to shared use.
- Amend the allocation of shared-use parking outside No. 15 to 21 Pattison Street to permit holder.
- Check the public/private adoption of carriageway and parking at Kirkgate House.

- **Leith Walk**

- For the motor repair business on Gordon Street who park customers vehicles on road prior to being taken into the workshop, separate consideration will be taken under the CPZ Phase 1 Industry Specific Parking Permits' analysis and report.
- Remove end on bay outside No.9 Buchanan Street to create a turning head.
- Amend the allocation of bays on Buchanan Street No. 19 to 23 from pay and display to permit holder.
- Check public/private adoption of No. 6 to 8 Elliot Street parking bays.
- Amend allocation of end on permit holder bays opposite No. 1 to 3 Elliot Street to shared use to allow access for resident with blue badge.
- Amend the allocation of bays on Albert Street outside No. 160 from pay and display to permit holder.

- **North Leith**

- Make Hawthorn Bank Place a mews.
- Remove parking bays opposite No.5 Largo Place to maintain access point to the park for emergency vehicles and maintenance vehicles.
- Add additional permit holder and shared-use bays on Hopfield Terrace in place of some DYL.
- Amend allocation of pay and display bays to shared use on Lindsay Road.
- Amend DYL restrictions to additional permit holder bays 8 to 16 North Fort Street.

- **Pilrig**

- For the motor repair business on Spey Street and Spey Lane who park customers vehicles on road prior to being taken into the workshop, separate consideration will be taken under the CPZ Phase 1 Industry Specific Parking Permits' analysis and report
- Check public/private adoption of Spey Street Lane, Springfield, Arthur Street Lane, Pilrig Heights.
- Ensure the DYL's at Shaw Terrace and Shaw Place are returned around the junction radius.

- Shorten the shared use bay and add DYL restrictions on Pilrig Gardens to accommodate access to and from private lane behind the properties on Pilrig Street.
- **Shandon**
 - Introduce parking on both sides of Shandon Street and Shandon Road.
 - Review location of driveway at No. 4 Ashley Gardens.
 - Review Ogilvie Terrace parking space provision and its location relative to the steps to canal.
 - Consider the addition of parallel bays behind the end on parking in Shaftsbury Park.
 - Review length of spaces between driveways on Ashley Drive with a view to replacing DYL restrictions with further permit holder and shared-use bays e.g., No. 2b, 7, 25.
 - Review DYL restriction lengths in the flower colonies with a view to reducing or removing these.
 - Consider Mews parking in the Ivy Terrace and Daisy Terrace.
 - Check public/private adoption of Weston Gait.
- **Gorgie**
 - Reduce length of permit holder bay opposite no.25 Hutchison Avenue to allow for driveway access/egress turning manoeuvre.
 - Reduce the length of DYL at C No.40 Hutchinson Avenue and add more permit holder parking.
 - Add permit holder bays perpendicular to the northern kerb on Chesser Crescent at the dead-end opposite the access to Pentland House, in place of DYL's.
 - Consider permit holder parking in place of DYL's outside No. 20 to 24 Chesser Crescent.
 - Introduce permit holder parking in place of DYL's along the south eastern kerbline at No. 65 to 67 Chesser Crescent.
 - Introduce permit holder bay at No. 27 to 29 Moat Street.
 - Check the public/ private adoption of Appin Place.

- Introduce permit holder bays outside No.49 Eltringham Terrace in place of DYL's.
- Remove the proposed Shared-use bay opposite No. 1 to 5 Eltringham Gardens and add permit holder bays between the driveway of No's. 1 to 11.
- Change the proposed Permit Holder bay opposite No. 10-12 Eltringham Gardens to shared use.

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 businesses 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 consultation 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 gave members of various resident groups, community councils, businesses and residents the opportunity to view, comment and advise on the Council's proposals at an early stage of development.

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 required ahead of reporting to Committee.

3. CONSULTATION METHODOLOGY

- **Consultation channels**

Just over 33,000 leaflets were delivered to addresses across all the areas in Phase 1 over a two-week period, 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 open for four weeks from 16 October to 12 November 2019. The stakeholders were invited to view the proposals for the parking changes on Project Centre's consultation platform PCL consult.

Stakeholders were asked to submit their comments on the proposals through the online survey as well as the use of interactive maps.

Nine 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 598 comments were left across the nine maps. These comments have been analysed for each area and are available to view, un-edited, in Appendix B (supplementary PDF).

An email address was also provided in the leaflet to enable those who could not attend a drop-in session or were uncomfortable with the online mapping, to communicate via this channel. 85 emails were received which are in Appendix C (supplementary PDF).

Project Centre hosted six drop-in sessions, carried out over five days, to allow stakeholders to view printed A1 size versions of the proposal maps and to discuss the proposals with council officials and Project Centre's parking consultants.

The times and locations for the drop-in sessions are listed below:

- Thursday 31 October, 4pm-7pm at St. Paul's Church, Pilrig
- Friday 1 November, 11am-2pm at Gorgie Dalry Stenhouse, Gorgie Road
- Friday 1 November, 4pm-7pm at Drennan Hall, Polwarth Parish, Polwarth Terrace
- Tuesday 5 November, 4pm-7pm at North Leith Parish Church, Madeira Place
- Wednesday 6 November, 11am-2pm at Fort Community Centre, North Fort Street; and
- Thursday 7 November, 11am-2pm at North Merchiston Club, Watson Crescent.

4. CONSULTATION FINDINGS

• Drop-in Sessions

There were six drop-in sessions held between 31 October and 7 November 2019. The feedback received from attendees was generally 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.

• 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. 87% 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.

The percentage of respondents who said they experience parking problems in each area is provided.

• Questionnaire Responses

There were 1,386 responses to the online survey in total. Once blank and duplicate answers were removed, this left the true value of 1,259 responses.

These responses have been analysed and a breakdown of each area is available in Appendix E (supplementary PDF).

Responder type and location

Shandon (24%) and Gorgie (22%) were the areas with the highest level of responses.

87% of respondents identified as residents of the area they were responding to.

Vehicles

65% of respondents only have access to or use of one vehicle. 19% own two vehicles and 3% own 3 or more. 12% of respondents states they do not own a vehicle.

7% of respondents from the Leith area said they had or used three or more vehicles.

Off-street parking

71% of respondents do not have access to off-street parking or a garage. Of those who do, the majority are within the Craiglockhart B8 area (54%), while the area with the least access to off-street parking is the Shandon area (15%).

28% of respondents (346 people) stated they do have access to off street parking or a garage, while 1% provided no answer to the question. All 346 responses for this question were cross tabulated with how many vehicles they own and which area they belong to – see section 1.1.18 of Appendix E (supplementary PDF).

Car Club

94% of respondents (1183 people) are not currently members of the car club. Out of the 1183 people who were not members, 88% said they would not join a car club even if more vehicles were accessible in their area. 7% said they would, while 6% left the answer blank.

Parking issues

49% of respondents (624 people) said they do experience parking problems, while another 49% of people (but 10 people less at 614 people) said they do not experience parking problems. 2% of responses (21 people) left the question blank. Responses for those saying they do experience parking problems were highest in the Shandon and Abbeyhill areas, with 69% and 70% 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 not being able to park near their home. In total, 393 out of the 624 respondents who face parking issues said they experience this problem – this accounts for 63% of the respondents. Abandoned vehicles (31%) and Commuter parking (11%) were second and third biggest issues, respectively. However, 31% also mentioned they experienced 'Other' problems not mentioned in the survey.

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 1.1.41 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. 51% of respondents would like to see more action taken against inconsiderately or dangerously parked vehicles. This was followed by 41% who said improved access to parking for residents would be helpful.

Question 16 referred to preferred timescales. Although a range of timescales were provided, 43% of respondents (542 people) made 'other' comments enabling them to enter their own free text, while 12% of respondents (150 people) left the question blank.

Excluding 'Other' and blank responses, 567 respondents did select a timeframe that was provided in the survey. Out of this 567, 47% (269 out of 567) selected the 8:30am – 5:30pm M-F option. This figure accounts for 21% of all respondents in the survey. This was followed by 13% of people (70 out of 567) who selected the 8:00am – 6:30pm M-F. This figure accounts for 6% of all respondents in the survey.

A full analysis of every response in Q16 is provided in sections 1.1.53 – 1.1.69 of Appendix E (supplementary PDF).

An email link was also included in the letter for stakeholders to mail in their comments. Although the majority of the responses were submitted via the website survey (93%) and only (7%) by email.

Of the 85 emails received, 53% were concerned about the perceived loss of parking bays due to the introduction of yellow lines.

- **Interactive Map Responses**

Nine interactive maps for each area were available to users who could pinpoint a location and leave a comment. Duplicates were excluded if these comments and plots were recorded as identical providing the exact same information more than once. In total 608 points were plotted across the nine interactive maps by 428 people. Not every plot had a comment.

598 comments were left on the maps for nine of the areas. 17 of these comments were left anonymously.

The Gorgie interactive map comments have been analysed separately due to multiple responses being left by people only leaving their first name, the first half of a postcode

and leaving the exact same comment. 303 locations were plotted, but 204 were duplicate responses. 112 of those response left no comment in each plot, while 92 of the duplicates were three separate comments repeated word for word. A full breakdown and analysis of interactive map comments can be found in Appendix B (supplementary PDF).

- **Free Text Comments**

The results and comments from the consultation have been analysed and they have been broken down by issues they consider pertinent. Many of the free-text comments provided in-depth responses, suggestions, and alternative ideas. The results are summarised in the following points:

The proposed parking changes affect various areas across Edinburgh. The Gorgie and Shandon areas received the most comments from the online survey as well as the interactive maps.

Some residents residing in these areas had concerns regarding the introduction of CPZ restrictions in their areas, citing that the introduction of yellow lines and/or controls could potentially restrict residents and be more of an inconvenience. However, some residents mentioned additional yellow lines were necessary in their areas. In total, 6 respondents explicitly mentioned additional yellow lines were not necessary, while 4 mentioned they were necessary.

A small number of respondents who left free text comments, suggested that there were only issues in the evenings and on event days, stating that any restrictions should be in place from 5pm weekday evenings. This seems to tie in with respondents who selected the 'other' option in the survey and suggested days they would like to see restrictions. 4% of 'other' respondents here explicitly mentioned football/rugby and other event day controls were all that were required. 7% of those other comments mentioned weekdays specifically. Those who suggested alternative times explicitly (136 respondents), 41% of those times included restrictions the evening (after 5pm).

There were several suggestions for shorter time frames, during the day, to deter commuters or people who 'park and ride' into the city. This also ties in with some 'other' responses of Q16, with respondents suggesting time restrictions during the morning or afternoon. Out of the 136 alternative suggestions, 10% suggested times involved the afternoon only (12-5pm), 23% at times in Morning-Afternoon (8am-12pm) and 4% morning only (8am-12pm).

Respondents' main concerns were around there being limited issues with parking during the day, in their area, and restrictions needing to be in place in the evenings. It was also mentioned several times that, where parking was an issue, permits would not resolve this issue and only cause a financial burden for residents. It was

mentioned that if permit restrictions were in place during the day, people would be paying to leave their cars at home whilst taking other means of transport to work or out on other journeys. Some people said that if daytime restrictions came into effect, they would just drive to work and only park their cars outside of the restriction times.

Question 16 of the online survey was regarding which times the restrictions should be in place. Of the 1259 respondents in the survey, 43% chose 'other' option leaving a free text comment, this equaled 542 respondents in total. 359 out of the 542 respondents left comments disapproving any parking restrictions. However, a quarter of these 'other' respondents used the free text comment box to suggest alternate times. These alternative times have been broken down and classified in different time zones throughout the day in section 1.1.65 of Appendix E.

5. CONCLUSION

The consultation has highlighted a wide range of feedback from local communities across Edinburgh, with most of the issues raised regarding the proposals being area specific to the immediate geographic locality. The detailed responses are provided in the accompanying appendices.

A summary of considerations regarding the proposals is highlighted below:

- The allocation of disabled parking bays could be assessed, as a number of comments have been received throughout the consultation regarding redundant disabled bays, new bays that are not yet on plans and residents wishing to be allocated a disabled bay.
- The benefit of one-way street operation which would allocate more carriageway space to parking.
- Potential for specific business-related parking permits to be explored for those businesses that maintain vehicles and have limited private space to park/store customers vehicles.
- Assessment of vehicle ownership of each area to be undertaken and compared to the anticipated permit uptake to ensure adequate provision. *(This has been completed for those who have taken part in this survey, as highlighted in section 7 of this report, however, a further assessment may be required)*
- Days, hours and times of operations need to be established taking into consideration engagement responses.
- Number and type of ticket machines i.e., cash, cashless or no physical ticket machines has been considered and is detailed in a separate report.

6. 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 (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:

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

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

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



Award Winning



Accreditations



Memberships



Contact

London Head Office
Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 1358 950

Old Street Office
29-33 Old Street
London
EC1V 9HL

Brighton Office
38 Foundry Street
Brighton
BN1 4AT
tel: 01273 056 122

Slough Office
Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

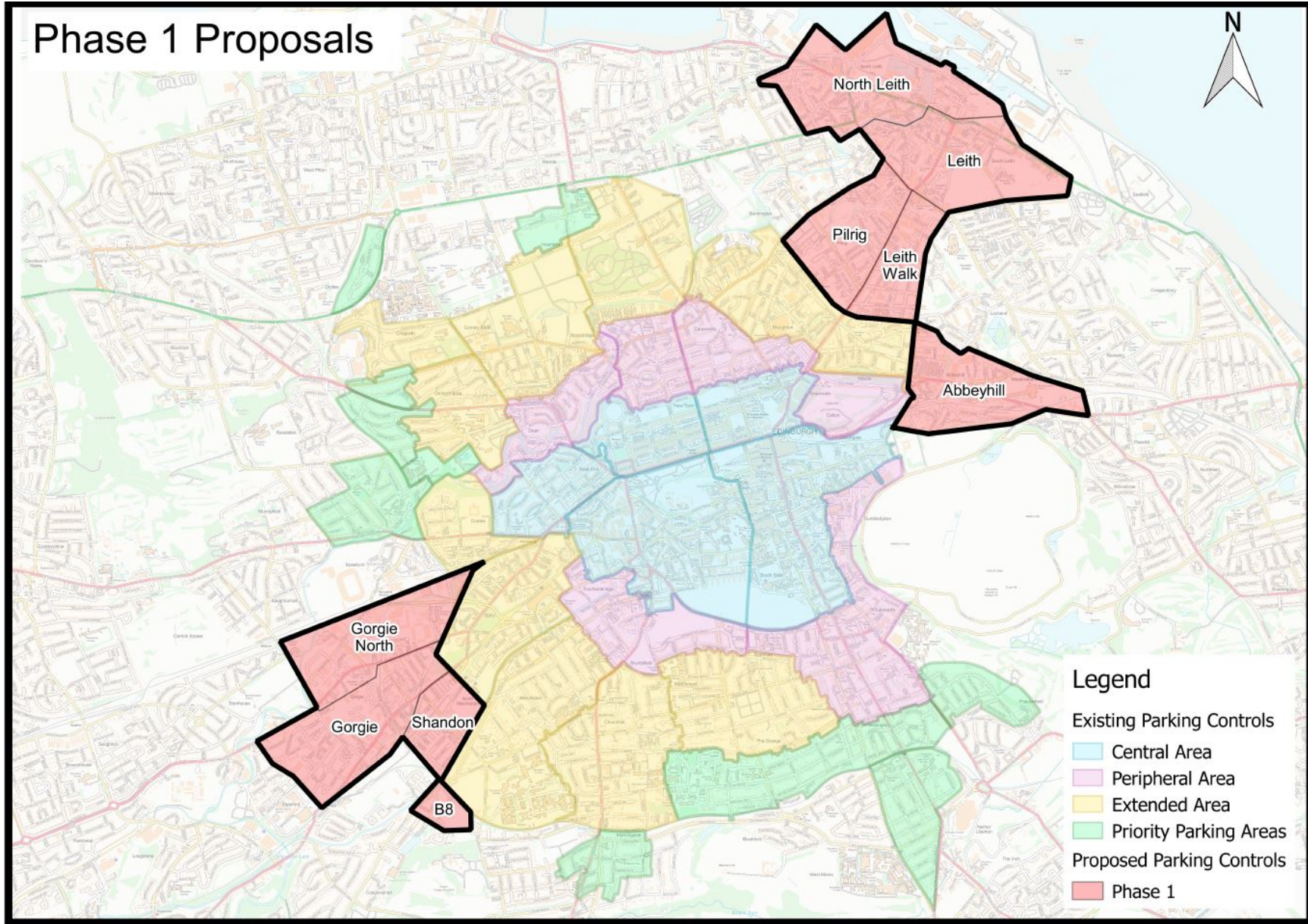
Edinburgh Office
12 Lower Gilmore Place
Edinburgh, EH3 9NY

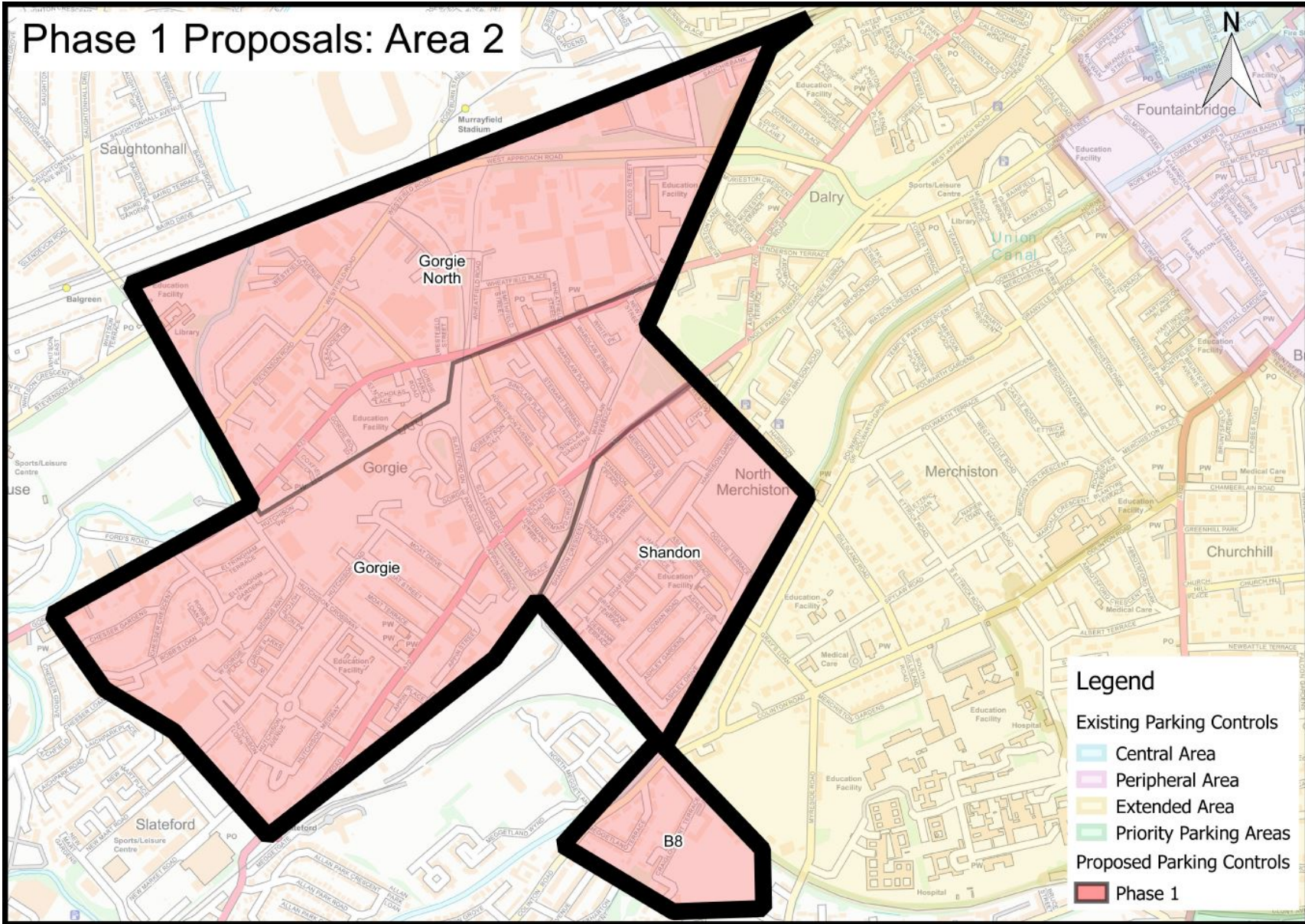
Manchester Office
Regus - Room 6.1
53 Barnett House
Fountain Street
Manchester, M2 2AN
tel: 0161 235 6466

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

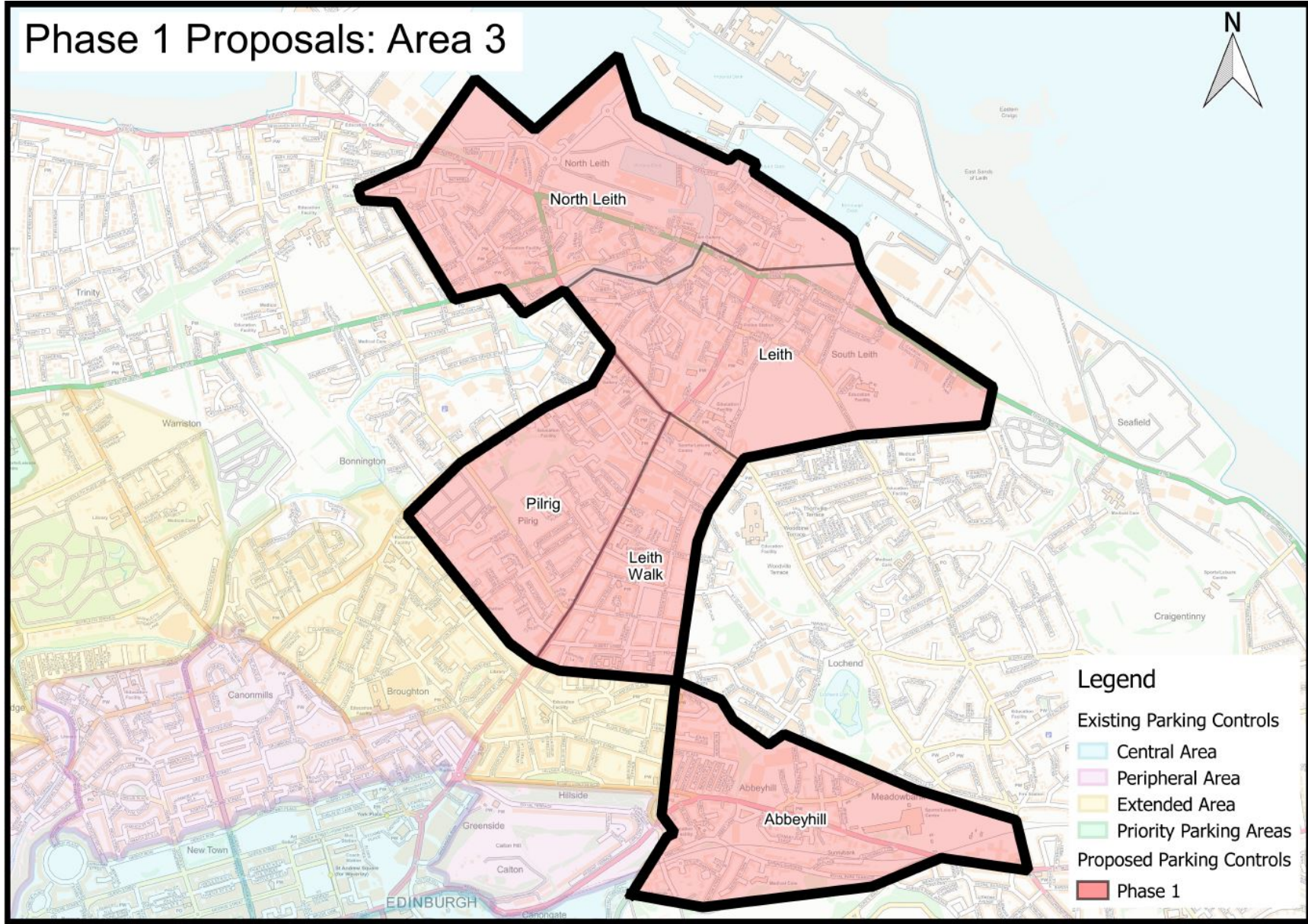
Appendix A – Consultation Area Maps and Leaflet

Phase 1 Proposals

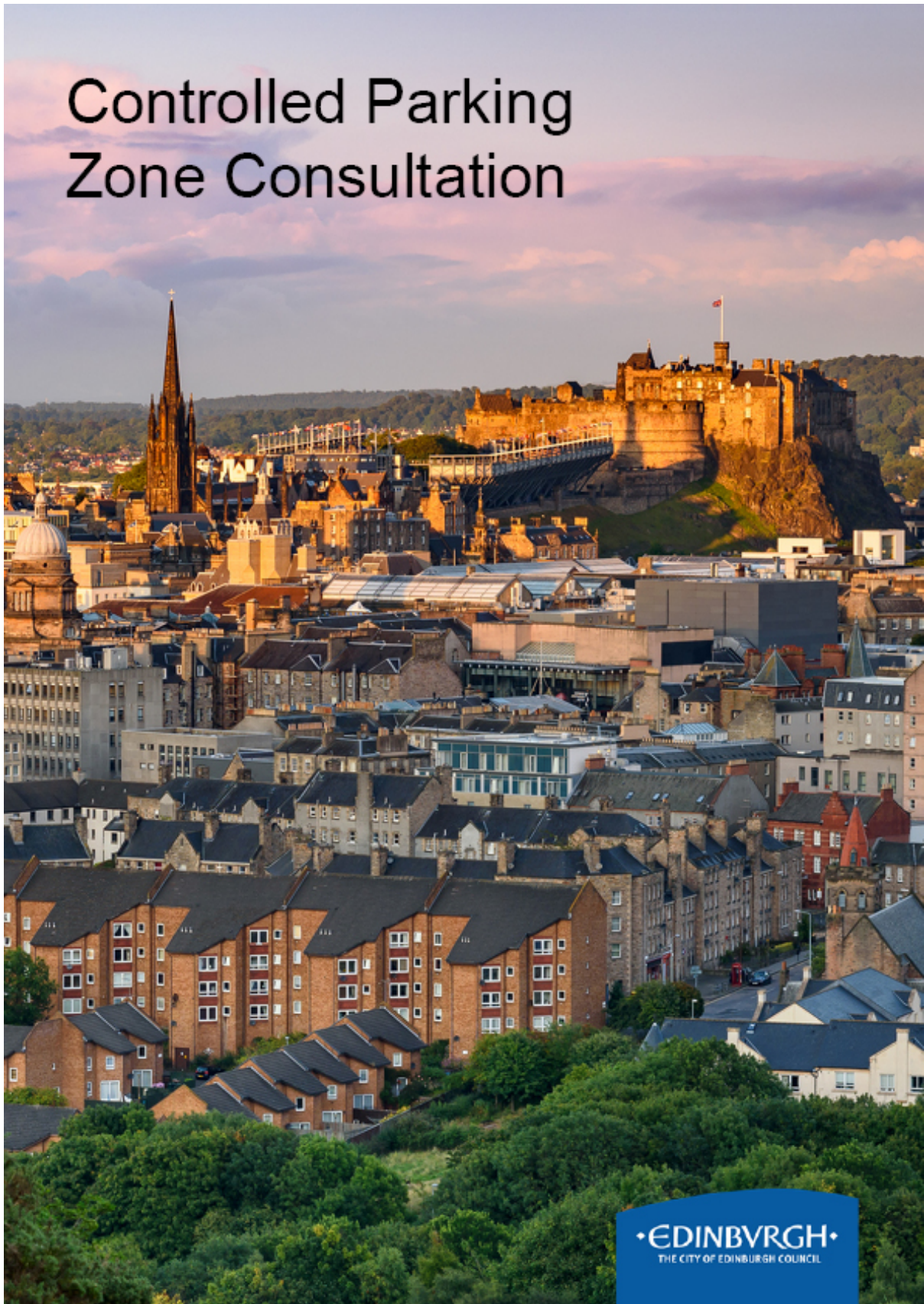




Phase 1 Proposals: Area 3



Controlled Parking Zone Consultation



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 first phase of these proposed parking controls includes the Abbeyhill, Leith, Leith Walk, North Leith, Pilrig, Gorgie and Shandon 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.pclconsult.co.uk/edinburghcpz

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.

- Pilrig St. Paul's Church, 1b Pilrig St, EH6 5AH on Thursday 31 Oct 2019, 4-7pm
- Gorgie Dalry Stenhouse Church, 190-192 Gorgie Rd, EH11 2NX on Friday 1 Nov 2019, 11am-2pm
- North Leith Parish Church, 1a Madeira Pl, EH6 4AW on Tuesday 5 Nov 2019, 4-7pm
- Fort Community Centre, 25 N Fort St, EH6 4HF on Wednesday 6 Nov, 11am-2pm
- North Merchiston Club, 48 Watson Cres, EH11 1EP on Thursday 7 Nov, 11am-2pm

This consultation will close on Sunday 10 November 2019 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

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.

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

Area	Number of Locations Plotted	Number of Comments	Number of Responders	Anonymous Comments/Plots
Abbeyhill	64	64	43	2
Craiglockhart (B8 PPA)	43	43	26	5
Gorgie North	26	26	23	0
Leith	51	51	42	1
Leith Walk	21	20	20	0
North Leith	35	34	33	1
Pilrig	67	63	48	1
Shandon	203	199	128	4

Area	Number of Locations Plotted	Number of Comments	Number of Responders	Anonymous Comments/Plots
Gorgie	98	98	65	3
Gorgie (duplicates)	204	3	154 ¹	0

¹ This is the total number of individual respondents, but we cannot accurately calculate the true number of individuals as these responses included only a first name, first half of a postcode and used the same response template in the comments section.

1. ABBEYHILL

1.1.1 43 people left 64 comments on the interactive map for Abbeyhill.

1.1.2 Two comments were left anonymously.

1.1.3 Six comments focused on the issue with “commuter parking”, stating that they are in favour of resident parking permits.

1.1.4 Three comments are regarding end-to-end parking (narrowing of the road towards the end), specifically on the south side of Rossie Place, advising that this should revert to parallel to the pavement as this is now obstructing the available space on the walkway. One comment regarding changing the direction of parking, relates to Easter Road.

1.1.5 Three comments are from responders who are against the proposals as they believe it would impact local businesses. Two of the responders identified as business owners.

1.1.6 There were three comments regarding turning spaces/passing places being unnecessary, specifically on Alva Place and Lady Menzies Place.

1.1.7 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Resident	A church group come to my home specifically for ground floor access. Not everyone with access issues have disabled parking badges, most already struggle with their income, they will loose social interaction in free, safe friendly homely environment.	55.95418165	- 3.167509154
Resident	A condensed area in terms of residents & future plans for new builds - in no way will this relieve the problem residents have parking at the end of day, in fact you are reducing spaces available in my street with double yellows . Should remain as is.	55.95507313	- 3.166795563
Resident	About time too! Rossie Place is awful to park in, it's got worse over the years. As long as visitor passes are allowed I'm very happy. Get the bins put back in position too! Behind the yellow lines, and not taking up valuable parking spaces.	55.9587589	- 3.170628691
Resident	ALL colony streets should have double yellow line status the length of the non-parking space side. Alva/Lady Menzies Place has been given single yellow line in your proposal map. This street is minimally wider than the others by a very small amount.	55.95829213	- 3.169659903
Resident	As a resident of 50+ years "Parking bays" on the roadway in Alva Place/Lady Menzies Place (from Rossie Place looking upward to London Road) are always situated on the right, your map shows them on the left which is incorrect.	55.95863834	- 3.169364373
Business owner	As a small business in the area for 25 years which relies on its customers being able to park this would adversel affect our business. There is ample parking available to residence. This is another assault on the small business owner by Edinburgh council	55.95677411	- 3.162012397
Resident	Because parking is a messy free-for-all, folk even sometimes think it's ok to 100% block access to our car park (ie park in only remaining 2m space between the rest of the cars thereby preventing any access at all).	55.95944309	-3.17039738
Resident	Double parking at bins often blocks end of road & can affect Easter Rd. I had a delivery & the truck couldn't get along our street, so he had to leave truck on Easter Rd which caused unnecessary traffic issues, all cos someone was popping to Scotmid.	55.95943559	- 3.171498426

Resident	Double yellow line should be permit holders only spaces, this is currently used as parking by residents and changing this to a double yellow will remove 5 parking spaces for residents leaving only 5 spaces for 36 flats.	55.9548004	- 3.170620931
Resident	Elsie Inglis Way isn't included in this map along with Jax Blake Drive. I would like to be notified of the plans of what the parking will be like on both these streets? I'd like to see permit passes for residents only.	55.95592926	- 3.166431612
Business owner	How can installing pay and display meters help the residents? If they did not have or pay for a permit, then paying and displaying would inconvenience them also. We have been here for 15yrs and employ staff that know they can park for free.	55.95680704	- 3.171321406
Resident	However, it would be preferable to have it at the bottom of the street, nearer Rossie Place where there is more room for parking meters. The Colony streets and pavements are too narrow for additional street furniture.	55.95823441	- 3.170894929
Resident	I agree with the proposed parking restrictions. And I believe that residents should be given priority to obtain the permits, which should be of a reasonable cost. Currently, parking is used largely by businesses while residents struggle on a daily basis.	55.95932256	- 3.170044939
Resident	I agree with what you are proposing.	55.95514499	- 3.160875755
Resident	I am in Spring Gardens, Abbeyhill. PLEASE DO NOT make every bay in Spring Gardens permit holders. Where are our visitors to park? My parents are late 70s - they can't walk far. You MUST make these bays MIXED USE & DO NOT reduce current parking space.	55.95497063	- 3.163599321
Resident	I commute by bike up & down Abbey Lane. Cars parked on each side of the road hamper the sightlines & narrow the road so it is really only safely useable in one direction at a time. I would like parking to be banned from the west side of the Lane.	55.9565076	- 3.167712321
Resident	I do not think this scheme will benefit me as a resident or the small businesses who use the spaces when the residents go to work by car. I have not heard what fee the council are levying and feel there is no advantage to introducing this scheme.	55.95857352	- 3.168753572
Resident	I don't agree that we need to start paying to park in Abbeyhill. Fair enough charge people to park in city centre but it's ridiculous that any visitors or workmen would need a permit to visit me at my flat in Abbeyhill.	55.95804881	- 3.171075577
Resident	I fully support the designation of a controlled parking zone. However the Colony housing should be designated as a mews parking area as is the case at Stockbridge and Rosebank. Line markings, damaging the appearance of the narrow streets, are not needed	55.95775633	- 3.169813417
Resident	I support a controlled zone in my area to allow me to park my car where I live. It is very inconvenient not being able to park as commuters park from early morning until early evening for convince for their work.	55.95797915	- 3.170455047
Resident	I support the CPZ but am confused by the over-use of double yellows proposed at the end of Waverley Park. Currently people park outside No 27 and directly opposite without issue. I'd suggest double yellows only along the very back wall as marked by pin.	55.95395128	- 3.168274655
Commuter	I work at 12 Dalziel place. I have no option but to drive to work due to distance and the need to drop 2 small children across town at mothers. before work. There isnt work car park and my office is in the area. There is lots of parking. no need for this	55.95663631	- 3.162108363
Resident	I worry that the proposed double yellow and 'shared' parking areas on Carlyle Place would not leave enough parking for the residents. I also	55.95785453	- 3.168073245

	worry about businesses buying permits and taking our spaces. Are bays to be marked in paint? This would help!		
Resident	If a visitor or trade is coming to visit anyone on this stretch of Royal Park Terrace or Spring Gardens they are going to have to go a very long way before they can find a shared use space.	55.9546693	- 3.161062309
Resident	I'm delighted with the proposals. The dropped kerbs here are regularly blocked & access to the car park behind nos.21-27 is often a challenge, even in a small car. Also access to the substation would often be impossible in an emergency.	55.95943559	- 3.170355805
Resident	In Royal Park Terrace where we face many parking issues. Residents often have to park streets away from where they live. Commuter parking is rife, camper vans parked for months at a time, many vehicles await sale or repair by nearby garages	55.954806	-3.161582
Resident	In the current form far too many shared permit/pay and display spaces allocated which will attract too many business owners/employees to use their vehicles and park all day. These narrow colony streets should be for residents parking only.	55.95840924	- 3.169498971
Resident	Issues not addressed for pedestrians & how to stop cars blocking pavement. Vehicles often overhang pavement by miles here due to low kerb. Access for disabled & buggies becomes 100% impossible. Even on foot sometimes have to really squeeze along fence.	55.95941156	- 3.170157322
Resident	Moving to Edinburgh from Yorkshire my partner and I believe CPZ will decrease the ability for our friends and family to visit us making us feel lonely isolated and depressed and severely damaging our well being. There is no need for CPZ on Milton Street	55.955043	-3.167829
Resident	On Edina Place I believe that a mix of "pay and display" and "car club" bays should replace the "shared use bay" as, rather than those using the services of Easter Road, a shared use bay will be parked in from morning to night by commuters.	55.95946261	- 3.170970031
Resident	On top of the 3 lengths of road previously used for pavement parking there also appears to be a substantial loss of parking areas to extended double yellow lines. We don't have difficulty parking during the day -only at night once everyone is home	55.957806	-3.161124
Resident	Parallel bays, yay! Accessing the road has got extremely tight since folk started parking nose-into the kerb on the south (previously parallel-parked but some muppet started this fad). Affects Easter Rd if lots of people trying to get in & out of street.	55.95938153	- 3.171037086
Resident	Parking spaces on the south side of Rossie Place should be parallel not end on, which blocks visibility when emerging from the colony streets.	55.95866609	-3.16909919
Resident	Please extend the city-wide secure bicycle hanger scheme to include the Shared-Bay outside number 38 Milton St. Contact the active travel team to coordinate: Joe.Taylor@edinburgh.gov.uk. The required TROs could be combined to save council resource.	55.95400898	- 3.168872544
Resident	Please include secure residential bike parking in the Shared-Bay between 30-38 Milton Street. I don't own a car, but cycle regularly and currently have to carry my bike to the top of my tenement stairwell to lock it up.	55.95404802	- 3.168830969
Resident	Resident since May 2008. CPZ and residence parking should be introduced on BOTH sides of Montrose Terrace. Partially introducing it will aggravate the issue. We will have to travel even further to park. Current plan shows CPZ only from numbers 25 to 59.	55.95684054	- 3.171333656
Resident	Rossie Place parking at colony side/gable ends between streets should be returned to "parallel to pavement" parking. The new trend of "nose/tail in" parking obstructs the pavement for pedestrians & wheelchairs and is dangerous for cars exiting the street.	55.95868479	-3.16922139

Resident	Some areas i.e. Milton Street numbers 5 - 15 are left blank. What is proposed here?	55.95509016	- 3.167746016
Resident	The council arranged disabled by for my use opposite my home at building 8 but I am totally in favour of permit holders only as this is a very small street which is being totally congested by people taking advantage of free parking to our detriment	55.95501906	- 3.170315736
Resident	The double yellow lines extend too far down the south end of Alva Place (high numbers). This is further than those currently there and would remove some parking spaces.	55.95784702	- 3.171055862
Resident	The passing places are not required . People have been parking in the colonies for years without a passing place and it will only reduce available parking.	55.9582224	-3.16904957
Business owner	The proposals for Montrose Terrace are disastrous for local businesses. The introduction of pay and display is unnecessary. The suggestion of so many residential parking places is unfair. Yellow lining superfluous by the cafe. Why so little space to reply	55.956771	-3.171654
Resident	The propose double yellow lines reduce the number of parking bays on Waverley park terrace. Currently cars are able to park at the end of the street. The new proposal would remove 4x parking bays. Can this location not be converted to official bays?	55.9544039	- 3.166520218
Resident	The proposed system of paid residents parking permits in Abbeyhill offers no guarantee of there being a space available. I would prefer to remain with current system, where there is no space guaranteed, but also no charge. Free residents permits ok.	55.95798455	-3.16838719
Resident	The shared parking on Maryfield would be better on the west side of the road as many of the lower flats on Maryfield do not have cars while the upper flats on Alva Place on the east side of the road tend to be families with cars	55.95790108	- 3.170460411
Resident	The street consisting of Alva Place (lower numbers) & Lady Menzies Place (higher numbers) correctly park on the right hand side of the road on entering the closed end street which should continue. Your map details parking on the left.	55.95799783	- 3.169799378
	TheAbbeyhill Colonies	55.95801586	-3.17034261
Resident	There should be no parking bays on the south side of Rossie Place where it narrows at the end of Maryfield. It makes the road narrow reducing visibility. it also makes Rossie Place feel more like a car park that a street or place.	55.958829	- 3.170217672
Resident	These short stretches of double yellow lines are unnecessary. Residents are used to driving in and reversing out out or vice versa. There is no need for passing places or turning points and they take up parking spaces.	55.95828546	- 3.169580647
Resident	These spaces are currently parked in with cars perpendicular to the road. The proposals seem to indicate a return to parallel parking, which will reduce the number of spaces available to residents.	55.95510327	-3.16674591
Resident	This block of spaces has been marked as private parking but this is adopted road and adopted parking spaces, and has been so for the 11 years I've lived in the area.	55.95454487	- 3.166826197
Resident	This double yellow line would remove a space for the residents that is currently used. A one car bay would be better suited.	55.95482301	- 3.170473719
Resident	This is supposed to be a conservation area and it should free from excessive street furniture and signs	55.958181	-3.169808
Resident	This is used as daytime parking and is never enforced as a single yellow with parking restrictions. I feel this would better serve the area as a double yellow.	55.95778997	- 3.171184608

Resident	This map needs updated. There is currently a 1 car disabled bay here that takes up 2 spaces. This current proposal would leave 5 bays for residents for 36 flats in this square.	55.95481456	- 3.170369497
Resident	This will affect family visiting me. I think the impact of commuters parking all day is minimal. The council is getting greedy.	55.95853234	- 3.163493458
Resident	Turning circles/passing/spaces are unnecessary/unsafe. Cars attempting this manouvre currently mount & block pavements & almost hit garden walls and should not be encouraged by their creation which will also reduce the number of parking spaces available,	55.95764535	- 3.170084634
Resident	Tytler Court has a car park for residents but this appears to be split between permit and non-permit parking. You cannot expect some residents of the development to have to get a permit and others not. It is either all permit parking or none at all.	55.95504473	- 3.168295869
Resident	We badly need controlled parking given the huge number of commuters and shoppers that take spaces every day. However, yellow lines and parking meters would make the place ugly. Can't we follow the Stockbridge model?	55.958082	-3.16934
Resident	We don't think it's necessary to transform the parking area into a payed/permit holder one. We almost never have problem to park and it will be an extra budget for us to pay for everyday parking.	55.95374516	- 3.168988908
Resident	We feel as they are in a conservation zone and unique within Edinburgh, the Abbeyhill Colonies need different treatment from the rest of the area. We would be in favour of resident preference parking, no turning points and no markings (yellow lines).	55.95823741	- 3.169151493
Resident	While some shared parking is a good idea, it would be preferable not to have them in any of the Colony streets apart from Maryfield Place and Maryfield.	55.95850167	- 3.169473359
Resident	Why are there double yellows here. Currently no restrictions and no problems. Too much double yellows outside 27 Waverley Park	55.95393856	- 3.168169994
Resident	You need to take out double-sided parking at 102 spring gardens and along the length of abbey lane. these stretches are death traps for cyclists as car drivers show no respect for cyclists and the road is too narrow. we need bike lanes. Think Bike!	55.95499501	- 3.147058246

2. CRAIGLOCKHART (B8 PPA)

2.1.1 23 responders left 46 comments on the Craiglockhart interactive map.

2.1.2 Five comments were left anonymously.

2.1.3 Eight comments were received objecting to yellow lines being introduced on their road, specifically outside their homes.

2.1.4 Seven comments are supportive of parking permits for residents instead of yellow lines but say this should be the same as the current PPA format.

2.1.5 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Resident	I have no objection and not surprised that it is being implemented. Cost is what concerns me? Will it be kept at a reasonable price for families with tight budgets? What happens to people visiting residents? Will there be visitors permits available?	55.93161	-3.2316
Resident	Craiglockhart Terrace is a long stay car park for commuters. It needs to have full CPZ status to deter long stay parking for non residents.	55.92812	-3.22901
Resident	Craiglockhart Terrace should be re-surveyed, as there are a number of driveway entrances missed off the map. One example shown with the pin below.	55.92668	-3.22891
Resident	Increase parking spaces by removing the 'dead-end pavement' on CLT where you have suggested double yellow lines. The section could become 'shared use' - excluding an extended double yellow line section up to the marked driveway on the opposite side.	55.92713	-3.22842
Resident	It is my understanding that every section of roadway must be 'something', therefore why is this hammerhead not marked all the way round as double yellow lines?	55.92536	-3.22958
Resident	People park 'nose in' at the barrier into the woods. You are not marking it in anyway. Should the double yellow lines not cross in front of the barrier and gate?	55.92574	-3.22976
Resident	Why is this entrance not marked with a box in the same way as the entrance on the opposite side of the road?	55.92547	-3.22908
Resident	Parking on meggetland terrace is already difficult. This is mainly due to the number of residents cars. The proposals reduce the amount of parking spaces available. I have two children if i can't park on my road it would make life very difficult for us.	55.92642	-3.23064
Resident	As you will be extending the parking zone area that will mean cars will park in our area too. It is already heavily used with workers parking all day and busing into town. Also Napier University students as well use the area. Extend zone to our Area pse!	55.92496	-3.23032

Resident	As a resident of this area this should be a private parking area and not subject to double yellow lines. There are currently only 2 spaces for visitors and this is already inadequate. I strongly disagree with the proposals	55.92531	-3.22941
Resident	Meggetland Terrace is frequently blocked to council refuse collection and would be difficult to access for emergency services if required due to the amount of cars parked by non residents or visitors during the day.	55.92681	-3.23048
Resident	Cars never park outside house nos. 45/47/49/51/51a to allow access to the lock up garages at the end of the cul de sac. Double yellow lines would prevent these residents from temporarily stopping outside their house to safely unload babies, children etc	55.92638	-3.23074
Resident	Double yellow lines are not required outside house nos. 53/55 as there are double yellow lines on the opposite side of the road already and large vehicles can already drive around that corner safely and without difficulty.	55.92646	-3.23088
Resident	The area allocated for shared use is too large and situated in the wrong place. The proposed site is at the end of the street with the highest number of households with no access to off street parking.	55.92652	-3.23064
Visitor	It seems to me the current Priority Parking works reasonably well for residents. I think this could perhaps be extended in this area rather than full permits and asses in 2+ years if full permit migration would be needed.	55.92792	-3.22884
Resident	Having now seen and understood the proposals, I am more content than in my previous comments. The principle of residents and non-residents both paying for parking in pressurised areas is sound- currently only residents pay.	55.92708	-3.22842
Resident	Worried that a Pay & Display Bay at Meggetland Tesco will create more parking on pavements. This is already a problem even though double yellow lines exist.	55.9267	-3.23269
Resident	I fully agree with the proposal for Craiglockhart Terrace	55.92601	-3.22956
Resident	"I like this but" can you clarify your definition of "shared parking"	55.92212	-3.2333
Resident	Could the street be made into a one way travel system. With less need to negotiate with oncoming traffic, some additional parking spaces could be added to the plan for local residents as well as customers of the local shops. Plan removes too many spaces	55.92689	-3.23298
Resident	glad parking issues are being looked at but feel plan removes too many residents parking bays. a lot of issues are linked to park and ride users and hope these users can be deterred with the loss of	55.9271	-3.23076

	less parking spaces for residents and shop customers		
Resident	Reduce the number of pay and display bays in this location and increase permit bay numbers.	55.92626	-3.22918
Resident	The proposed pay and display bays outside Tesco's on Colinton Road will work. No one will pay as most visitors to Tesco's spend no more than a few minutes in the shop. That small area requires a limited time usage of say 20 minutes and then no return.	55.92672	-3.23268
Resident	Double yellow lines here will stop people parking on the pavement. An alternative could be to 'plant' thin bollards along the pavement edge which would have the same effect and would not require traffic warden patrols.	55.9271	-3.22844
Resident	Having parked cars on the canal side of the entrance to Craiglockhart Terrace makes waiting to turn right into CLT a nerve-wracking experience, particularly if a bus or lorry is behind you going into town which has to squeeze past.	55.92836	-3.2295
Resident	I understand that in a CPZ every part of the road has to be 'something'. The hammerhead here currently accommodates 2 parked cars with no problem. Please designate this as permit holders rather than double yellow lines.	55.92529	-3.22927
Resident	As a resident the double yellow lines that come into the area known as The Wickets is not acceptable to the residents of this development. Most residents have 2 cars and only one space and there will be no where for visitors. The double lines should not	55.92531	-3.22934
Commuter	Dropping a child at nursery & travelling to work will be significantly more difficult & longer if I cannot park near to my work. I would rely on the 45 bus which is not very regular & stops running in early evening which makes working late difficult.	55.92657	-3.22893
Resident	I fully support making Craiglockhart Terrace CPZ to deter commuter parking.	55.92751	-3.22818
Resident	There isn't enough space for residents' cars down one side. I'll pay for a parking permit & then not be able to park. Our car will end up in another street. We recently applied to build a driveway, just like our neighbour's - refused. Makes no sense.	55.92699	-3.2303
Resident	I FULLY SUPPORT THE NEW PARKING PROPOSALS	55.92658	-3.22959
Resident	There needs to be more permit holder bays as the current priority parking arrangement (on which this proposal is based) is insufficient for the number of permits issued.	55.92765	-3.22828
Resident	"..... but the permit area should be on the other side of the road alongside the wall of the landscaped planter	55.92541	-3.22878
Resident	How many spaces in street? 50 houses & 50 spaces now, 20 proposed spaces are far too few. Why double yellows over driveways? Is B8 the whole	55.92691	-3.23023

	zone or is it part of Shandon? We will end up parking in Lockharton instead, moving not solving problem		
Resident	Consider locating permit parking here on opposite side of street. I am not against the location shown and it has some logic but other residents may think it hinders access / turning.	55.92548	-3.22918
Resident	Double yellow lines should extend to cover this whole culdesac area too.	55.92529	-3.22946
Resident	The proposed double yellow lines in 'The Wickets' (#52 - 69) is good and important.	55.9256	-3.22904
Resident	This section of proposed double yellow line in front of the footpath is sensible but this footpath serves little purpose on this side of Craiglockhart Terrace. It would be sensible to consider removing the footpath and extending the shared parking area.	55.92705	-3.22847
Resident	The proposed shared use bay is too large and will further reduce parking for residents. This bay is situated where there is the highest number of houses with no off street parking and should be located at the other end of the road outside nos. 1/2/3/4.	55.92654	-3.23064
Resident	There is no need for double yellow lines outside house nos. 53/55 as there are already double yellow lines on the opposite corner. This would allow for 2 more residents parking spaces. Large vehicles drive around this corner without problems at present.	55.92645	-3.23085
Resident	There is no need for double yellow lines outside nos 47/49/51. Cars do not park here as access is required to the lockup garages at the end of this cul-de-sac. Double yellow lines would prevent short term loading of cars by residents of these houses.	55.92635	-3.23083
Resident	There is no need for double yellow lines outside nos. 13/15/17/19/21 as there will be double yellow lines on the opposite side and this is a gentle bend. There will be no problems for large vehicles when there are cars parked on one side of the street.	55.92717	-3.22999
Resident	I like this as parking during the daytime is often denied to residents as a consequence of commuters who park in the Terrace. I would however like to see further permit holder spaces in the Terrace. Also double yellow lines on the corners (not singles).	55.92717	-3.22994

3. GORGIE NORTH

3.1.1 23 people left 26 comments on this map.

3.1.2 Seven comments state that there are no parking issues in and around Slateford Green, Saughton Ave., Tynecastle Terrace and the Stevenson area, and therefore see no benefit of these restrictions. They believe that this will just be another financial burden with no guarantee of a parking space.

3.1.3 Six comments called for residents to take priority should restrictions be implemented.

3.1.4 Comments with geographic location can be viewed in the table below.

I am a...	Category	Comment	x	y
Resident		There is no problem with parking out in the surrounding area of Slateford Road. All this will mean is you taking money from us with no guarantee of being able to park. I stay in Slateford Green with no parking so need to park in the surrounding areas.	55.93503	-3.23878
Resident		I live in a no car zone in slateford green. I park on the street next to it the Hutchison area. There are no parking issues and multiple spaces throughout the whole day. Introducing permits will cause in-needed issues for those in the area and surroundin	55.93503	-3.23878
Visitor		I believe this could be the death of Gorgie/Dalry. We would not be able to attend our church if we couldn't park outside as my husband is severely disabled. Also, the shops would be hit badly.	55.93776	-3.23285
Visitor		I believe this idea to be on the way to the death of Gorgie/Dalry. It would make life especially difficult for us to attend our church on Sundays if we could not park outside as my husband is severely disabled.	55.93776	-3.23285
Resident		Do you have to pay if you have a driveway	55.93214	-3.24657
Resident		with the lack of parking for residents did a car club have to be added to take up parking spaces.Please look at the disabled parking at my residence as there not always full and lie spare or other disabled use them removing our disable to park in spaces.	55.93606	-3.24042
Resident		Saughton Ave. parking issues do not stem from commuters. There is ample parking during the proposed restricted hours - parking issues arise only on weekends when football and rugby is on. There is no need for any restrictions on this street.	55.93471	-3.24484
Resident		I feel this is only being imposed to grab yet more money from residents as the proposal regards many different areas all over Edinburgh. This is nothing to do with the wellbeing/safety of pedestrians and I'm outraged that it has even been proposed.	55.93741	-3.23677
Resident		I do not see this as fair having already paid to live within the city. Residents and their visitors should not be made to pay within a completely private street of 12 residences. Permits for free of 1 per household would be the answer.	55.93535	-3.24568
Other		Tynecastle Terrace is excellent at present. I here park daily. Parallel parking and on one side only is excessively restrictive. Double yellow lines at the north end is totally unnecessary. Hearts gates open to roadway I am more experienced than anyone.	55.93795	-3.23259
Business owner		ALTERING THE CURRENT PARKING FACILITIES (YELLOW LINES AND PARKING BAYS) WILL LEAD TO CARS PARKING IN OUR (PAID FOR AND ALLOCATED) SPACES ON THE ESTATE. THIS WILL ENCOURAGE DOUBLE PARKING AND PROBLEMS FOR COURIERS.AND LARGE WAGONS THAT FREQUENT THE UNITS	55.94295	-3.22802

Resident	I object to the proposed parking zone.	55.93714	-3.23268
Resident	This will endure costs of local residents who require support at home, and will put unnecessary costs onto residents with cars who may already be struggling financially. It will also deter visitors who will likely come and contribute to local economy.	55.93196	-3.23923
Business owner	As a tennant of the industrial estate for 32 years, restrictions on Russell Road and Sauchiebank will drive cars into the (already busy) estate, the result of which will be cars illegally parked in the allotted parking bays allocated to the units.	55.94294	-3.22811
Resident	As a homeowner in a private cul-de-sac I don't think it's fair that my visitors or myself should have to pay for parking within my street. Would be happy for non residents to have to pay, but not for the residents and their visitors.	55.93521	-3.24519
Resident	has there been even thought about opening the old gas car park for secure parking that would create several parking spaces available. Hopefully households get 1 parking permit per household as some people have 3 vehicles and cars don't move for months.	55.93611	-3.24052
Resident	Im against parking restrictions in the area, chesser cres does not have a problem with parking and most have driveways, the available spaces that are left are most likely taken up by visitors to the residents, there is no need to charge people to visit!	55.9304	-3.24881
Resident	There's never been any issues on Stevenson road and surroundings for parking. I completely object to this idea of having permits/pay and display parking. I don't want to have to pay for parking nor does my partner.	55.93574	-3.24555
Resident	I have lived in the Stevenson area my whole life (36yrs) and I am a home owner now. I have never saw or heard of any problems with parking even when rugby or football has been on! I feel this is being forced on us and is not optional? very unhappy	55.93703	-3.2458
Resident	Cannot park some occasions due to non residents parking in limited spaces around the property which is supposed to be residents parking. Parking permit for this location would be beneficial. People park who don't live here.	55.93575	-3.24012
Resident	Residents have a chance of parking during the day without travelling streets away and help pollution with less cars coming into central areas and faster bus times. Also stop main Street parking stopping as this causes hold ups and pollution, frustration	55.93849	-3.23012
Resident	Regulating parking to residents only will improve the envoias less traffic will be in the area looking for free parking This is also much fairer to local residents who have to cope with commuters from outside using up the parking spaces	55.93661	-3.24435
Resident	My street can be very empty of cars at the weekend and evenings and my understand is the staff at Tynecastle Football stadium use the street during the day- will they be able to by parking permits?	55.9384	-3.23448
Resident	Parking can be difficult on my street when the football is on as there are parking restrictions in place - is this really fair on top of controlled parking zones? Or will the zones help?	55.93844	-3.23456
Business owner	There is no need to introduce paid parking bays on Russell Road which is exclusively commercial premises. The bays would be mostly empty as the businesses here are not the sort that receive customers or visitors at the premises.	55.94204	-3.2287
Business owner	Why is there a need to paint double yellows on the access road to the industrial estate? I have been a tenant for 8 years and the parked cars on the hill are not an issue, even for the large articulated lorries which regularly come to our premises.	55.94284	-3.22829

4. LEITH

4.1.1 Leith received 51 comments which were left by 42 individuals.

4.1.2 One comment was left anonymously.

4.1.3 Five comments were received were regarding issues with commuter parking.

4.1.4 Three comments were regarding safety issues near St. Mary's School, stating that additional yellow line would improve safety as cars wouldn't be able to park near the school.

4.1.5 There were five comments regarding the detriment to local businesses, specifically a car repair shop on Giles Street.

4.1.6 There are eight comments that state there are no parking issues in the Leith area and the proposals would only inconvenience residents.

4.1.7 Comments with geographic location can be viewed in the table below.

I am a...	Comment		x	y
Resident	Madeira st has spaces available during the day as residents have left to go to work. We do not need restrictions at this time. The issues with parking start when people are wanting to park after work. This tends to be 5pm onwards. Permits won't help.	55.97555	-3.18332	
Resident	I support double yellow lines on Spier's Place. This will deal with the current problem of people parking on pavements on both sides of the road, restricting access to properties, and blocking wheel chairs or buggies.	55.97288	-3.17269	
Resident	No current issues parking on Portland St! Concerned about overnight visitors eg. Family visiting for week > 90min visitor permit insufficient / pay & display unfair. CPZ not needed now but YES when tram comes. CPZ needed then but not now!	55.97718	-3.1828	
Resident	Don't be ridiculous! Leave Leith alone!	55.97617	-3.16603	
Resident	Council trying to get yet more money out of people. Why should residents have to pay to park? Money better spent stopping people using roads as race tracks and stopping them parking on pavements and blocking private entrances.	55.97479	-3.16981	
Resident	I like the idea of controlled parking but now I've seen the detail there seems to be a huge under provision of permit holder bays. Please increase the provision of permit holder bays	55.97179	-3.16074	
Other	Working in car repairs in Giles St we require as much parking as possible for customer vehicles, these proposed plans would seriously limit available parking and therefore limit the amount of vehicles we could work on per day.	55.97337	-3.17265	
Resident	I do not agree with this scheme and think that it is just a way for the council to get more money into their budgets. by all means charge visitors to the area but do not charge residents. I strongly object to this money making scheme.	55.97428	-3.16658	
Resident	Duncan place will have more traffic in coming years so parking should be restricted to 1 side of the road only to enable free movement of cars and buses. Parking next to residential gates makes it difficult to see when exiting - H&S risk next to a school	55.9699	-3.16799	
Business owner	I am hugely concerned that this restriction will discourage potential employees and drive businesses away from the area. Leith is not a central location, for many people travel by car is the only reasonable option	55.9744	-3.17211	
Resident	Not required down at The Shore, you hardly see traffic wardens, there is not a problem with parking. This is a money making scheme for the Council. People looking to park and bus/walk into town would park further up leith walk.	55.97491	-3.16952	

Resident	Do not allow parking along here. It's hard to cross and the island is a waste of space. Close this lane to traffic and make the other side of the traffic island bi-directional.	55.97302	-3.16567
Resident	this area is very busy in the daytime with cars parked everywhere. I approve of reducing spaces through double yellow lines as it is dangerous to walk here, especially with a pram	55.97181	-3.16816
Resident	This bit is always a bottle neck and dangerous when cycling as cars park on both sides of the road right up to the junction. I approve of this are being double yellow	55.97334	-3.16519
Resident	This island is an absolute waste of space, cars fly out from this junction and cars park on this island. I would highly recommend that one side of this island is closed to traffic and the space created be part of the public realm and safer to cross	55.97307	-3.16579
Business owner	I have run, for last 35 years, a car repair shop at 73-81 Giles Street. There are no parking problems in the locus. No provision is made for parking of 5-8 cars when not in workshop awaiting repair; shared use areas perfectly inadequate. Please review	55.97327	-3.17261
Resident	Pressure to find a parking space is only evident in the evening when residents are home (& even then is not bad). During the day parking is readily available. Hence there is no logical demand here for parking restrictions as residents will not benefit.	55.97561	-3.18329
Resident	Poor commuters, more pain for them. All day commuter parking is a problem for residents and people visiting an area. PPA would reduce the all day commuter parking and raise money for the Council who could invest in more local Park and Ride facilities.	55.9694	-3.16797
Business owner	As a car repair business the parking around our premises is of great concern, the proposals show Giles St covered in permit holder and short stay, this severely limits our ability to trade as we require as much easy parking as possible for customers	55.97325	-3.17247
Resident	All the shared-use bays around Leith Links should be permit holder or pay-and-display parking in order to prevent Leith Links becoming a free park-and-ride car park when the new tram line opens.	55.97135	-3.16884
Resident	Laurie Street is too narrow to accomodate parking on both sides – currently people park on the pavement leaving pedestrians to move out onto the road.	55.97099	-3.17014
Resident	The existing parking on the north side of Queen Charlotte Street between the end of Maritime Lane and Water Street currently creates a dangerous conflict between one-way vehicle traffic travelling west and the two-way cycle route.	55.97401	-3.16926
Business owner	No thanks, I don't want controlled parking right outside my office, I need to go out and provide services for Edinburgh businesses and require a van, at the moment I use on street parking. The council is proposing this move as a means of raising revenue.	55.9745	-3.16875
Commuter	As a Police Officer at Leith Police Station, with no available parking at the station and given the antisocial hours I work, I cannot make use of public transport for commuting. Available parking is therefore essential for me to carry out my job.	55.97278	-3.16629
Resident	By reducing the number of parking bays on Links Gardens, residents (some of them very elderly) would potentially have to park some distance away from their homes. There are currently bays on both sides of the street and there is no issue with this.	55.97154	-3.16145
Resident	I believe this would help prevent caravans and camper vans parking long term along Links Place. This currently causes congestion and is a hazard, especially for children crossing the road to access St Mary's Primary School.	55.97083	-3.16101

Resident	In theory, this would significantly improve the congestion and danger issues we currently experience in Links Gardens caused by cars dropping off and picking children up from St Mary's Primary School parking on double-yellow lines.	55.97183	-3.16068
Resident	While i support introducing permitted places, proposals are ill-thought out and aimed at car drivers. The proposals would penalise non car-drivers who need to have longer term, regular car-driving visitors - what about weekly or monthly visitor permits?	55.96584	-3.17971
Resident	I'm supportive of the principle of the proposals. However, I am concerned that they may decant parking onto private parking spaces, such as those serving my property accessed from Elbe Street. Could they be adopted and be included in the scheme?	55.97418	-3.16358
Resident	I am concerned that the proposed restrictions in Leith (in general) may force parking onto Lochend Road/Restalrig Road and the residential areas around there - where parking for residents is already greatly limited, and on narrow streets.	55.9705	-3.16766
Commuter	I have never seen a shortage of parking spaces in Leith. Many commuters to the area, such as I, could not travel to and from the area by any means other than by car. It is essential for the prosperity of the area that parking remain free	55.97617	-3.16603
Commuter	There is an existing council car park at Kirkgate House, that is residents only but currently anyone can access this. what steps are being taken to ensure this is residents only	55.971	-3.17093
Resident	This is not good idea But If council gives free permit hold to residents will be good .	55.97434	-3.17383
Business owner	Our antique business employs 19 full time staff. The van is needed to transport large pieces of furniture. Our cabinet makers and french polishers need to use their cars to visit our clients and clients need to be able to park. Trading for 41 years.	55.97347	-3.16347
Business owner	No provision for those many people who commute in to Leith from out of town to go to work . How on earth are these people to manage? There's no problem now, why make one? Or is it simply a cynical means of raising revenue?	55.97322	-3.17242
Commuter	This is going to cause an absolute nightmare for people working in the area. I work within Leith and find this proposal to be disruptive and absurd to commuters working life. Awful money making scheme by the council.	55.97396	-3.16554
Resident	Excellent, parking is a nightmare around here, people who work just dump they're cars in the street on pavements etc, this would be great for the area.	55.97355	-3.17127
Resident	Comments already made.	55.97524	-3.16608
Resident	My husband submitted his feedback but no confirmation reply. I am just writing to let you know that we have been petitioning for Residents' parking in front our house. We've suffered at great cost of additional office workers leaving no space for us.	55.97519	-3.16607
Resident	This CPZ proposal is just a money making exercise by Edinburgh City Council. Its a lot of rubbish as there are no problems with non residents parking at Sailmaker Rd. There is plenty of parking including for visitors at Sailmaker Road. No permits needed.	55.97338	-3.15984
Resident	Monday to Friday, 0830 hrs to 1730 hrs, Giles Street is full of work people parking in the area. Many simply park on the pavement as a matter of their supposed right. I am very disappointed with the present parking and your proposals would appear good	55.97279	-3.17114

Resident	We have lived here for over 25 years, suffering from office workers and commercial vehicles not only hogging space for the residents of Assembly Street, but damaging our car with no recourse. This can't come quick enough.	55.9752	-3.16611
Resident	I would be in favour of this. I have been emailing my block manager in kirkgate house about the ongoing issue of returning home from work and unable to park. I would be willing to pay for a pass if it means I can park my car at home.	55.97136	-3.17086
Commuter	Working as a Police Officer in Leith, there's already little enough parking before working a shift. This proposal will make that worse, push people to park further away and risk officer safety in the walk to and from their vehicles after a shift.	55.9741	-3.16584
Other	Leith is a difficult place to commute to from outwith Edinburgh. I work at the police station and can foresee officer safety, in particular due to the large number of shift workers. There are no issues with parking around Mitchel St etc.	55.974	-3.16561
Resident	I feel that the metered parking and parking restrictions on Duncan Place will add to the parking pressure in Duke Place, where parking is already difficult for residents of Duke Place due to the limited spaces.	55.96999	-3.16884
Resident	I am concern that the campervans which currently park around the links over the summer will all move to East Hermitage Place, Gladstone Place and Claremont Park Road. These street should be included in the permit area.	55.96987	-3.1599
Business owner	Parking controls in this area will drive businesses away. Some of my staff can only get to work by car. Having to park in restalrig and walk 10 minutes (very often in bad weather) will discourage them from staying and discourage new staff from joining	55.97458	-3.17139
Resident	I am concerned about visitors parking on Maritime Street. There is a business centre and many of the business users park in our private parking at rear of No 42. Its a problem already, and seems will only get worse for residents.	55.97448	-3.16828
Resident	I live in this area and never have any problem parking my car by my flat on Elbe Street so I disagree strongly with the introduction on permit parking.	55.97492	-3.16345
Resident	I believe that these proposals come too far into Leith. For example I cannot support parking charges and restrictions around Leith Links, the Shore or as far north as Ocean Terminal. Not necessary and driven by money. Wrong for residents & business.	55.97103	-3.16705

5. LEITH WALK

5.1.1 There were 20 comments on the Leith Walk map, which were left by 20 people, though there were 21 plots on the map. One marker didn't have a comment but stated 'I do not like this'.

5.1.2 Five comments mention the lack of enforcement of existing restrictions.

5.1.3 Three comments are regarding commuter and local workers parking in resident spaces.

5.1.4 One comment was regarding how the parking restrictions would be detrimental to the garage they work at on Gordon Street

5.1.5 Comments with geographic location can be viewed in the table below.

I am a...	Category	Comment	x	y
Resident		Restricted permit holder parking appears to stop south of albert street on easter road - drum terrace is not on the map but should be permit holders only too.	55.96242	-3.17089
Other		I work on Gordon Street and our garage will be negatively affected. Customers will consider other garages if parking restrictions are enforced directly in front of our premises. This will inevitably result in a major loss of income and potential closure.	55.9682	-3.17049
Resident		The south side of Gordon Street is mostly used for medium-term commercial storage by local garages of vehicles, including taxis and seven or eight camper vans. This prevents use for daily parking, and in practice is an unfair subsidy to garages.	55.96839	-3.17119
Resident		I own a home on Smith's Place, for the last 16 years this street has been unregulated by CEC and police. There are no parking bays or yellow lines, nothing. As a result the parking is hazardous at many points during the day. Will lines now be added?	55.96721	-3.17339
Resident		The existing layout of end-on and angled parking along Easter Road is hazardous for cyclists as drivers reverse without a clear line of sight.	55.96712	-3.16948
Resident		This small section of parking on an otherwise parking-free street creates an obstacle for cyclists approaching the junction.	55.97035	-3.17107
Resident		The problematic times are after 8pm as all the residents are home and whenever there is a hibs game (weekends and evenings) when the fans fill up all of the parking in the whole area. Permit holders will not fix this as it doesn't apply at those times!	55.9635	-3.17189
Resident		I am extremely keen for permit parking for residents and as few pay and display options as possible. I think your plans have identified that the north side should have spaces running west to east (the cars should be parked parallel to the pavement)	55.9672	-3.17339
Resident		The problem in Gordon Street area is that current rules aren't policed. Yellow lines are regularly parked on making access difficult. Instead of introducing permits, we need the council and police to uphold the rules already in place. This will solve it	55.96846	-3.17098
Resident		Put this in place, we will vote you out. The same goes for parking charges at work!!!! I work nightshift on otherside of town, so require a car.	55.96434	-3.17078
Resident		However I would like white or yellow lines to prevent people parking across the residents parking spaces at 22 Murano Place - this is a serious problem preventing us using our spaces. And I would like action to be taken against people who do so.	55.96177	-3.17816
Resident		Albert Street is in desperate need of monitoring.	55.96247	-3.17743

Resident	If residents could be given a parking space per flat as opposed to Leith Walk being used for commuters, workmen and delivery vans, that would be great.	55.96475	-3.1767
Resident	I am very much in favour of parking restrictions as currently it is almost impossible to park near my home due to restaurant delivery cars being parked in the vicinity (from restaurants no where near the location the car is parked in)	55.96364	-3.17783
Resident	Permitted parking is required in the Leith Walk-Easter Road area. Although the proposed actions for Albert/Buchanan Street will reduce the number of spaces which already result in people double parking. Buchanan St single yellow line is a bad idea.	55.96265	-3.1773
Resident	Permit holders restrictions will just increase costs for residents and their visitors!	55.96353	-3.17189
Visitor	I find it impossible to distinguish between the brown of 'loading only' and the 'maroon' of 'shared use bay' - across the whole map. Or are there are NO loading bays marked on the plan at all? How can this be made clearer so we can understand the plan?	55.96589	-3.17246
Resident	Very happy about permit parking to make area safer. Pavement needs work on Sloan str. as uneven. Would be good if trees were reinstated at junction of Dalmeny str. and Sloan str. as there are provisions for trees to be planted. Drainage required.thanks	55.9644	-3.17358
Resident	Having lived on Broughton Road I have seen no benefits to permit parking. In fact, working shifts, I have been towed and even forced to park some extended distances away to avoid fines as spaces are coveted due to time restrictions.	55.96236	-3.16538
Resident		55.9641	-3.17205
Commuter	I think parking permits should be usable with any car, not just registered to residents. Think about commuters and guests people might have.	55.96504	-3.1757

6. NORTH LEITH

6.1.1 33 people plotted 35 points on the map but left only 34 comments. One comment was left anonymously, and one plot had no comment.

6.1.2 Four comments are regarding wanting residents to be exempt from permit costs.

6.1.3 Six comments state that there are no parking issues and yellow lines would only be detrimental in their area.

6.1.4 Three comments were regarding issues with commuter parking and welcome the introduction of controls.

6.1.5 Five comments (three of which came from business owners) said that the introduction of parking controls and yellow lines would impact their business.

6.1.6 Three comments stated that this would reduce the amount of available spaces, thus creating more strain on parking.

6.1.7 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Commuter	As a commuter without direct transport from Livingston to Constitution Street, Leith the changes to parking will severely affect my life meaning less time spent with my very young family. Please wait until the trams have been completed to change parking.	55.97606	-3.16628
Resident	Commuter parking is a problem for me. I feel sympathy for commuters who are under increasing stress and pressure. There needs to be some control and it also raises revenue. My preference would be for PPA or second preference for a permit system.	55.97395	-3.17874
Resident	Dock Street is currently used as a car park by staff from the Scottish Government, including some who park in areas proposed for double yellow lining. This area should be changed to permit holding only, as the nearby journey drivers all have parking	55.97674	-3.17429
Resident	Having been a resident of Hawthornbank Place for 13 years we have never had any parking issues on our street. Residents park respectfully and children play on the street safely. The double yellow lines are a misguided decision. I object most strongly.	55.9772	-3.18718
Resident	Having Permits in this area doesn't prevent parking as all of the parking issues begin around 5pm when people come home from work.	55.97483	-3.18375
Resident	I am strongly against introducing controlled parking in any area of Leith. I think this will have a negative effect on the	55.97512	-3.18403

	community as a whole, including local businesses. Leith is an accesible area, introducing CPZ will make it less accessible.		
Business owner	I commute to work and car share with two people. These restrictions will seriously impact my ability to get to work on time, if at all!	55.97652	-3.1711
Resident	I do notloke this scheme as i do not agree that residents should have to pay for parking. By all means charge visitor to the area to park but not residents who already pay for this through their council tax.This is a money making scheme!	55.97659	-3.17421
Business owner	I feel strongly that parking should remain unrestricted in the area. Parking can be difficult at times but is generally not a problem, especially during the day. Restrictions would cause significant difficulty to our staff and clients.	55.97478	-3.18408
Resident	I fully support proposals to implement CPZs throughout Leith. It's clear that people use the area as a glorified 'park-and-ride', resulting in dangerously over-parked and busy streets with little room to manoeuvre cars up and down. Maddening.	55.97617	-3.16603
Resident	I live with a complex which currently has adequate parking and no issues with commuter parking. We get regular visitors who are elderly who use the parking to visit. If you add in permit parking they will have to park outwith and walk great distances.	55.97905	-3.1817
Resident	I think this could be great and benefit a lot of people and the planet. My one concern is that there is private resident parking at the back of my flat, if people have to pay for parking they may steal some of these which would cause me great difficultly	55.97788	-3.18629
Resident	I wont be in favour if they change our private parking to permit holders only as we pay for the parking under our residential proprietors fees and this is sufficient as it is. The parking is used by residents and occasional visitors with private permits.	55.97643	-3.16743
Resident	I would fully support permit parking in this area. WE are residents and frequently have to park our car many streets away from our home. We also suffer from people parking on the pavements in and around our house on Madeira street. vic	55.97638	-3.18291

Resident	Largo Place across 5 where the wall is should be Double yellow line, as its currently used by 2 sometimes 3 cars, on a daily basis and blocking access to emergency services. Largo Place 6-12 should be Permit holder bay, not double yellow	55.9746	-3.18041
Resident	Leith Fort development should be included in CPZ and should include waiting restrictions in and around the development to deter commuter parking.	55.9768	-3.18432
Resident	Myself and many others in my immediate surroundings are unemployed and are unable to gain access to secure parking. To ask us to pay for parking outside our homes which are nowhere near any visitor attractions would be quite frankly ridiculous. Disgrace	55.97561	-3.1743
Resident	No issue with parking in North Leith. Edinburgh council once again spending money on changes that are destroying area. Should spend money removing 20MPH and Bus lanes that have caused more traffic. Charging residents unnecessarily for permits is disgraceful	55.97726	-3.17765
Resident	Not in favour of 'pay-and-display'. Action needs to be done about the caravans/vans parked on Leith Links. Also on teachers, parents and companies (eg P1 cars/vans) parking in Links Gardens. The gates at the end of Links Gardens should remain closed.	55.97186	-3.1623
Business owner	Permit bays are directly outside our office. The free parking in Leith was why we located our office down here rather than in the city centre. Leith isn't served with incredible public transport so we rely on staff and visitors to drive to the office.	55.97655	-3.16866
Business owner	Please note there is a double yellow added recently to Quayside Street so there will be less capacity for parking than shown on your plan.	55.97573	-3.174
Resident	Portland Street does not have a parking issue during the day but during evenings when people return from work. The proposal with double lines will not provide sufficient parking spaces for all residents. Some residents abuse spaces : 6 taxis at No 30	55.97747	-3.18255
Resident	Re: double yellow lines on Argyle Street and Hopefield Terrace. One side of the road is always used as parking so extend the permit zone. I fear double yellows will lead to the private driveways being	55.97717	-3.18096

	misued, causing an issue for the disabled residents.		
Resident	Restricting parking to permit holders will not make a significant difference - there is enough parking for residents. There is a higher demand during the day when people come into the area to work - but there's a good multi-storey nearby -give discounts?	55.9758	-3.18219
Resident	Stevedore Place should be private parking for residents of this street only. There are already problems and this will be worsened with the trams.	55.97857	-3.16685
Resident	The Idea there is a huge problem is wrong, It is the biggest selling point of the Leith area that there are few parking restrictions and bring in permits would be acceptable if it was a minimal £50 or so, but to turn free parking to a money maker ?!	55.97729	-3.18021
Resident	There are large numbers of daily commuters parking in this are. In Portland/Madeira Street a large number of vehicles that sit for months stored in the street. Some are not possible to move as they do not work or are on axle stands etc.	55.97648	-3.18373
Resident	There is no need for controlled parking zones in this area. It will affect local businesses who have already been effected by tram work upheaval. Are you trying to close down small businesses?	55.97467	-3.18369
Resident	These proposals would appear to be diminishing the number of parking spaces. Given the difficulty at present with parking this will in fact make the situation worse. Double yellow lines in the street appear to serve no purpose whatsoever.	55.97665	-3.18122
Resident	This area should be correctly marked as private parking.	55.97677	-3.17486
Resident	This road usually does not not have parking space shortage. As such I think it is not fair that residents would have to purchase a permit while having up to 8 or more available spaces removed by double yellow lines which may introduce space shortages.	55.97905	-3.18523
Business owner	We are a local employer employing staff and servicing clients, many of who rely on car transport to come to work/for client meetings. This would cause significant issues in the absence of business permits etc, and clients unable to park	55.97496	-3.18396
Resident	We should not pay to park our cars at our homes. Our visitors should not pay to park their cars at our homes.	55.97903	-3.18078

Resident	What impact will the CPZ restrictions have upon the private parking bays associated with 144 / 146 and 148 Commercial Street and allowing other vehicles preventing owners enjoying their unrestricted / non-monitored parking.	55.97817	-3.17907
Resident		55.97642	-3.18168

7. PILRIG

7.1.1 48 people plotted 67 points on the map. 63 of these had comments.

7.1.2 Only one comment was left anonymously.

7.1.3 Five comments state that implementing yellow lines would adversely affect their business.

7.1.4 Eight comments state that there needs to be restrictions in place on narrower roads, though only five of these comments are in favour of the proposals. Two of the comments are around needing more enforcement and changing the layout of parking i.e. only on one side instead of both.

7.1.5 Six comments claim that there are no parking issues in the area.

7.1.6 Seven commenters believe residents shouldn't have to pay for permits as this would only be a financial burden which gives no guarantee of a space.

7.1.7 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Resident	We currently pay factor fees and we will then on top have to pay a parking permit - this is penalising residents if you make us pay for this. The appeal of this property was that it came with parking and there isn't nearly enough in the multi storey.	55.96632	-3.18518
Resident	I'm deeply upset by plans to restrict parking in Springfield Street. I have two concerns: 1. Parking isn't crowded there. 2. It will ultimately hit those less well-off worse. The rich and the landlords have garages and can afford permits. The poor cant	55.96894	-3.17664
Resident	Traffic calming - I suspect not a lot of these space will be taken during the day therefore opening up Pilrig Street to speeders (which is a problem at weekends). Interventions as taken on McDonald Road should be replicated here.	55.96617	-3.18105
Resident	There is no need to introduce permit parking here. Why should I have to pay to park at my home when there isn't even a problem. I also fear generally for businesses in the area who rely on passing trade.	55.96772	-3.17845
Resident	I absolutely do not agree with this. It's not that difficult to park in here and I do not wish to pay for parking space.	55.9672	-3.17576
Resident	proposed restrictions in Springfield are taking a number of residents personal spaces and visitor parking for the development. Spaces are allocated to specific properties, if this goes ahead they will be up for any of the many permit holders to take.	55.96786	-3.17835
Resident	I am concerned that small local businesses will not be able to carry out their work if Spey St Lane, Arthur St and Spey St get double yellow lines. Some mutually suitable arrangement should be made with them.	55.96392	-3.17958
Resident	Looking at the title deeds of my house, I, with the other Pilrig residents on the even side am responsible for the upkeep of Spey St Lane. Should I and my neighbours not have to consent to any changes in the lane? A speedy response would be appreciated.	55.96375	-3.17927

Visitor		55.96492	-3.17995
Resident	Is there a requirement for permits in Pilrig Heights? Residents already pay an exorbitant factor fee to cover parking spaces.	55.96637	-3.18615
Resident		55.96487	-3.17995
Visitor		55.96491	-3.17992
Business owner	Double yellow lines outside our workshop will mean we will no be able to operate as we need to have our vehicle there while working	55.96349	-3.17925
Business owner	Double yellow lines adjacent to my garage will be detrimental to my business.	55.96346	-3.17931
Resident	Restriction (if imposed) should be 10-11.30am M-F. No need for yellow lines at this corner to that extent; people do not tend to block others in here. Shared use bays should be divided so both sides of the crescent have some.	55.96564	-3.18396
Other	I own [address redacted]. As you turn right from Balfour Street into Springfield there are 2 areas on the immediate left marked as 'Permit holder bay'. According to my Deed map, these are on land owned by the Development for Visitors' Parking.	55.96788	-3.1786
Resident	Visitor bays owned by the development are part of the below plans. How much and who are you purchasing this land from? Parking permits should be free to those that require a vehicle. Why double yellow lines? Can I not have a visitor at all?	55.96794	-3.17806
Resident	I don't think it's fair that flat owners are not going to get a chance to park near there flats as the council will issue too many passes for the amount of flats	55.97006	-3.17874
Visitor		55.96492	-3.17991
Resident	A restriction of 90 minutes mid morning would deter commuters wanting to park all day but still allow traders and visitors to park if visiting residents.	55.96598	-3.18251
Resident	The current parking bays at this location aren't described on this map (opposite current red restriction). This would be an ideal space for communal bin storage (get them off the pavement) and for large lockable on street cycle storage.	55.96589	-3.17643
Resident	There needs to be MUCH better enforcement of parking legislation here; almost the norm to see dropped kerbs blocked and parking on corners despite double yellows.	55.96657	-3.17734
Resident	The lack of parking controls and restrictions in Arthur Street Lane will lead to many more cars using it as a parking bay, blocking pavement and refuse collection	55.96495	-3.17862
Resident	I'd be in favour of having the restricted times Monday-Friday 10-11.30 am. This works well in the Newington Area, and fits with the 90 minute visitor permit. I see no need for double yellow lines at the closed end of Rosslyn Crescent.	55.96549	-3.18393
Resident	There is a drop kerb for access but it doesn't appear to be marked on the map.	55.96613	-3.1825
Resident	Not enough space here for my comments. Will email .	55.96656	-3.18682
Resident	I'm in favour of restrictions in parking times but would prefer the times to be 10.30am to 11.30am to deter park and ride and facilitate visitor parking	55.96572	-3.1822

	(this works well in Newington area) Double lines round Crescent inner garden area would be overkill.		
Resident	Rosslyn Terrace has limited parking. The proposal shows intention to remove two existing spaces, red lining the streets turning points. Taking those 2 parking spaces away is unnecessary. Parking in those spaces does not in any way cause any obstruction.	55.96603	-3.18252
Resident	I am concerned about the proposal to put double yellow lines in Spey Street Lane, as that will affect the businesses that operate there	55.96494	-3.17984
Resident	Pilrig Street is narrow for two way traffic and hence a nightmare for drivers, particularly when passing large vehicles e.g. buses. Parking should only be on one side of the road not both - parking on the side opposite to Pilrig Park makes most sense	55.96595	-3.18071
Resident	I live on Shaws Terrace. I support the proposed Spey Terrace restrictions, as the current unregulated parking is untenable. However Shaws Terrace is a private road. Will there be provision (e.g. signage) to prevent undesirable parking on our road ?	55.96406	-3.18099
Resident	I wholly support the parking restrictions on Spey Terrace. Parking here as been terrible - double parking, obstruction of the thoroughfare, use by commuters, etc. I hope this will help solve the problems.	55.96426	-3.18075
Resident	Spey Street is very narrow. It looks as though there is parking on both sides of the road at points here, which could render the road too narrow.	55.96364	-3.17914
Visitor	I visit my parents in Kirk Street and park for well over 90 minutes which is the limit for the visitors passes. I don't think I should have to pay to visit my elderly family.	55.97061	-3.17384
Resident	PLEASE - Entrances to the lanes to both sets of colonies on Spey Terrace at Shaw's Place and at Shaw's Terrace - white lines need repainted and the original wording on ground by council to stop inconsiderate drivers blocking entrance/access for residents.	55.96379	-3.1803
Resident	Parking bays might reduce the spaces available. Meters will not be good reducing pavement space and encouraging people to street that is used frequently by children. If going ahead should be all permit. Have you conducted a faier scotland assessment?	55.96557	-3.18324
Resident	Pilrig Street should only have parking on one side. Maybe put in a bike lane instead.	55.96616	-3.18102
Resident	I definitely do not want bays and permit bays. There is not enough spaces for residents as it is. we'd end up with permits and having to pay. Pressure from not enough parking in new build flats. our private lane will be overrun with cars. No definitely	55.96425	-3.18067
Resident	I have never struggled to get parked on Pilrig St. Residents shouldnt have to pay for expensive permits to resolve issues which are caused by tourist/B&Bs and commuters.	55.96572	-3.18044
Resident	I'm completely opposed to this as our finances are stretched as it is and penalising residents is completely unfair. It should be speeding	55.96436	-3.17899

	restrictions instead as it's becoming incredibly dangerous to cross Pilrig St with my young daughters.		
Resident	I have never had any problems parking in Dryden Street. I am not happy about paying for parking and it will have a massive impact on visitors parking when they stay over from West Lothian. There is no need for this at all.	55.9647	-3.18225
Resident	There is always parking available in this area. Why do you want to introduce this parking control?	55.96688	-3.17556
Resident	Residents should not have to pay for a parking permit in a private development (Pilrig Heights). If a pay and display option was introduced here it could mean residents would end up having no where to park with non residents parking their car here.	55.96644	-3.18527
Resident	This plan leaves Private Road - Pilrig Gardens - entirely exposed for anyone to park on. There is no plan for Keep Clear and the Pilrig St Pilrig Gds turning. This is unacceptable with a nursery, bus stop and narrow pavement. Poor Leith Walk businesses!	55.96656	-3.18318
Resident	We have not been consulted about this, we were lucky enough to hear about this proposal through word of mouth. As it stands, as lifelong residents and business owners on Pilrig Street, we do not agree with this proposal.	55.96482	-3.17938
Resident	I would like the double yellow lines opposite the entrance to the lane to the back of 98 Pilrig Street to be extended a few metres. This would make access to this narrow lane much easier and more practical to enable off-street parking.	55.96706	-3.18309
Resident	I don't agree with the proposal to put double yellow lines in Spey Street Lane, because of the adverse impact on the businesses that operate there.	55.96488	-3.17973
Resident	Traffic flow on Pilrig Street would be improved with a painted centre line and marked parking bays. Double yellow lines on Pilrig Gardens should be extended as parking causes issues with rear access to our garden via the lane at the back	55.96729	-3.18249
Resident	Move the short section of double yellow line on the NW side of Pilrig Gdns closer to Pilrig St so that there is double yellow line opposite the entrance to the lane (see marker on map) that serves houses 96, 98 & 100 allowing easier vehicle access.	55.96713	-3.1832
Resident	Double Yellow lines are not required here and will only lead to the loss of valuable parking space. Cars currently park here with no issue and there is no loss of access to the bays opposite.	55.96616	-3.18578
Resident	It does not make sense that the spaces in the area indicated by the marker are not included in the CPZ. It will be confusing for residents and visitors that some of the parking spaces within the development fall under the CPZ while others do not.	55.96596	-3.18572
Resident	This road can currently be difficult to navigate as cars are parked along its full length leaving a single carriageway. The addition of a section of double yellows in the middle will enable cars to more easily pass.	55.96702	-3.18336

Resident	This car club bay is too close to the junction of Pilrig Gardens and Pilrig Street. There is not enough room at present for cars that meet at the junction to pass safely if there is a car parked in this bay.	55.96737	-3.18277
Resident	Residents parking in Pilrig Heights is extortion - you're taking money from residents to allow them to continue with the status quo. More importantly, where are removal lorries to park? Delivery vans? Visitors? This lacks an understanding of the estate.	55.96661	-3.18465
Resident	What would make it safer? Leave parking free as is. Move the unused car club space back (more space at junction). Big problem here is ppl dropping off kids at nursery - dbl-parking on a single lane road! The CPZ etc does nthng to stop such selfishness.	55.96737	-3.18279
Resident	This should just be another free parking zone since you are reducing the parking down to one side of the road. Definitely struggle to see the justification for this pay zone. Also, it makes parking on the road very confusing with multiple zones.	55.9679	-3.1831
Resident	If this is supposed to allow the No.11 to run more freely, it might be OK - but the time is mostly lost at the top end of Pilrig Street (inc at the new lights). Better to slightly reduce the depth of the step-outs further up (too deep and sharp-edged!).	55.96795	-3.18332
Resident	Removing all the free parking on Pilrig Street is just wrong. Look at the volume of residences and the existing parking provision for them. Also, for exiting Pilrig Gardens, better to have Pilrig Street parking both sides than parking directly opposite.	55.96747	-3.1825
Resident	This is a pointless waste of space - this road will be easier to traverse with slightly longer double yellows at either end rather than a pointless bit in the middle. Try re-siting the unused car club bay?	55.96702	-3.18337
Resident	All this does is raise revenue from parking - it won't stop parking here. A better solution would be to require all the housing developers to provide on-site parking for their contractors. This is unnecessary, and solves nothing for residents or visitors	55.96657	-3.18144
Resident	Why? This won't help traffic at this junction - that's mostly held up by people not placing their cars properly to turn right (in both directions). The existing dbl yellow is fine - and bus can pull out fine here (both sides).	55.96864	-3.18425
Commuter	Specifically pertaining to one section of Pilrig Street: Please continue the parking on ONLY ONE SIDE of the road. Or at least create more indents of widened pavement at corners to eliminate parking so crossing is safer.	55.96643	-3.18131
Commuter	As a pedestrian, crossing here is quite hard to see approaching cars. I've had a few close calls during school drop-off. Please consider having parking on only one side of the road.	55.96443	-3.18253
Resident	This is supposed to be a turning area, e.g. for bin lorries, other larger vehicles not parking spaces.	55.96873	-3.17889
Resident	This is supposed to be a turning area, e.g. for bin lorries, other larger vehicles not parking spaces.	55.96857	-3.1785
Resident	Please can the parking spaces on Pilrig Gardens be issued only to residents of Pilrig Heights. There are a lot of flats ere an not nearly enough parking.	55.96721	-3.18303

	People from outside are using the space as park and ride which is unacceptable.		
Resident	I worry that the new regulations will make spaces even more limited for current residents and am unsure how we would receive a permit and if there would be an additional cost for this.	55.96636	-3.18516

8. SHANDON

8.1.1 128 people plotted 203 points on the map. 199 of these had comments. Four comments were left anonymously.

8.1.2 14 comments were around the fact that parking issues were only prevalent in the evenings/at night and believe daytime restrictions will do nothing to solve this.

8.1.3 Six comments mentioned there was a high level of people who 'park and ride' and commuter parking in the residents' bays.

8.1.4 Two comments state that there are not parking issues at all.

8.1.5 35 comments are opposed to the introduction of yellow lines, believing them to be unnecessary and will just reduce the amount of spaces available.

8.1.6 27 comments believe that these proposals will only make issues worse for residents due to decreased bays but same demand.

I am a...	Comment	x	y
Resident	Glad this is finally happening. The parking pressure is significant and caused - in large part - by non-residents of Shandon who drive to the area to park and then walk/take the bus to town. Permitting to give residents priority would help hugely.	55.93477	-3.22758
Resident	Double reds needed on corners to protect cycles view	55.93182	-3.2287
Resident	Double yellows on one side of Ashley Grove	55.93152	-3.22816
Resident	Is there a possibility of making Ashley Drive a one way system . Having very clear parking on one side of the road only. Parking on the pavement is dangerous for drivers and pedestrians	55.93042	-3.22814
Resident	Parking bays look good on Down Road	55.93159	-3.22926
Resident	No need for double yellow lines in full length of Shandon st I am against parking permits, coming home late parking spaces are taken up with non permit holders so I park elsewhere then have to get up next morning to move car to a parking permit spot.	55.93315	-3.22969
Resident	I reside at 4 Ashley Gardens. According to the drawings it looks like you are showing a single driveway for my house. I have had it increased in width a number of years ago & got planning permission	55.93123	-3.22842
Resident	This is yet another outrageous way to treat the residents of Edinburgh. This cannot be allowed to happen in this area. Totally unacceptable.	55.92232	-3.24301
Resident	I totally agree with the parking proposals for Ashley Drive, and also for the surrounding area. It is high time radical action was taken to stop my street being a park-and-ride	55.93017	-3.22833

	facility, with all the pavement parking this entails.		
Resident	I have grave concerns regarding the nature of this parking restriction introduction. The problems in the colonies is not during usual business hours when parking permits are usually enforced. Instead the issues arise overnight and at the weekend.	55.93209	-3.23108
Resident	I am quite frankly horrified by the proposals about controlled parking in shandon. As it stands, parking is already incredibly limited, and we often struggle to find a space. The proposal is utterly astounding, and would really impact residents.	55.93327	-3.23231
Resident	I think we'd benefit from permit parking in the flower colonies, given how close we are to the boundary of the permit parking zone and the pressures on parking. It probably makes sense to be consistent on the parking side of the road amongst colonies?	55.93464	-3.22948
Resident	Could this side of Daisy Terrace NOT have double yellow lines, instead have resident parking spaces?	55.93364	-3.23423
Resident	Double yellows -Shandon Road, Street & Terrace: restricts parking spaces available for residents in Shandon Triangle by at least 1/3. Why? Unnecessary. We can cope with single track. If essential, do 1 space double yellow as proposed in Shandon Cres.	55.93328	-3.23234
Resident	Proposed double yellows here would result in loss of parking provision without any obvious benefit.	55.9333	-3.23229
Resident	Proposed double yellows on Shandon Street and Shandon Road would result in a massive and unacceptable loss of parking provision. This would result in problems with displacement elsewhere.	55.9335	-3.2314
Resident	The proposed double yellows here would result in loss of parking provision with little obvious benefit.	55.93283	-3.23181
Resident	This should be considered for double yellows as there are frequent congestion problems, particularly for buses, during unrestricted periods.	55.93421	-3.23127
Resident	How you have paid scottish tax payer's money to come up with this plan astounds mw. It is incredible that this is seen as a good idea. Parking is hard enough for residents and you are about to drastically make this worse! Spaces are so limited already.	55.9331	-3.23205
Resident	So many vehicles are parked up (or 'dumped') as there are currently no restrictions- camper vans/old vehicles. In addition, daily commuters park here and	55.93427	-3.22818

	then walk/get the bus to work, while Harrison Road (and beyond) always has spaces to spare!		
Resident	INo justification for putting yellow lines in my street, which is a cul de sac. My home is at the end of this street and part of my property is at right angles to the street. This will not ease pressure on parking in the area or make movement easier.	55.93306	-3.23374
Resident	I don't think there needs to be 2 small sections of double yellow lines along myrtle terrace breaking up the permit parking areas. Currently everyone turns in their own space and this is fine. Taking out more spaces is not a good solution!	55.93516	-3.23025
Resident	I don't understand why the Shandon Street proposals are predominantly double yellow line or shared use bays with minimal permit holder bays. Where is it proposed that the residents who live in the street park? The rationale for the proposals is unclear.	55.93333	-3.23162
Commuter	Cars currently park here 'nose-in' or 'tail-in'. Are you intending to mark the road with bays in this orientation, or reduce the number of spaces by marking bays 'side-on'?	55.93198	-3.22656
Resident	I have lived with controlled parking in other areas of Edinburgh and it will not work in Shandon. At present we can always park nearby during the day and the difficulty is at night after 5.30 so controlled 8.30-5.30 parking will not make any difference.	55.93211	-3.23016
Resident	Overall, highly welcome parking restrictions being enforced as being a resident, it is incredibly difficult to find a space within the Shandon area as commuters are using the area to park for free to get into town and sports traffic during football games	55.93385	-3.23162
Resident	The single yellow line, which remains as existing, along Shandon place and Ashley terrace causes traffic jams and dangerous driving as not enough space for parking in both sides and two way traffic. Causes irate drivers and beeping horns.	55.93424	-3.23128
Resident	Would like to know reasoning behind removing all parking on one side of Shandon St - would seem to have huge impact on overall capacity and potentially aggravate rather than alleviate problem for residents to get parked near home. For access/safety?	55.93363	-3.23123
Resident	I believe that this disabled bay is historical and no longer in use.	55.93127	-3.23109
Resident	This could be a good location for a Transport for Edinburgh 'Just Eat' cycle hire station. It could be temporary initially, to gauge interest and usage.	55.93328	-3.22928

Resident	CPZ will not relieve overnight pressure. Instead of merely struggling to find a parking space we will have to struggle and pay - if, like me, vehicle is street parked during day. Proposals do not provide any extra spaces. I support Cllr Corbett view.	55.9348	-3.22979
Resident	Dire parking situation in Shandon due to the parking restrictions in Polworth. Plenty of wide streets with ample parking space underutilised because of unnecessary zoning. Adding another zone will just move the problem elsewhere not solve it.	55.93356	-3.23011
Resident	It is unclear if the current perpendicular parking is being retained along Ogilvie Terrace (canal side) - if it is replaced with parallel parking bays, the loss of ~20-25 spaces here negates the entire exercise of reducing parking pressure in Shandon.	55.93199	-3.22656
Resident	I live at 82 Harrison Gardens but face Harrison Road where I invariably look on to an abundance of empty Permit spaces even at weekends. The new zone will only work for me if I can also park on Harrison Road with the same permit.	55.93541	-3.22713
Resident	Is this plan based on the number of cars owned by residents? It doesn't look like enough spaces for those of us who own cars and live on Harrison Gardens, for example. And does shared use mean metered? We have had a lot of trouble with long-term parking.	55.93504	-3.22727
Resident	Currently there is end on parking here. If it is changed to side on there will be a loss of several spaces.	55.93202	-3.22653
Resident	Currently there is parking available on both sides of this street and it works fine so why remove parking from a whole side of the street? The point of introducing residents parking is to make more spaces available to residents, not less!	55.93379	-3.23094
Resident	I'd like to add to my previous comments that to increase spaces available it would be good to introduce permit parking on one side of Polwarth Terrace. Also to have Spylaw Road included in the Shandon permit zone as it is under used at present.	55.93142	-3.22665
Resident	Loss of row of spaces behind the end on parking here and on other side of the square - easier to understand if you visit this spot to see the parking situation at present which works well. If this is lost there will be approx 8 fewer spaces in the square	55.93214	-3.23114
Resident	Loss of spaces as a result of the introduction of more double yellow lines at the end of	55.93265	-3.23115

	each of the "colony" terraces - Hazelbank through to Alderbank		
Resident	Why is it necessary to have double yellow lines here? Please do not unnecessarily remove parking for residents from places like this where it causes no problems at present.	55.93101	-3.2273
Resident	Yet another place where there is an unnecessary proposal to remove more spaces. Currently people park on both sides of the road and it doesn't cause any problems here.	55.9316	-3.2283
Business owner	A loading bay would be preferable here as we are a charity that delivers services that require our van to be loaded with goods to go to homeless people or goods to help us provide a service to our clients	55.93453	-3.22794
Resident	Would like to know if there are enough parking spaces to allocate 1 to every household in Shandon colonies. Are you going to prioritise every household to get a space before allowing second permit households?	55.93234	-3.23078
Resident	There are currently no active disabled bays in Briarbank Terrace although your map shows two.	55.9314	-3.23133
Resident		55.93369	-3.22881
Resident	Any household with its own off-road parking (i.e. driveway) should not be able to purchase a residents parking permit, in line with my suggestion yesterday that there should be a maximum of one permit per household (for those who have no driveway).	55.93305	-3.22941
Resident	While I am absolutely in favour of the introduction of a CPZ, I would like to make a case for the Shaftesbury Park colonies to perhaps be considered as a distinct CPZ area. The disabled parking bays shown on this map are incorrect and out of date.	55.93209	-3.23112
Resident	For the Ashley's I would like to see a Priority Parking permit rather than full CPZ. This would reduce commuters using the area as park n ride & holiday makers parking up & going to airport. See how this works for 2+ years and asses if full permit needed	55.93081	-3.22758
Resident	General feedback: End on parking should remain here for better parking density. This can be accommodated on this stretch of road.	55.93196	-3.22657
Resident	General feedback: Parking density here has been vastly reduced by these proposals. It should remain structured as currently so as not to "lose" too many spaces.	55.9321	-3.23104

Resident	General feedback: There is no need to make the start of Ashley drive here double yellow on both sides. There is room to allow 2 or 3 cars before garage entrance or on north side of street. DYL opposite Ashley Grove should remain (as currently in place)	55.93093	-3.22744
Resident	General feedback: This street is wide enough to support parking on both sides (driveways permitting) so there is no need to remove parking spots from the west side of the street. This applies to all of Ashley Grove.	55.93124	-3.22768
Resident	I generally like the overall scheme and proposals although would strongly propose the following general structure: For the colonies I would suggest a one-way funnel mews type permit (can park inside + surrounding, permitted areas) but not the other way.	55.93283	-3.22988
Resident	Parking permits are useless after 6pm congestion will be as bad as ever. If you are worried about access for ambulance's fire engines etc why is nothing ever done about double parking at bins. You will probably issue far too many permits for spaces .	55.93527	-3.22876
Resident	A number of residents including myself have a short + narrow two-seater SmartCar. Can you consider creating smaller marked parking bays for owners of such vehicles. It is unfair to treat equally a Smart and a 4x4 people carrier.	55.93499	-3.22732
Resident	I like this as long as it does give residents more parking availability.	55.93165	-3.23048
Resident	because observation of real parking pressures reveals the opposite of the supposition on which this consultation is based. Pressure is at night not in the day when the controlled parking is operational. Please measure use by residents & tradespeople.	55.93336	-3.23164
Resident	because the residents parking targets the wrong time of day. In our street pressure is in the evening and is not during the day from communtors. If there had been a survey this mistake would not have been made.	55.93355	-3.23149
Resident	because this proposal will not receive fair scrutiny because no all residents have received leaflets and most did not receive a leaflet until well after the consultation started.	55.93399	-3.23072
Resident	There was no basic research on which to base these recommendation, which don't take into account the number of residents' cars in relation to number of residents and shared spaces not proposed in the plan.	55.93354	-3.23145

Resident	this proposal does not take into account the extra double & single lines already added to make the area safe for large & emergency vehicles. there is no logical reason for putting double yellows in one side of Shandon Street, Road & most of Shandon Terrace.	55.93316	-3.23198
Resident	this proposal will have a major negative effect on a residential area where parking is working well except in the evenings, because it will remove more than 1/2 of currently available spaces, leading to cars cruising widely as people try to find one.	55.93347	-3.2314
Resident	The changes are positive, but: Too many shared use, not enough permit holder bays. Restrictions stop at 5:30 - the worst pressure goes beyond this. Permit costs not yet known. Will my permit be restricted to certain streets/areas?	55.93212	-3.23103
Resident	A few questions! 1. Where will the parking meters be sited in Ogilvie Terrace? 2. Is the shared parking alongside the canal at the top of Ogilvie Terrace side-on OR end-on to the canal? At present the end-on parking significantly narrows the road!	55.9329	-3.22729
Resident	I am a resident in Shandon. The biggest issue is non-resident parking. We need permit only parking for residents and limited time paid parking for non-residents. We need double yellow lines on corners only.	55.93228	-3.23329
Resident	Can end-on or chevron parking be retained here?	55.93194	-3.22659
Commuter	It will make the use of Harrison Park much more difficult for dog walkers and families if they have no facility to park without paying. Suggest free parking at least around the park, despite the congestion it will cause, to keep park more usable.	55.9334	-3.22735
Resident	Living in the block labelled "13 to 21" in the Shandon map, I'm greatly relieved that I'll be eligible for some sort of parking permit! I live at 19/6 Slateford road, and I currently have endless trouble finding anywhere unrestricted in the area.	55.93602	-3.22914
Resident	Welcome proposals for Shandon Crescent. However there is also a real problem parking at weekends when Hearts are playing at home or Murrayfield rugby is on. How can this be resolved?	55.93396	-3.23223
Resident	Concerned over decision making process re double yellows at end of Alderbank Place. Current arrangements causing no access problems.	55.93114	-3.23257

Resident	See no reason to remove parking spaces in the square. Not aware of any significant access problems with current arrangements.	55.93203	-3.23083
Resident	My comments relate to the shandon colonies. As a non car owner I would have liked to see more done to reduce the number of parking spaces to reclaim street space for pedestrians and play and a car club.	55.93202	-3.23108
Resident	I'm absolutely delighted to see the new proposed plans for parking, it's been a long time that something has been needing done and the parking situation has been incredibly wearing. A permit system is exactly what we need.	55.93176	-3.22908
Visitor	The colony area has a high demand from residents primarily in the evenings and weekends. Outwith these hours it is visitors. If residents can park in either bays, then you may as well make the whole lot visitor.	55.93169	-3.2307
Resident	These restrictions are long overdue because of inappropriate use by commuters, residents of other permit areas and long term parking by airport users. There is no need for reducing spaces in the square. It works well now.	55.93198	-3.23103
Resident	We live at 49 Ashley Drive and the location of the permit parking bays would make it difficult to turn left or right out of our entrance without requiring a multipoint point turn if the bays are full and a car is parked right up to the edge of the bays.	55.92971	-3.22989
Resident	- not needed, same cars on my street and easy to park during standard working hours - I bought my property as it was permit free - polwarth drop in staff didn't work on this project couldn't answer my questions. Not good. - unwanted additional expense	55.9351	-3.23118
Resident	You're proposing to reduce the number of parking spaces and significantly limit access to carers, tradesmen and visitors. This will negatively impact our community of pensioners and young families.	55.93504	-3.23002
Resident	Difficult to find place after 5pm. sometimes find place in Shandon Crescent. Got penalty a few times for single-yellow line parking as I am not an early-riser. A designated free parking place near from home is preferable, as I have a 5-year-old kid.	55.93419	-3.23039
Resident	It is difficult to get a parking space after 5pm after returning home. I roam and roam and sometimes find a place in Shandon crescent.Got parking tickets for several times	55.93419	-3.23039

	as I am a late-riser. A designated place close to my home is preferable.		
Resident	It is difficult to get a parking space after 5pm after returning home. I roam and roam and sometimes find a place in Shandon crescent. Got parking tickets for several times as I am a late-riser. A designated place close to my home is preferable.	55.93419	-3.23039
Resident	There is no obvious reason to put double yellows along one entire side of Shandon Street, Shandon Terrace or Shandon Road. This just takes away loads of existing parking without providing any elsewhere.	55.93351	-3.23146
Resident	West Bryson Road and Harrison Road bordering the park should be included in the Shandon zone. They are always empty, even in the evenings which is when the greatest parking pressure exists.	55.93504	-3.22628
Resident	Great idea to keep several spaces at the end of the street for visitors and make the rest of this stretch for permit holders.	55.93517	-3.22892
Resident	I think the implementation of this would cause severe hardship for the residents of Shandon. Many need a car and parking is already difficult. Double yellow lines in our street will simply encourage drivers to speed along our street. It is not green!	55.93347	-3.23152
Resident	I find that parking in the flower colonies (Myrtle, Primrose, Ivy) is no problem at all as they are dead end streets and there's no passing traffic. 90% of the time I always find a space. I don't understand why there's more double red lines in these area	55.93526	-3.22965
Resident	Parking bays are far too restricted. It is unacceptable having double yellow lines along one side. The impact will be very limited parking for residents during the day and night. if width an issue then use a 1 way system. I would not support as proposed	55.93353	-3.23139
Resident	The restriction on words is unacceptable! We cannot possibly voice all our concerns in the number of characters permitted!!	55.93359	-3.23144
Resident	I think a permit zone 7 days a week for about 4 hours a day. Maybe 10am -2pm. This would stop people parking and getting the bus into town. And it would stop the weekend parking for football and rugby.	55.93407	-3.23038
Resident	No need for double yellow along full length of Ashley Grove - road wide enough for two side parking. Removes too many useable spaces (approx 10 cars) for no reason.	55.93163	-3.22839
Resident	The disabled bay mid way along Hazelbank Terrace is no longer in use	55.93286	-3.23034

Resident	There is nothing at all in these proposals of the Shandon colonies which will ease parking in the area.	-87.1003	-63.068
Resident	Delighted that something is, finally, being done to relieve the severe problem of non-resident parking. My street is a park & ride, impacting hugely on residents. It will only get worse with new parking rules - at workplace, on pavements etc.	55.93137	-3.22956
Resident	No disabled bays are required in Hazelbank terrace where you have 2, the residents are deceased please amend. Also shared bays meaning pay and display machines on the very tight pavement space in the colonies is madness, resident parking only please!	55.93299	-3.23055
Resident	Shared bays are useless on Shaftesbury park. We have limited pavement space and parking already, this should be resident parking only in the colonies. Adding it on the individual streets only means not enough spaces for the houses on those actual streets.	55.93255	-3.23038
Visitor	It is not acceptable to have double yellow lines at this location other than on the corners. My daughter has a toddler and baby and to be prevented from any access outside her house seems unreasonable. Single yellow lines would be adequate.	55.93335	-3.23227
Resident	Would prefer double yellow; street currently used a Park+Ride; we want a play street; residents have their own driveway	55.93072	-3.22768
Resident	bcos NO consideration is given 2solving problem of displacing 50% of the residents' cars at night (when pressure is highest.) Why not create a landscaped, wildlife friendly parking area in the least used 1/4 of Harrison Park West. Its now a green desert	55.93476	-3.22687
Resident	bcos this scheme means wasting fuel looking for parking spaces, parking a long way from home & then having to walk home on empty streets alone late at night. no-one expects to be able to park outside their own front door, but this puts women & oldat risk	55.93144	-3.22679
Resident	because 1/2-1/3 of our parking would be removed when there are already more residents cars than there are spaces at night and our streets are used by neighbouring areas, suffering the same problems.	55.93359	-3.23136
Resident	because no consideration is given to solving problem of displacing resident's cars from whole area, especially at night, when pressure highest. Why not add perpendicular parking to one side of West Bryson Road, creating many more spaces.	55.93534	-3.22675

Resident	because removing parking from both sides of our street will increase the speed at which traffic moves in them, putting especially children, domestic pets and wild animals at risk	55.93378	-3.23096
Resident	because the main pressure on parking in our streets is at night, not when Edinburgh's resident parking operates (In Glasgow, in appropriate areas, residents parking runs until 11pm). Flats in Shandon Street mean we need every space we now have	55.93339	-3.23181
Resident	because there has been no consideration of changes already made to ensure large & emergency vehicles can access all streets in this area. It is perfectly possible to park easily on both sides of the whole length of Shandon Road & on one side of Terrace	55.93288	-3.23164
Resident	because this plan has no primary research to support it, no consideration of its effects and no solutions to the problems it will cause. Why not ask Network Rail, if parking spaces can be created on their land and more cameras added to protect them.	55.93294	-3.23121
Resident	i believe a bike store is also planned for our street, but everyone already has a safer place to store their bike(s) than a communal store (personal locable shed or for tenements, a wide hall going through to the back of the building with no other access	55.93372	-3.23102
Resident	Allowing disabled cars to park on this corner is dangerous for cyclists/children turnign left in to Cowan Road. Please make the existng double yellow line one that noone is allowed to park on.	55.9336	-3.22877
Resident	Generally too many double yellow lines. Of note is the small cul-de-sac at the corner of Merchiston Grove and Ivy Terrace. There is space for at least two cars on the Ivy Terrace side of the road here. Neighbourly cooperation allows for 2 more currently.	55.93436	-3.22969
Resident	Strongly support it. Would it be possible to give Shandon Colonies its own area? The density of housing is so high that parking is limited.	55.93293	-3.2308
Resident		55.93249	-3.22961
Resident	Add double yellow lines to these small sections to stop vehicles parking in front of them, this narrows the road and blocks emergency services and bin lorries access to Weston Gait and access to the underground parking.	55.9356	-3.22838
Resident	Add double yellow lines to these small sections to stop vehicles parking in front of them, this narrows the road and blocks	55.93551	-3.22859

	emergency services and bin lorries access to Weston Gait and access to the underground parking.		
Resident	Add double yellow lines to these small sections to stop vehicles parking in front of them, this narrows the road and blocks emergency services and bin lorries access to Weston Gait and access to the underground parking.	55.93559	-3.2284
Resident	The spaces around Weston Gait are still not being included as becoming permits - but remaining free spaces. The eight spaces are currently free spaces and are always parked in by students and commuters. Make these spaces permit only!	55.9357	-3.22814
Resident	double yellow lines down the entire side of Shandon street and Road are unacceptable and serve no purpose except to take away our parking. All of the space currently unrestricted is essential for residents, this should be made into residents permit zone	55.93317	-3.23185
Resident	Many spaces (8) in Shaftesbury square are being lost when there is plenty space for more parking	55.93204	-3.23089
Resident	Parking spaces at the end of every street in the colonies are being lost.	55.9323	-3.22922
Commuter	Please lengthen the double yellow lines at the canal entrance, so that bicycles and buggies can easily access the towpath which is currently often blocked with cars parking 'nose-in' or 'tail-in' on the canal side of Ogilvie Terrace.	55.93223	-3.22638
Resident	Reducing the number of available spaces by extending double yellows in the colonies and reducing the parking bays in Shaftesbury square for no reason will create additional pressure. In order to ease pressure we need to make use of all spaces available.	55.93198	-3.23102
Resident	Suggestions: - ALL parking in colonies should be permit only (with option to add visitors to permits on temporary basis) - Marked bays in car park zone mid-Shaftesbury Park for more efficient use of parking space - Enforced ban on overnight camping	55.9321	-3.23107
Resident	I do t want yellow lines over my garage I need to park over my garage and in front of it . Plus there are only 3 spaces on the terrace with 5 houses	55.93266	-3.23215
Resident	I don't want double yellow lines over my garage . I want to be able to park over or in front on my garage . Also there are only 3 permit places on the terrace yet 5 houses	55.93266	-3.23215

Resident	I don't want double yellow lines over my garage . I want to be able to park over or in front on my garage . Also there are only 3 permit places on the terrace yet 5 houses	55.93266	-3.23215
Resident	Alderbank Place should be restricted to permit holders only. It is not a continuation of Shaftesbury Park. Alderbank Place should be treated the same way as the Terraces.	55.93114	-3.23257
Resident	The proposals across Shandon are too restrictive for non-car owners, eg those who hire vehicles, drive company vehicles, and visitors to residents. See separate email	55.93103	-3.23262
Resident	Having residents only parking does not allow residents to have visitors during the day which is particularly important for individuals with caring/childcare need. In addition the double yellow lines reduces the number of spaces which are already limited.	55.93279	-3.23661
Resident	I would prefer resident permit parking on both sides of the road on Harrison Gardens.	55.93447	-3.22795
Resident	Please can two parking spaces be made in the Daisy / Ivy very small cul de sac - marked on your diagram with a yellow line. This would offer residents of 1-4 Daisy and opposite in Ivy an opportunity to park near their address. Many thanks for considering	55.93434	-3.22969
Resident	I support any measures to encourage sustainable transport in Edinburgh. Parking in Shandon has got much worse since parking restrictions introduced in adjacent areas. We need to do something about the issue in this area	55.93214	-3.23096
Resident	But do not put double yellow lines in front of drive ways as we often park there when gardening or our children are playing in the garden. Leave the use of the white line that is currently in place as it works effectively.	55.93207	-3.22663
Resident	Why are there double yellow lines proposed on Myrtle and Primrose Terrace? Parking demand outweighs supply already here just from residents. This will still be the case with permit parking.	55.93526	-3.22965
Resident	As a student who works as well, I dont think you have considered how it is only possible to have a car to be able to work and study. We already have limited parking due to the number for flats in the area, which is 3 times the number of people.	55.93345	-3.23172
Resident	Because are street isnt busy in the day time its at night, residents parking doesn work at night now. Putting in a bike storage wont help this neighbourhood because everyone already stores their bikes in a place will be safer than the bike box.	55.93375	-3.23104

Resident	because many young adults who live at home require a car for their job as they're unable to use public transport. There was no Primary research done on current residents needs, how can this plan be valid if this is not known.	55.93303	-3.23186
Resident	because we hv already had a review, changes hv been made eg double yellows on corners. this now allows large vehicles eg fire engines to go everywhere in the Shandons. Residents need every space there now is, as we hv flats on the street.	55.93353	-3.23139
Resident	We need bespoke permits for all the roads in the colonies that have times from about 4pm to 11am. That will discourage people coming in and parking during the working day and also only let people who live in the street parking at night.	55.93175	-3.23217
Resident	Having seen the proposed parking restrictions, I think they will make the parking situation even more disastrous than it already is. There are far too many non-residents parking here already, causing extreme upset to those of us who live here.	55.93234	-3.23172
Resident	I am utterly appalled at this ludicrous proposal. This is a residential street and you are blocking resident from parking in their own streets. On top of the proposal for the bus sheds, you are removing parking spaces for c.20 council tax payers!	55.93374	-3.23103
Resident	Good to see permit bays. Ideally these would apply 7 days pw. I'd like to see these throughout Shandon rather than shared use bays which would still be taken advantage of by non-residents wanting a cheap alternative to city centre parking	55.93357	-3.2281
Resident	I am a resident in Shandon. The biggest issue with the parking is NON-RESIDENT parking. We want permit-holder parking for residents and paid parking for short periods (max 4 hrs) for non-residents. Double Yellow Lines ONLY on corners.	55.93224	-3.23317
Resident	Please extend parking controls to 6 / 6.30pm, as the biggest pressure on parking is in the evening, when restrictions aren't in place. I work for Royal Mail and must use my car to get to work early in the morning. Plus what happens on Hearts match days?	55.93523	-3.23081
Resident	Has a study been carried out on single-sided, angled parking on wider roads? Park&Ride and events (e.g. Hearts games) do add cars but the main problem is too many residents have cars and the space is inefficient - often due to parking skill or error.	55.93159	-3.22926

Resident	I don't believe these disabled bays are in use. The council put up a sign saying they would be removed, meanwhile another department repainted them! There is no corresponding road sign to the road markings and the users are not blue badge holders.	55.93164	-3.22925
Resident		55.93449	-3.22846
Resident	all these on the south side of ashely grove are perfectly good parking spaces	55.9313	-3.22778
Resident	surely we can still have this spot	55.92978	-3.22907
Resident	these were perfectly good spaces that don't require pavement parking. appreciate it is opposite the school entrance, but with the massive loss of spaces in ashley drive & terrace, removing these is unnecessary extra pressure.	55.93173	-3.22852
Resident	Totally unnecessary to halve the parking in this section by changing from end-on to parallel. Widening the road space here will just encourage faster driving near the park & ducks where dogs and children are coming and going.	55.93218	-3.22641
Resident	why can't we have this one?	55.93038	-3.22812
Resident	Parking problem is not M-F 8.30 to 5.30 but evening and overnight. Yellow lines will reduce spaces. So remove the doubles between Ivy and Daisy which serve no purpose. An neighbours we cooperate on parking here which allows four cars to park.	55.93456	-3.22935
Resident	It would be preferable if residents parking could continue in front of 21 and 22 Ivy Terrace (marked on map) with yellow lines in front of 1 and 2 Daisy Terrace side. We also manage parking right up to the corners at the junctions with Merchiston Grove	55.93437	-3.22971
Resident	Generally it's fine but there are too many double yellow lines. Looking outside our property there are two parking spaces that plans show as double yellows (outside 21a ivy terrace).	55.93433	-3.22971
Resident	Currently there are two spaces available at the end of each of the roads and the double yellow lines are painted to allow this. Please can you ensure there is no loss of space as a result of this proposed extension of the CPZ and retain both spaces.	55.93155	-3.23027
Resident	The parking within the square on Ashley Terrace currently permits two rows of end on parking with a third row of side parking. Please can the proposals be amended to retain all 3 rows on both sides to avoid a reduction in available spaces? Thank you	55.93204	-3.23095
Resident	There is no need to double-yellow the south-east of Ald Terr (on path). Three sensibly-	55.93086	-3.23162

	parked (against the wall) cars can fit here and there is still space for vans to fit between two rows of parked cars. There is a footpath here, but it goes nowhere.		
Resident	254 characters! You are joking - how can one possibly provide meaningful input so briefly! These proposals would reduce parking catastrophically. They don't solve parking, they make the problem far far worse!	55.93086	-3.22833
Resident	Restrictions are long overdue in this area. This should be an extension of present zone that includes Harrison Road. A new zone would not properly alleviate problems. At present there are many unused daytime spaces on Harrison Road.	55.93446	-3.2285
Resident	The shared use bays outside 72 to 74 Ashley Terrace should be made permit holders only as this one of the highest areas of residential density, serving both tenements and colonies.	55.93236	-3.22796
Resident	I do not see a need to put a double yellow line in front of the drive way for 2b Ashley Drive. The proposals are for a double yellow line opposite. I often park across my drive way. I use the drive space as a secure kids play area (age 1& 2)	55.93087	-3.22452
Other	Parking bays at top of Ogilvie Terrace, alongside canal, must be parallel with road, not end on. Current, unrestricted, end on parking results in half the road being blocked causing congestion and is a danger to schools children crossing road.	55.93201	-3.22655
Resident	Putting double yellow lines at end of the colony roads will reduce spaces. Daytime parking is not an issue it's evening parking and really only residents park at this time so it will make things more difficult	55.931	-3.23276
Resident	Putting double yellow lines at the end of Alderbank terrace opposite house no 1 will reduce 3 spaces, also double yellows at the end of each colony road reduces spaces by 1 on each street. I think there will be less parking as a result.	55.93084	-3.2316
Resident	This is no longer a disabled spot - please remove	55.93147	-3.23275
Resident	Why remove parking from one side of Shandon Street and Place? Street is wide enough and you are proposing to allow two-sided parking in Shandon Crescent which is (a) narrower in places and (b) has less residents/resident cars. Will oppose this to full	55.93353	-3.23142
Resident	All available spaces should be permitted in Shandon crescent, road, place and street. There should be 2 'passing' spaces made	55.94123	-3.22985

	available on the crescent as there is a passing issue on the crescent which has led to a number aggressive confrontations,		
Resident	There is nowhere near enough parking for residents as it is. Reducing this is certainly not an option. Permit holders or at very worst single yellows so that residents are able to park overnight is definitely a better option	55.93338	-3.23149
Resident	This will have no benefit to local residents apart from to fund the councils continued anti car bias. If they want to pursue this then permits should be free to all residents. Focus should be on health and social care funding rather than anti car	55.9314	-3.23138
Resident	I don't agree with the double yellow line on Ogilvie Terrace. This should also be permit holders as there won't be enough spaces for residents. We need more permit holder spaces to allocate all residential cars.	55.93303	-3.22758
Resident	During the lining works could all the road gutters be cleaned especially this area as it is full of dirt that grows weeds and stinks in the summer heat.	55.93322	-3.22782
Resident	Head on parking has been working for many years here & creates twice the amount of spaces, if the dimensions don't work then how about angled parking bays like the ones on Colinton Road @ Happy Valley shops otherwise this will drastically reduce capacity	55.93199	-3.22657
Resident	Since parking capacity is going to be greatly reduced in this proposal why can't there be parking bays on this side of Ashley Grove as it is currently working?	55.93163	-3.22836
Resident	What is happening here?	55.93524	-3.22704
Resident	What is happening here?!	55.93296	-3.2297
Resident	Why can't parking bays be along this section?	55.93206	-3.22748
Resident	Why can't the parking bays extend along here?	55.93111	-3.22722
Resident	Why can't there be parking bays here as there currently is?	55.93091	-3.22746
Resident	Why can't this area have parking bays?	55.93328	-3.22915
Resident	Why not position the bins here so that there is a little more space for the permit holder bays since parking capacity is greatly reduced in this proposal.	55.93325	-3.22787
Resident	I am very supportive in general. A minor concern is that we don't lose parking space when adding all the control lines to the roads. For example, the pavement to nowhere at the end of Alderbank Terr or the square in the Shaftesbury colonies.	55.93106	-3.23186
Resident	Why should I have to pay to park my car outside my house?!	55.93529	-3.22971

	Surely those resident in the area should be able to apply for a FREE permit allowing them to park in the area, one per household. This is yet another stealth tax on those with low income!		
Resident	I appreciate the idea that these parking restrictions will reduce the overall number of cars parking in the area, but the double yellow lines down one side of Shandon street and most of Shandon road is overkill and will only make parking harder	55.93338	-3.23164
Resident	I welcome the proposals for controlled parking in Ashley Drive, which are long overdue. As an elderly resident I look forward to being able to walk freely along our pavements without obstacles in my path. Don't be influenced by opinions to the contrary.	55.93017	-3.22833
Resident	Permits should be limited to 1 per household. An exception being were there more than 1 disabled driver in a house. Permits could be as disabled passes, i.e. the permit could be transferred between cars in a household. Additional cost for this facility?	55.9314	-3.23138
Resident	This change is necessary but needs to be well controlled, Timing 8.00 to 18.00., 7 days a week. Commuters Tynecastle & Murryfield events impinge on residents' parking. Residents buying permits should also not be disadvantaged by those who choose not to.	55.93203	-3.24005
Resident	Currently there are some usable parking spaces in this area between drives and actually people seem very good at leaving driveways clear. Please only put in double yellow lines where parking would block driveways and leave spaces in between	55.93285	-3.22735
Resident	Currently there is a lot of under-utilised shared parking on the other side of Harrison Park, whereas resident parking in Shandon is massively over-subscribed. Therefore I would suggest a higher ratio of resident to shared permit spaces.	55.93285	-3.22721
Resident	Currently there is a lot of under-utilised shared parking on the other side of Harrison Park, whereas resident parking in Shandon is massively over-subscribed. Therefore I would suggest a higher ratio of resident to shared permit spaces.	55.93414	-3.22817
Resident	Currently there is a lot of under-utilised shared parking on the other side of Harrison Park, whereas resident parking in Shandon is massively over-subscribed. Therefore I would suggest a higher ratio of resident to shared permit spaces.	55.93188	-3.22662

Visitor	There is no problem parking during the day,i.e. there are plenty of parking spaces between about 8.30am and 5pm. These parking proposals, if introduced, would make it virtually impossible for me to park near the house I visit on a regular basis.	55.93401	-3.23006
Resident	Proposals will reduce parking in Shaftesbury Park, as they don't include the double file parking in the "square". 8-10 cars can park at right angles behind each centre rank with no access problems. one of these centre ranks should be resident only.	55.9321	-3.23101
Visitor	This is completely unnecessary. The road is wide enough to accommodate parking. The major issue is school drop off which could be controlled by other means.	55.93273	-3.22717
Resident	This is not a disabled bay. This is an on-going issue which the council has created thought its usual efficiency.	55.93146	-3.2294
Resident	This is not a disabled bay. This is an on-going issue which the council has created thought its usual efficiency.	55.93145	-3.22939
Resident	But please not to many double yellow lines. Because it will ruin the whole proposal if you make it harder for residents to park.	55.93522	-3.23016
Resident	It would be great to stop pavement parking on Ashley Drive.	55.92985	-3.22888
Resident	Overall, the proposals seem good. However, the new double yellow lines in the colonies seem unnecessary.	55.93229	-3.22923
Resident	These proposals dramatically reduce the number of parking spaces available on our street & others nearby. Converting sections of our street to double-yellow line only will simply infuriate residents by preventing them from parking outside their houses.	55.93501	-3.22926
Resident	I'm in favour of controlled parking but the proposals in my street Ogilvie Tce will lead to a loss of 20 parking spaces by making the area at the canal parallel rather than end on parking and removing the parking from outside the houses opposite the park	55.93198	-3.22649
Resident	1) where cars are parked perpendicular to the pavement, have measures which ensure their front or back end aren't over the pavement to prevent buggies (and even a single person) at times walking past and having to go onto the road 2) less shared bays	55.93218	-3.23127
Resident	Residents Ashley Dr park sensibly. Commuters cause issues by volume/behaviour - daytime, Mon-Fri ONLY as shown by previous council studies. restriction should be to them entering city?	55.92974	-3.22996

	not making city residents pay+compete for reduced parking in own st.		
Resident	I don't think permits will work well in this area, there is always a shortage of parking and a permit doesn't guarantee a space. People will just move their cars into nearby areas and not buy a permit. What the motivation is for permits. Making money?	55.93442	-3.22981

9. GORGIE

9.1.1 Gorgie received the highest number of plots with 303 in total.

9.1.2 Upon analysis, it was noted that a high number of these responses appeared to use a generic template with insufficient information provided to determine a true number of individuals.

9.1.3 204 plots were made by people who left only their first name and only the first part of a postcode, EH14.

9.1.4 112 plots simply stated that they did not like the proposals and left no comment.

9.1.5 92 comments were the same three comments repeated several times, word for word:

I am a...	Comment
Resident	As a resident here for many years I have NEVER had any problem parking on my street or any of the surrounding streets. There is no parking pressure in this area and there never has been
Resident	This isn't need or wanted, no issue with non-resident parking.
Resident	This proposal is completely unnecessary, unwanted and is clearly a money making exercise. There is NEVER any issue getting parked outside my home, nor on the surrounding roads, they are mostly empty everyday. I, nor any of my neighbours want this.

9.1.6 98 other responses were received, left by 65 people and can be viewed below.

9.1.7 Three comments were regarding requiring event day controls.

9.1.8 Five comments believe the proposals are unfair and would only be a financial burden to residents.

9.1.9 10 comments mention the loss of bays due to yellow lines and are concerned this will only increase parking pressure.

9.1.10 19 comments were received stating that there were no parking issues in the area and the proposals were unnecessary.

9.1.11 15 comments said that the controls were not "needed or wanted".

I am a...	Comment	X	Y
Resident	I like the proposal, however my comment it that the parking permits have to be late enough and on weekends to prevent problems caused by football traffic, when the parking situation as it's worse.	55.9366	-3.23326
Resident	Finding a parking space at Moat Drive / Hutchinson area is most challenging during the football games at the Tynecastle Stadium. The games fall outside enforcement hours for permit holders parking spaces. This creates an additional charge without benefit	55.93209	-3.23735
Resident	Proposal seems to be to half the available parking in my street and put controls on the other half. And charge me for the privilege. Main issue currently is parking in evenings (+ football and rugby crowds). Daytime controls will not help.	55.93229	-3.23422

Resident	On what basis would double yellow lines be painted within a private road/parking of a private residential development?	55.92982	-3.24932
Resident	This will adversely affect residents. The people who park on Hermand Terrace live here. I'm a homeowner and parking was a consideration when purchasing this property, as my partner and I require a car due to illness and can't afford a permit.	55.93228	-3.23475
Resident	I feel the parking plans submitted are unfair on current residents who have become used to the current free parking available - hence why the area is attractive in the first place. This is another cost to residents - which is unnecessary.	55.93798	-3.23331
Resident	4. There would really be no benefit for the residents in being included in a parking zone, and it would mean for many they would have to buy a permit to park outside their own house/villa.	55.93335	-3.2442
Resident	I don't think its fair or necessary to charge residents to park outside where they live because of non-residents' choices to park. Giving residents free permits that prove their right to park but charging non-residents is a better intermediate.	55.93269	-3.23524
Resident	I do not have problems with parking especially during the day. The restrictions on the main road do not affect me and there is no problem with the side roads, especially during the day. If permits are to be introduced they must be free to residents.	55.93112	-3.23813
Resident	I am unhappy with the proposed parking restrictions in Gorgie, specifically outside my property on Hermand Cr. my reasons are: 1) proposed bays/yellows lines on hermand Cr. reduce capacity 2) two car limit unfeasable for 3 car self employed household	55.93348	-3.23319
Resident	There is significant reduction in available spaces, as far as I am aware the cars parking in my street are all residents of the street. There are not enough at the moment and the allocated spaces is a significant reduction, how will this work?	55.92854	-3.24258

Other	I am extremely concerned about the limited amount of parking spaces being offered. It feels like This is a money making exercise for the council. My elderly mother relies on visitors and I think the restricted parking will definitely put people off.	55.92944	-3.24328
Resident	Living on Hutchison Loan, with 2 cars in my household... This map show 2 permit spaces, to accommodate 28 house holds.... How does this work??? DOuble yellow lines right outside my house???? WHat the hell are you thinking??	55.92787	-3.24364
Resident	This will cause chaos as the number of spaces proposed -is less than the number of vehicles already owned by the residents in the area, you are just moving the parking problem on, my street is a terraced Street with little or no off road parking.	55.93244	-3.24565
Resident	In Appin Place your are suggesting that the existing parking bays marked are to become paying bays. This would mean that we would need to instigate a barrier to maintain our other existing bays from being swamped by whatever STRATEGIC plans you have.	55.92966	-3.23888
Resident	I feel the proposed double yellow lines on Robertson Gait and Slateford gait would reduce the amount of parking spaces for residents and make it difficult for visitors/tradesmen to park	55.93488	-3.23667
Resident	2 permit spaces in E Chesser Crescent is totally inadequate & inappropriate for a street with no parking issues. What is Council policy on urban creep? More gardens will be removed for parking = flood problems/nature loss. Use council tax to raise money	55.93017	-3.24899
Resident	I think this is unfair to the people lives in this area with the double yellow lines as it limited parking space at this moment and time in this area. And as I can see it mostly residents us these. So it a NO for me	55.93229	-3.23422
Resident	Parking is in very short supply here. People leave half car lengths between cars making even fewer spaces. Why can't cars continue to park in the cul de sac? Double yellows there make fewer spaces available. Not convinced this will help but will cost me!	55.9316	-3.23863

Resident	I do not see how this js anything other than a money making exercise by the council. I have never not been able to park either of my cars near my house, not have any of my guests when they visit me. I object to this strongly.	55.9309	-3.24055
Resident	5. I would object to thinking that we were included in a parking zone just to provide the council with more funding (fines, penalties and permit charges).	55.93332	-3.2442
Resident	Control of double parking is required not being forced to pay to park. This is another money making exercise hitting the motorist again. What are our visitors to do if spaces are for residents?	55.93087	-3.23891
Resident	It would hugely benefit residents of the gorgie area to have restricted permit parking, but this should include the evening hours between 5:30-next day as this is the most difficult time to find a space for residents.football parking traffic problem	55.936	-3.23244
Resident	Lived in this area since 1960s there's never been an issue parking in our street or sorounding areas the charges are very high how will the elderly and disabled cope with the charges totally ridiculous money making scheme	55.93226	-3.24751
Resident	I have lived here for 6 years and have never had a problem with parking in my street, or in adjacent streets. I don't think the restrictions are necessary.	55.93274	-3.23527
Resident	I live on Hutchison Avenue. I have no problem finding parking here. Additionally, I enjoy that my partner and family are able to visit and park without incurring a cost. I resent my family not being able to visit.	55.92892	-3.244
Resident	My street does not need parking restrictions. There are always spaces available. I struggle to maintain car costs which I need for work. There is no need for permit parking in this street. I would see this as an unfair tax imposed on me by the council.	55.92812	-3.24414
Resident	There is ample parking in the area. Placing restrictions throughout this whole area is completely unnecessary.	55.92904	-3.24278
Resident	I have never had any difficulty parking in Wardlaw Terrace and think the introduction of parking permits would out price a lot of	55.93617	-3.23177

	residents in this area, including myself, from living anywhere near the city centre.		
Resident	Not wanted, roads empty, no issue with non-residential parking	55.93089	-3.24314
Resident	We are being told that this is strategic in that you are wanting to control parking. Well since we don't have a issue with parking it would seem that you are trying to get us to pay for something we already own. ALL bays in Appin Place.	55.92977	-3.23914
Resident	I live in Slateford Gait and we do not have issues with parking. The proposal is not straightforward to understand. I'm yet to find the key for the map so I question the results of your consultation.	55.93395	-3.23594
Resident	Don't need or want this, no issue with parking	55.93229	-3.24133
Resident	Not needed, no issue with non-resident parking	55.92932	-3.24396
Resident	I never have any problem parking in Hutchison Road and feel there is no requirement for these type of parking zones in this area.	55.9303	-3.24421
Resident	I object. This is an area with NO parking issues but you are about to create them. I fail to understand how this will make it easier to park. What about urban creep? More gardens will be mono-blocked putting extreme pressure on wildlife and flood risks.	55.93025	-3.24906
Resident	There is no requirement for controlled parking in my street. There is NOT a problem with commuters parking here and there is enough parking areas for the residents and visitors. It would be a TOTAL inconvenience for the residents,	55.92819	-3.24473
Resident	We find the proposed parking restrictions unnecessary and abhorrent. We feel this is a revenue generating exercise and we will vehemently reject this. There are no issues with parking in Chesser Crescent. We feel the Counsellor is trying to score points.	55.93109	-3.24858
Resident	The parking restrictions suggested are totally ridiculous. There are no issues with parking in this area. You will be making problems. There will not be enough bays for residents in Hutchison Medway/Grove. I am also sending a separate email matter!	55.9298	-3.24116

Resident	Not required in Hutchison where there is never and has never been an issue. (Please see extra email sent).	55.93058	-3.2436
Resident	We don't need permit parking on this street. There are enough spaces for everyone.	55.92815	-3.24419
Resident	It is not necessary for this section of double yellow line to extend so far from the junction. Doing so will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.93015	-3.24268
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92891	-3.24414
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Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.93001	-3.24191
Resident	I don't see the point, it is not needed. If it is deemed necessary and not a money making scheme hand out free permits to residents. Just looks like the council trying to make more money from motorists!! Edinburgh is definitely not a car friendly place!	55.93032	-3.23946
Resident	I never have a problem getting parked outside my home. Having to pay for a permit would be an unwelcome additional expense to me and restrictions would be an inconvenience to anyone that comes to visit me. I do not think these restrictions are necessary.	55.93256	-3.24175
Resident	The double yellow line against the grass verge is unnecessary. We don't have an issue with parking in the development. Sure occasionally it will get tight but not oppressive.	55.92944	-3.23936
Resident	I live on Hermand Terrace. A permit zone is completely inappropriate for this street. There is no current shortage of spaces on the road. The yellow lines proposed are totally excessive, as	55.93232	-3.23476

	they would halve the number of spaces for residents.		
Resident	This is shambolic and not needed. There is no reason to charge residents and visitors to park this far out of town. The controls in place (double yellow, green lanes) are sufficient. I absolutely object to this proposal. Stop robbing car owners	55.93036	-3.23695
Resident	I have paid for parking permits for a long time, and pay for parking when in town, this is one of the reasons I moved, being a new homeowner money is tight. There is no need for it either as there is plenty spaces where I live. Please don't go ahead.	55.93093	-3.24181
Resident	No, no, no, we don't want this	55.93172	-3.24204
Resident	Not wanted, not needed	55.93192	-3.23935
Resident	Don't want this, no issue with parking. Don't impose this where residents say NO.	55.93191	-3.2419
Resident	Can you consider changing the parking bays to the opposite side of the road in Hutchison Medway. This will allow the households on the side of the road with the larger gardens to have a drive if they wish. Improving availability for all in the street.	55.92857	-3.24269
Resident	Please put spaces on both sides of the street, this will increase availability, there is no obvious reason not to have spaces here	55.92998	-3.24162
Other	i work for the NHS & the Gov directives are about treating patients in the community. Maintaining patient access and staff access is paramount to this and with your plans restrict both. it will increase recruitment issues and decrease patients choice.	55.93388	-3.23714
Visitor	My children go to St Cuthberts primary school. During the day/evening and at the weekend there appear to be lots of spaces. I'm concerned doing this will increase the poor parking around the school and decrease safety for kids walking to school.	55.93094	-3.2409
Resident	Concern for Chesser residents outside the boundary as traffic/parking to avoid charges will increase. Chesser Grove is barely a one way street (not one way) and concerned about road blockages, noise and pollution. Impact of 2 student acc dev nearby.	55.92873	-3.25229

Resident	Have sent separate email due to the text box character restrictions! Far too short for meaningful consultation.	55.92739	-3.2455
Resident	The email address provided for consultation is invalid. This is not meaningful consultation with such a character restriction. Edinburgh.Consultation@projectcentre.co.uk.	55.93028	-3.25158
Resident	Firstly your detail is lacking and not descriptive of the proposed changes, no legend to describe the changes in my area, just lines on maps. Second the sessions being run in my area are restrictive and will exclude those residents who work bus.hours.	55.93244	-3.24565
Resident	Went along to display at Gorgie Church to have them put the double yellow lines in as RED (whatever that means. Then you map gives it as Yellow, which is what it is. If I use my skills as a project manager I would think that this was a fiddle.	55.92952	-3.23943
Resident	You are changing designated / private parking into pay/permit parking without any real consultation at all.	55.92976	-3.23915
Resident	You are putting single lines into an area you do not own or manage.	55.92951	-3.23862
Resident	My only concern is about the parking fees for visitors/workmen to my home and the time restrictions on visitor permits. When will details be available? In many cases it is difficult to park in the evening but this is due to residents and not visitors.	55.93218	-3.24015
Resident	This area already is used by existing private permit holders resident in adjacent buildings and would not benefit from being made a public-permit area.	55.9331	-3.23371
Resident	This area already is used by existing private permit holders resident in adjacent buildings and would not benefit from being made a public-permit area.	55.93323	-3.2337
Resident	I have been allowed a disabled space in the "private" area of Appin Place. With around 36 spaces now requiring parking permits, there will be huge pressure on the free "private" spaces which may result in me being unable to get parked close to my home.	55.92954	-3.23878
Resident	There is plenty of parking during the proposed hours whereas on the evenings and weekends	55.93513	-3.235

	there is a real problem with double and illegal parking. This proposal appears to punish the residents who leave their cars at home during the day.		
Resident	Appin Street is a development of 99 flatted properties which currently has 99 marked parking bays of which approximately 50% are adopted. On any given night we probably have 110-120 vehicles parked using bays and kerbside parking, often dangerously.	55.93026	-3.23764
Resident	Continuing on, is it possible to change the shared use from the disabled bays in Hutchison Crossway to Eltringham to permit holders as parking up the upper part can incur break ins/damage to vehicles. I never park in that area after living here for 25yrs	55.93304	-3.24501
Resident	I fully support the parking zone changes however, I'd like to recommend that the residential parking be 24/7 as there is congested parking in the street on weekends and after working hours because football at the stadium, the pub and the bowling club.	55.93304	-3.24501
Resident	All areas around the on street communal recycling and landfill bins should have double yellow lines and signs indicating no parking at anytime and indicating the financial penalties incurred if illegally parked there.	55.93615	-3.23384
Resident	All shared use bay area should be clearly marked parking bays with white lines to ensure that the proposed area is fully utilised and cars are not parked so there are fewer spaces available as is the case at the present time	55.93626	-3.23419
Resident	I have a private parking space outside my flat however I feel making the main road permit parking will only encourage people without permits to park in my space	55.93124	-3.23962
Resident	3. We need access for emergency and trade/delivery vehicles. So parking could only be provided one side of the cul-de-sac.	55.93334	-3.24421
Resident	I attended the drop in at Polwarth Parish Church hall today (1 November) and questioned and expressed my concerns to Mr MacKay (I believe that was his name?). This mode of comments is exceedingly limited!	55.93332	-3.2442
Resident	I object to the inclusion of Hutchison View because:-	55.9333	-3.24424

	<p>1. We are a cul-de-sac where not everyone has a garage or driveway.</p> <p>2. We are near to Murayfield, Tynecastle and Saughton park and so are frequently used for parking evenings and weekends depending on</p>		
Resident	I agree that this area is busy in term of parking, though I always manage to park my vehicle close by where I live for free. I disagree with having to pay for a resident permit.	55.93635	-3.23416
Resident	Parking is in very short supply here. People leave half car lengths between cars making even fewer spaces. Why can't cars continue to park in the cul de sac? Double yellows there make fewer spaces available. Not convinced this will help but will cost me!	55.9316	-3.23863
Resident	I live in Westfield Street, Gorgie and think this is a great idea. On my street it is supposed to be residents parking only, and despite there being signs saying this, non residents use this street for parking and this is very frustrating.	55.93727	-3.23801
Resident	Adding double yellow lines is great. Currently there's no restriction next to parking bays, and the way people park there means that it can be impossible to get out of the bays. I'd appreciate more info on single yellow lines and any changes there.	55.93381	-3.23585
Visitor	I strongly object to further parking restrictions being introduced. Where do you propose residents and their visitors park their vehicles. Expensive permits? Area allows easy access to Water of Leith, local park and shops. Negative impact on area.	55.9287	-3.2462
Resident	Not enough parking here now. Parking more difficult overnight when everyone home. People leave large spaces between next car. Double yellow lines in cul de sac make even fewer spaces. Why? Do not see how this helps in any way but it will cost me money!	55.93155	
Resident	Moat Street is only busy in the evenings and at weekends - people who live in the street and on Moat Place. Creating residents parking only serves to create a revenue opportunity I do not see how it will make it easier for residents to park in their road	55.9316	

Resident	I do not want permits or paid parking bays in Appin Street, we all manage park there fine and don't need to be forced to pay for the privilege of doing so when it is already residents parking.	55.9307	
Resident	My street only ever has problems on match days. Removing spaces across the whole area will increase problems & price out those who can't afford. No safe cycle routes or P&R alternative, just money for council. Unnecessary.	55.93236	
Resident	Putting a double yellow line along this entire section will dramatically reduce the amount of parking available in this area and will increase the parking pressures these changes are supposed to reduce.	55.93008	
Resident	The double yellow lines at this corner and the other corners on Hutchison Place are of inconsistent length. In several cases including this one they appear much longer than necessary, reducing parking space and increasing parking pressure unnecessarily.	55.92928	
Resident	There is enough space for a parking space between the corner and the driveway, having double yellow lines continue between these will just reduce available parking, increasing the parking pressures these changes are supposed to reduce, for no benefit.	55.92921	-3.24317
Resident	This area is frequently used for parking. Doing so does not restrict traffic flow or visibility in the junction. Putting a double yellow line here will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.92833	-3.24459
Resident	This area is frequently used for parking. Doing so does not restrict traffic flow or visibility in the junction. Putting a double yellow line here will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.92831	-3.24489
Resident	This section of Hutchison Place is as wide as the rest of Hutchison Place and Hutchison Avenue, there is no need to put double yellow lines along on both sides of it. Doing so will increase the parking pressures for residents in the area for no reason.	55.92956	-3.24419

Visitor	I'm not local & collect granddaughter daily from school & stay until daughter home from work. There are not enough spaces for all homes with cars & no visitor spaces. This will cause chaos for all homes with cars. NOT NECESSARY as works well at present.	55.92808	-3.24425
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I am a...	Comment	x	y
Resident	I like the proposal, however my comment it that the parking permits have to be late enough and on weekends to prevent problems caused by football traffic, when the parking situation as it's worse.	55.9366	-3.23326
Resident	Finding a parking space at Moat Drive / Hutchinson area is most challenging during the football games at the Tynecastle Stadium. The games fall outside enforcement hours for permit holders parking spaces. This creates an additional charge without benefit	55.93209	-3.23735
Resident	Proposal seems to be to half the available parking in my street and put controls on the other half. And charge me for the privilege. Main issue currently is parking in evenings (+ football and rugby crowds). Daytime controls will not help.	55.93229	-3.23422
Resident	On what basis would double yellow lines be painted within a private road/parking of a private residential development?	55.92982	-3.24932
Resident	This will adversely affect residents. The people who park on Hermand Terrace live here. I'm a homeowner and parking was a consideration when purchasing this property, as my partner and I require a car due to illness and can't afford a permit.	55.93228	-3.23475
Resident	I feel the parking plans submitted are unfair on current residents who have become used to the current free parking available - hence why the area is attractive in the first place. This is another cost to residents - which is unnecessary.	55.93798	-3.23331
Resident	4. There would really be no benefit for the residents in being included in a parking zone, and it would mean for many they would have to buy a permit to park outside their own house/villa.	55.93335	-3.2442
Resident	I don't think its fair or necessary to charge residents to park outside where they live because of non-residents' choices to park. Giving residents free permits that prove their right to park but charging non-residents is a better intermediate.	55.93269	-3.23524
Resident	I do not have problems with parking especially during the day. The restrictions on the main road do not affect me and there is no problem with the side roads, especially during the day. If permits are to be introduced they must be free to residents.	55.93112	-3.23813
Resident	I am unhappy with the proposed parking restrictions in Gorgie, specifically outside my property on Hermand Cr. my reasons are: 1) proposed bays/yellows lines on hermand Cr. reduce capacity 2) two car limit unfeasable for 3 car self employed household	55.93348	-3.23319
Resident	There is significant reduction in available spaces, as far as I am aware the cars parking in my street are all residents of the street. There are not enough at the moment and the allocated spaces is a significant reduction, how will this work?	55.92854	-3.24258

Other	I am extremely concerned about the limited amount of parking spaces being offered. It feels like This is a money making exercise for the council. My elderly mother relies on visitors and I think the restricted parking will definitely put people off.	55.92944	-3.24328
Resident	Living on Hutchison Loan, with 2 cars in my household... This map show 2 permit spaces, to accommodate 28 house holds..... How does this work??? DOuble yellow lines right outside my house???? WHat the hell are you thinking???	55.92787	-3.24364
Resident	This will cause chaos as the number of spaces proposed -is less than the number of vehicles already owned by the residents in the area, you are just moving the parking problem on, my street is a terraced Street with little or no off road parking.	55.93244	-3.24565
Resident	In Appin Place your are suggesting that the existing parking bays marked are to become paying bays. This would mean that we would need to instigate a barrier to maintain our other existing bays from being swamped by whatever STRATEGIC plans you have.	55.92966	-3.23888
Resident	I feel the proposed double yellow lines on Robertson Gait and Slateford gait would reduce the amount of parking spaces for residents and make it difficult for visitors/tradesmen to park	55.93488	-3.23667
Resident	2 permit spaces in E Chesser Crescent is totally inadequate & inappropriate for a street with no parking issues. What is Council policy on urban creep? More gardens will be removed for parking = flood problems/nature loss. Use council tax to raise money	55.93017	-3.24899
Resident	I think this is unfair to the people lives in this area with the double yellow lines as it limited parking space at this moment and time in this area. And as I can see it mostly residents us these. So it a NO for me	55.93229	-3.23422
Resident	Parking is in very short supply here. People leave half car lengths between cars making even fewer spaces. Why can't cars continue to park in the cul de sac? Double yellows there make fewer spaces available. Not convinced this will help but will cost me!	55.9316	-3.23863
Resident	I do not see how this js anything other than a money making exercise by the council. I have never not been able to park either of my cars near my house, not have any of my guests when they visit me. I object to this strongly.	55.9309	-3.24055
Resident	5. I would object to thinking that we were included in a parking zone just to provide the council with more funding (fines, penalties and permit charges).	55.93332	-3.2442
Resident	Control of double parking is required not being forced to pay to park. This is another money making exercise hitting the motorist again. What are our visitors to do if spaces are for residents?	55.93087	-3.23891
Resident	It would hugely benefit residents of the gorgie area to have restricted permit parking, but this should include the evening hours between 5:30-next day as this is the most difficult time to find a space for residents.football parking traffic problem	55.936	-3.23244
Resident	Lived in this area since 1960s there's never been an issue parking in our street or sorounding areas the charges are very high how will the elderly and disabled cope with the charges totally ridiculous money making scheme	55.93226	-3.24751
Resident	I have lived here for 6 years and have never had a problem with parking in my street, or in adjacent streets. I don't think the restrictions are necessary.	55.93274	-3.23527
Resident	I live on Hutchison Avenue. I have no problem finding parking here. Additionally, I enjoy that my partner and family are able to visit and park without incurring a cost. I resent my family not being able to visit.	55.92892	-3.244
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Resident	There is plenty of parking during the proposed hours whereas on the evenings and weekends there is a real problem with double and illegal parking. This proposal appears to punish the residents who leave their cars at home during the day.	55.93513	-3.235
Resident	Appin Street is a development of 99 flatted properties which currently has 99 marked parking bays of which approximately 50% are adopted. On any given night we probably have 110-120 vehicles parked using bays and kerbside parking, often dangerously.	55.93026	-3.23764
Resident	Continuing on, is it possible to change the shared use from the disabled bays in Hutchison Crossway to Eltringham to permit holders as parking up the upper part can incur break ins/damage to vehicles. I never park in that area after living here for 25yrs	55.93304	-3.24501

Resident	I fully support the parking zone changes however, I'd like to recommend that the residential parking be 24/7 as there is congested parking in the street on weekends and after working hours because football at the stadium, the pub and the bowling club.	55.93304	-3.24501
Resident	All areas around the on street communal recycling and landfill bins should have double yellow lines and signs indicating no parking at anytime and indicating the financial penalties incurred if illegally parked there.	55.93615	-3.23384
Resident	All shared use bay area should be clearly marked parking bays with white lines to ensure that the proposed area is fully utilised and cars are not parked so there are fewer spaces available as is the case at the present time	55.93626	-3.23419
Resident	I have a private parking space outside my flat however I feel making the main road permit parking will only encourage people without permits to park in my space	55.93124	-3.23962
Resident	3. We need access for emergency and trade/ delivery vehicles. So parking could only be provided one side of the cul-de-sac.	55.93334	-3.24421
Resident	I attended the drop in at Polwarth Parish Church hall today (1 November) and questioned and expressed my concerns to Mr MacKay (I believe that was his name?). This mode of comments is exceedingly limited!	55.93332	-3.2442
Resident	I object to the inclusion of Hutchison View because:- 1. We are a cul-de-sac where not everyone has a garage or driveway. 2. We are near to Murayfield, Tynecastle and Saughton park and so are frequently used for parking evenings and weekends depending on	55.9333	-3.24424
Resident	I agree that this area is busy in term of parking, though I always manage to park my vehicle close by where I live for free. I disagree with having to pay for a resident permit.	55.93635	-3.23416
Resident	Parking is in very short supply here. People leave half car lengths between cars making even fewer spaces. Why can't cars continue to park in the cul de sac? Double yellows there make fewer spaces available. Not convinced this will help but will cost me!	55.9316	-3.23863
Resident	I live in Westfield Street, Gorgie and think this is is great idea. On my street it is supposed to be residents parking only, and despite there being signs saying this, non residents use this street for parking and this is very frustrating.	55.93727	-3.23801
Resident	Adding double yellow lines is great. Currently there's no restriction next to parking bays, and the way people park there means that it can be impossible to get out of the bays. I'd appreciate more info on single yellow lines and any changes there.	55.93381	-3.23585
Visitor	I strongly object to further parking restrictions being introduced. Where do you propose residents and their visitors park their vehicles. Expensive permits? Area allows easy access to Water of Leith, local park and shops. Negative impact on area.	55.9287	-3.2462
Resident	Not enough parking here now. Parking more difficult overnight when everyone home. People leave large spaces between next car. Double yellow lines in cul de sac make even fewer spaces. Why? Do not see how this helps in any way but it will cost me money!	55.93155	-3.23852
Resident	Moat Street is only busy in the evenings and at weekends - people who live in the street and on Moat Place. Creating residents parking only serves to create a revenue opportunity I do not see how it will make it easier for residents to park in their road	55.9316	-3.23816
Resident	I do not want permits or paid parking bays in Appin Street, we all manage park there fine and don't need to be forced to pay for the privilege of doing so when it is already residents parking.	55.9307	-3.23653
Resident	My street only ever has problems on match days. Removing spaces across the whole area will increase problems & price out those who can't afford. No safe cycle routes or P&R alternative, just money for council. Unnecessary.	55.93236	-3.23797
Resident	Putting a double yellow line along this entire section will dramatically reduce the amount of parking available in this area and will increase the parking pressures these changes are supposed to reduce.	55.93008	-3.24181
Resident	The double yellow lines at this corner and the other corners on Hutchison Place are of inconsistent length. In several cases including this one they appear much longer than necessary, reducing parking space and increasing parking pressure unnecessarily.	55.92928	-3.24327

Resident	There is enough space for a parking space between the corner and the driveway, having double yellow lines continue between these will just reduce available parking, increasing the parking pressures these changes are supposed to reduce, for no benefit.	55.92921	-3.24317
Resident	This area is frequently used for parking. Doing so does not restrict traffic flow or visibility in the junction. Putting a double yellow line here will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.92833	-3.24459
Resident	This area is frequently used for parking. Doing so does not restrict traffic flow or visibility in the junction. Putting a double yellow line here will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.92831	-3.24489
Resident	This section of Hutchison Place is as wide as the rest of Hutchison Place and Hutchison Avenue, there is no need to put double yellow lines along on both sides of it. Doing so will increase the parking pressures for residents in the area for no reason.	55.92956	-3.24419
Visitor	I'm not local & collect granddaughter daily from school & stay until daughter home from work. There are not enough spaces for all homes with cars & no visitor spaces. This will cause chaos for all homes with cars. NOT NECESSARY as works well at present.	55.92808	-3.24425

Appendix C – Emails

Type of response Area (if stated)	Questions	Alternative suggestions/ Additional requests	Total Emails
Abbeyhill	1	3	4
Craiglockhart (B8 PPA)		2	5
Gorgie	1	1	6
Gorgie North			1
Leith	1	5	19
Leith Walk			1
North Leith			3
Pilrig		1	4
Shandon	9	9	25
Unspecified	2	1	17

Some email responses were for multiple areas and have been logged for each area they refer to. Some responses also fell into multiple categories.

<p>Thank you for your response which I just received, i.e. AFTER the consultation CLOSED two days ago. Thankfully, I regularly checked the website, and the "survey" must have been activated during that time. Eventually, I had "my say" within the extremely TIGHT timeframe Edinburgh Council left for CONCERNED citizens. With little hope that this FRAUDULENT scheme is going to be scrapped, I thank you again for responding AT ALL!</p>
<p>Do not put controlled parking or permit parking in our street. It is great for visitors, people utilising pilrig school and parking is fine. There must be another way for Edinburgh council to milk even more money from its residents and visitors you haven't thought of yet.</p>
<p>Hi - I just submitted feedback through the online form, but, on completion, I just got bounced back to the landing page, with no indication of whether it had been received. Emailing for a couple of reasons:</p> <ul style="list-style-type: none"> • in case this is indicative of a glitch that needs fixed • to make sure you actually got the feedback - I'm happy to email it instead, but don't want to double up.
<p>I have a few queries and comments regarding the CPZ parking proposals within the Shandon Colonies (Shaftesbury Park and the offshoot terraces) which I felt could not be addressed using the suggested form.</p> <p>A) The September Report states that Average Parking Pressure in the Shandon area is 89%. I suspect this to be a misleading figure given that your designated Shandon area comprises of differing dwelling types, road usage and parking. Ashley Terrace plus Shandon Street, Place, Road and Crescent consist of through-going roads with a mixture of multi level dwellings and large terraced houses.</p> <p>The Shandon Colonies is a single entry no-through-road area comprising of two-storey flat dwellings. South of the Colonies (Cowan Road, Ashley Grove, Gardens and Drive) the area comprises mainly of bungalows on through going roads with most residences having off-road parking in drives or garages.</p> <p>Each distinct area has a differing parking need and will therefore have differing Average Parking percentages. I do not believe compiling these into a single figure for these distinct areas is accurate and I consider it misleading.</p> <p>Questions: Can you please advise the method regarding how this figure of 89% was derived? By visual inspection? If yes, then at what times and days? Was the whole of the Shandon area, as per your map, inspected at the same visit? Do you have figures for the three distinct areas I have mentioned above?</p>

B) My particular concern is within the Shandon Colonies, where I live. This is Shaftesbury Park and all roads emanating from it. If a “spot check” of the Parking Pressure was made at a particular time, then the development of parking throughout the day within the Colonies would not be witnessed.

For example...(approximate times)...

06:30 Cars leave the area as people go to work. Parking spaces are freed up.

08:30 Cars enter the area as nearby business commuters arrive for work. Parking spaces are used but many are still available.

09:30 Throughout the day, carers, tradesmen, visitors etc come and go. Parking fluctuates but there are spaces available.

17:00 Residents arrive home from work and all available parking is used up with some residents disappointed.

So, from my estimations above, you can see that between 06:30 and 17:00 there are parking spaces freely available in the Shandon Colonies.

There are insufficient parking spaces between 17:00 and 06:30. This is when we need controlled parking, not during the day.

I believe this situation has been advised by residents in previous consultations and public meetings and it appears that this is being ignored or discarded. There is no mention of it within the report. It is still evident that many residents want overnight controls as witnessed in their comments made within local web forums i.e. Nextdoor.co.uk

Questions: It appears the Council is considering, for this area, “standard” control times which are daytime working hours. Are there any procedures which could provide overnight controls?

Can the Shandon Colonies, being a single entry no-through-road, be considered for “mews parking” i.e. “Permit holders parking only past this point”.

Similar to that in Ettrick Loan (precedence). This would then be a 24-hour enforcement.

C) The interactive map shows, within the Shandon Colonies, that Shaftesbury Park will consist of “shared use parking bays”. It is therefore assumed that these will be “park and pay” bays.

The Shandon Colonies is a designated conservation area. As such, we residents are strictly limited and controlled in any changes we make to our residences and gardens to ensure the historical identity and appearance of the area.

Questions: Is my assumption that the “shared use parking bays” will be “park and pay” correct?

If, yes, then will fixed “park and pay” payment stations be installed within the area?

If yes, will planning permissions and resident consultations be conducted to ensure the identity of the area is not affected by the addition of street furniture?

<p>To whom it may concern</p> <p>I want to comment on the proposed parking changes in Georgie/Shandon/Slateford.</p> <p>It seems to me that this will create more problems as huge swathes of parking are being removed and parking charges being introduced. It will price out people who can ill afford it without providing them with an alternative. Almost all buses just go in and out of town, you're not making safe cycle routes or providing park and ride or parking alternatives.</p> <p>People whose roads will become double yellow will now all be competing for a space in parking pass areas.</p> <p>If people are parking in the area during the day to commute then make their journeys easier, don't just charge the residents.</p> <p>The area only really gets busy for a few hours on match days so although you might OCCASIONALLY need to park a street away, I've never experienced an ongoing issue. Restricting parking will not guarantee a space anyway and disabled bays will surely have to remain in place for those who can't walk to the next street, so how will it help? We'd pay our money and still not be able to park.</p> <p>The fact that you're charging at all, let alone by the CO2 output also shows that this is not about improving the situation, it's about making money and the poorest are the ones who suffer most. Can't afford a newer car? Tough, it will cost more to park.</p> <p>There is no pre existing problem to solve.</p> <p>I can't cycle to work in town because cars park in cycle lanes, Princes St is a death trap, the canal path is far too thin, you can't cycle though Princes St Gardens as an alternative to Princes St and George St is given over to bars every summer.</p> <p>I'd rather see safe cycle routes being built, cheap resident/commuter car parks (with charging points) to allieve pressure, bus timetables that don't have all buses arrive at once then a 20 minute gap, buses that don't only go into the centre but better serve the suburbs, cheaper car share schemes and other such programs. Not just taking away parking and charging for what's left.</p> <p>Encourage alternatives instead of this unnecessary endeavour.</p>
<p>From what I understand from the map I've been looking at it is proposed that the 'Keep Clear' space outside {address redacted} is to be replaced with yellow lines. {address redacted} (Viewpoint Flats) is amenity (alarmed) housing for elderly, disabled and vulnerable people and the ' Keep Clear' space is used by ambulances, fire engines, other service vehicles, taxis, delivery vehicles and, importantly, by relatives and many others dropping off and picking up residents. To do away with the space, if that indeed is the proposal, would cause great difficulties to some of the residents of {address redacted} especially those with disabilities and those with limited mobility, and I would urge you, with ease of access in mind, to retain the ' Keep Clear' signage. It has shown itself to be a highly effective initiative over the years and of vital help to many residents, and I certainly hope that can continue to be the case in the future.</p>
<p>As a frequent visitor to my daughter's house in Shandon to provide regular childcare for her 2 small children which necessitates my use of a car, I wish to object to the current proposals:</p> <ul style="list-style-type: none"> • a PPA would be enough to reduce the use of the residential streets by commuters and longer term parking of larger vehicles eg camper vans • the extensive double yellow lines proposed are not necessary and will cause real difficulties for families denied access to their homes in this way • the expense of metered parking for daily required visitors like myself will be prohibitive • the current proposals do not allow enough residents permit spaces • the effects of this proposal are detrimental to young mothers and older people as it will increase social isolation by discouraging visitors— has an equality impact assessment been carried out on these proposals? • the restrictions should only apply to the working week as it is commuters using the residential area to park in that creates most problems
<p>A neighbour sent through the links to the parking consultation maps etc. I am very puzzled to find the proposal to double yellow line one side of Shandon Street. What could the possible benefit of *removing* parking spaces be?</p>

Many thanks for your reply

We are putting together a group response from the residents. I am aware of the pressure on the council to “do something” but this seems a really unpopular proposal.

Also, incredibly poor timing with the double yellow line painting on the corners of Shandon Crescent starting today - we’ve spoken with Gavin Corbett who has already been in touch with the project officers.

Who would be a councillor eh? Bins and parking!

Best wishes,

I am delighted that something, finally, is being done to relieve the intolerable parking situation in Shandon. Thank you.

I am a resident of Cowan Road which has effectively become a 'park and ride' and seen a huge increase in traffic over the years.

Without urgent action, the situation will only become worse as new laws are introduced re parking at the workplace and on pavements.

I fully understand that permit parking zones will not guarantee spaces for all resident vehicles but it will significantly alleviate the problem. Apart from anything else, it will encourage residents with driveways to actually use them.

The current parking situation raises important issues of concern, namely:

1. Safety. The streets around Craiglockhart Primary School have been made more dangerous by the increase in traffic. The school-run, in particular, creates a hazardous combination of parents double-parked and motorists with their eye on a parking space, not the road ahead.

2. The environment. Increased traffic has raised levels of noise and air pollution. The environment is not helped, either, by the number of gardens being converted into driveways. This also damages the character of the neighbourhood. The option of free parking so close to the city centre encourages car travel into Edinburgh.

3. Quality of life. This has been significantly reduced. Quiet, residential neighbourhoods are now subject to constant traffic and vehicles that are often abandoned for weeks on end. Long stretches of pavement are blocked by poorly parked vehicles, as are many driveways. Elderly residents encounter problems in parking long distances from their home and visitors are discouraged by parking difficulties.

I have completed the parking survey online and will attend the drop in session next week.

However I am concerned that all of the times are being suggested for the parking restrictions are daytime. Parking - even with commuters parking - is not a big problem in Shandon during the day. It's from c. 1630 onwards, until people have left for work c.0830 that parking is very difficult. This is the time frame during which I would gladly pay for residents' parking.

Can you influence this option being added to the list?

Further to my online comments, I wish to lodge my concerns and disappointment at the proposed restrictions for parking in Shandon. Appreciating that the area is not designed for the number of cars currently occupying it, it is very difficult to come up with a proposal that will satisfy all. However, as a non-car owner who uses hired cars and company owned vehicles, the proposals will make it even more difficult for me to find parking near my property, as I will be ineligible for a permit. It will also be more difficult for visitors to find convenient parking.

Currently, the two biggest issues with parking in Shandon are:

- lack of action over poor parking practices (eg vehicles double parked, parking on double yellow lines etc)
- the knock on effect of parking restrictions elsewhere, meaning that during the week commuters Park in the area to travel to the city centre

Any proposal for parking changes in Shandon should include

- option for household pass, renewed annually, that is not tied to a specific vehicle
- plan to address double parking

We have waited more than four years for this process and the council now proposes to create a situation where there is less parking proposed and the situation will be made worse for residents rather than better. This, of course, is I expect what the council plans in order to punish residents for having cars. I seem in tune with the council's overall policy to empty the city of residents in order to accommodate tourists. Although we enjoy living in Shandon this is the last straw and we are moving away from the city. Looking at these proposals this is only just in time! I trust the council will be making as much effort in consulting and process when considering the imposition of parking tax on work places.

I have a few queries and comments regarding the CPZ parking proposals within the Shandon Colonies (Shaftesbury Park and the offshoot terraces) which I felt could not be addressed using the suggested form.

A) The September Report states that Average Parking Pressure in the Shandon area is 89%.

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If, yes, then will fixed "park and pay" payment stations be installed within the area?

If yes, will planning permissions and resident consultations be conducted to ensure the identity of the area is not affected by the addition of street furniture?

I've just looked at the proposals for extending the CPZ into Shandon and tried to submit my comments using the online form but it seemed to freeze when I clicked "next" at the bottom of the page.

Generally I welcome the proposals. However, I'm concerned that the proposal is for extra double yellow lines to be added in the colonies beyond what we already had introduced a few years ago. In particular the proposals remove a space from each end of the terraces (for example at both ends of Hollybank Terrace) which seems unnecessary. I hope that this will be reviewed and this aspect of the proposals removed to maintain the status quo.

Can please answer the following questions for me?

How many registered keepers of cars live in the Shandon area?

How many parking spaces are there presently in the Shandon Area?

How many parking spaces will there be in the Shandon area should the proposals go through without any changes?

Will all the Shandon area be one parking zone area with one identification code for a permit or broken down into smaller parking zone areas?

Will permit holders be able to park in the paid parking areas of the street in Shandon area.

I am totally for the need to ensure that emergency vehicles can get to access to all of the Shandon area and there will no doubt be loss of some parking on corners of streets.

There is no need to have double yellow lines down the full length of Shandon St and part of Shandon road as Ambulances and Dustbin lorries move freely down this street at present, the double yellow lines at the corner of Shandon St and Shandon road that are already in place is all that is needed in this area.

The introduction of permit zones will see an increase of front gardens being tarmacked over for off street parking not very good for the environment

Making this area a permit zone will not improve the lives of the people living here but will cause more stress as you return in evening to try and find parking, have to park elsewhere outwith your zone only to have to get up early next morning and move your car to correct permitted area.

I do appreciate you have to look at all viewpoints and this will not be an easy decision. But what may be useful for one area of Shandon e.g. the properties off Shaftesbury Park may not be best for the Flower Colonies, Shandon road, Shandon Crescent and Merchiston Grove.

I look forward to hearing from you on these matters

I live in Lockharton Crescent and I am concerned about the proposed parking changes. I see that the controlled parking zone will end at the streets immediately adjacent to Lockharton Gardens / Crescent / Avenue. This is worrying as parking is already problematic in the area, made worse by the Tesco Express store next to Meggetland.

Tesco customers often park on the pavements and in unsafe ways. I have been in regular contact with [name redacted] (copied) regarding this problem for a number of years. Sadly a school boy was struck by a car at the crossing adjacent to the Tesco due to a Tesco lorry being parked and obscuring the pedestrian crossing. This was due to the Tesco lorry being unable to stop outside the store due to parking issues.

I am extremely concerned that having the parking restrictions ending at the Tesco Express will result in a greatly increased volume of park and ride traffic parking on Colinton Road and in Lockharton Gardens / Avenue / Crescent. This, in turn, will mean that there are even less parking options for Tesco customers and will no doubt result in even more unsafe parking.

These streets are largely populated by families, with children walking to local schools and nurseries each day. Unsafe parking puts children at risk which has sadly been shown with the accident outside the Tesco store previously. As a result I believe it's only sensible that the parking restrictions should be extended to include Colinton Road near to the Tesco Express store and also Lockharton Gardens / Avenue / Crescent.

I hope these points are taken into consideration when implementing the parking changes.

what are the projected earnings from a 'full 5 days' permit solution for all these new areas, and what will the council spend it on?

what is projected to happen at the new 'boundaries' in terms of commuter 'park and walk/ride' and new congestion there?

We have received your information leaflet in relation to the Controlled Parking Zone Consultation and I attended your drop-in session at North Leith Parish Church on Tuesday 5th November 2019.

We do appreciate the issue which exists with the number of cars and parking in general, and therefore where this proposal is coming from. However, having discussed the situation with my partners and our staff, we felt we had to let you know of the impact this parking proposal would have for our business in the event that it proceeds as detailed in the Consultation.

For your information, I am 1 of 5 partners in the firm and we have a staff of 20. The business is a very long-established Leith business having been in the area for many decades under different names. We have also been, for many decades, located at the address at {address redacted}. We therefore like to think we have made a long and positive contribution to Leith and the surrounding area. We also like to think we are a friendly, well liked business and this is evident from the fact that a number of our partners/staff travel to work from places as far afield as Milnathort, Dunfermline, Doune, Pencaitland, Haddington, Duns, Biggar, South Queensferry, Penicuik. These are all people who spend money on a regular basis in the Leith area and boost the local economy.

Given the nature of our business, we often need to see clients in our office. Our clients are from all over the city, country and indeed all over the world. Access to our offices is extremely important for them. Not being able to park will create many difficulties for certain clients, all of which may not be surmountable for certain of them. We also regularly need to visit clients at their homes, in hospital, care homes and the like. Therefore, many of the people in the office need to have access to a car to enable them to do their jobs effectively as we have staff who require to be in and out of the office on a daily basis. Just as one example, we have property staff who go out to look at houses on a daily basis where we are being asked to market them for sale. These properties can be all over Edinburgh or, indeed, out-with the town. It would just not be feasible for these members of staff to do their jobs without access to a car.

As indicated, many people who work in our office come in from quite some distances. As you will appreciate, in many of these instances the public transport infrastructure is not all that it could be. As a result, these members of staff have no option other than to use their cars to get to work. There is just no other option in many of these cases without embarking on journeys by various buses, trains etc which would take so long they just would not be realistic. I have attached [below] just some of the responses we have had from our staff when we asked them for their comments on the

proposed parking zoning.

As you will see, this proposal is extremely worrying for our staff and indeed for myself and my partners as the reality would appear to be that, if the proposal was implemented in its present form, we stand to lose a lot of very experienced and loyal staff purely as a result of the fact that they just cannot get to their work – or do their job properly when they are here. The repercussions of this for a small business like our own if this was to happen would be enormous and, if taken to an extreme, could put the business in jeopardy. It is extremely difficult to get good quality staff nowadays in the areas of law in which we operate and we face the possibility of losing a substantial number of such staff given the reaction we have had from them [as can be seen below]. Their comments will give a flavour of their concerns and, by extension, our own as business owners.

The feeling amongst the various members of our firm is that the public transport infrastructure in Leith just does not support a step such as the one proposed. Leith is not an area that is well served by bus links from out-with town and therefore the option of a, e.g., bus to Leith from some of the areas referred to above or a park and ride facility is just not there to make the need for a car obsolete. If the car is to be marginalised, there really needs to be an alternative and, unfortunately, at the moment this does not appear to be available.

Part of the attraction for any business in Leith will be accessibility to on street free parking. There has to be a reason to undertake the additional journey to Leith when it would be so much easier using public transport to head for the centre of town. If this available parking is removed, there will be a definite reduction in the attraction of having a business in Leith. Whilst we have been here for many decades, a lot of the businesses in Leith are new, young start-up businesses – the introduction of the proposed parking regime could stop these businesses from considering Leith as an option as they will not be able to absorb the travel and other implications.

There is a large concentration of businesses in Leith which add to the vibrancy of the area [which, as you will be aware, has changed dramatically over the past few decades] . Parking zones would have a disproportionate effect on businesses in the area and will undoubtedly lead to a number of these business having to move from the area. This is evident from the approach taken at Ocean Terminal; they have made a very clear strategic decision not to apply car parking charges. They will be aware that people will vote with their feet in going to other accessible shopping areas with parking facilities [such as The Fort or The Gyle]. They realise that parking restrictions with a poor public transport offering would likely encourage businesses to abandon Ocean Terminal. Leith businesses could/would (have to) react similarly to such sweeping restrictions.

At the drop-in session I attended, the Council Officer I spoken to indicated that this consultation has been driven by local residents who are struggling to park outside their own properties. The main issue they seemed to be experiencing was people who were heading into town but who would park in Leith and then abandon their cars. It strikes us that this aspect could be dealt with without prejudicing businesses in the way that the proposed zoning we do – would it not be feasible for businesses to have a realistic number of permits which allow parking between certain hours of the day ? That, together with a sufficient number of permit bays, would allow those with an interest in the area to be accommodated but, at the same time, stop people with no such interest in the area being able to park and then just leave their cars. That way, businesses could be preserved in the area and not potentially driven away, which is a distinct possibility and something we ourselves would need to review.

It would be very much appreciated if our comments could be taken into account as the consultation is considered. I would be more than happy to expand on any of the points raised should that be necessary and, indeed, would welcome doing so.

In the meantime, please confirm safe receipt of this email.

From my point of view, I need my car to do my job and the car needs to be easily accessible at different times of the day.

Therefore, parking at the office really is essential. Any thing else would make doing the job almost impossible as public transport is not an option. The business parking bays might help, as long as they were very near and a space was guaranteed.

It's all very tricky.

My personal impact would be that having to use public transport from outside Edinburgh would be an issue timewise - it would add at least 1 - 1/2hrs each way to my travel time, probably more given the tramway roadworks, diversions due to closure of roads etc. Also dependent on time of return travel, say if I am working late, no express buses, probably around 2 1/2 hrs to get home. Also not having the convenience of the car would mean that I would need to give up my gym membership with Edinburgh Leisure. Business orientated parking bays could be a possibility, however I think that probably the best way forward and possibly the only way forward to combat parking issues would be for a Park and Ride to be built in Leith. The Council do need to think about the impact parking charges would have upon businesses and their employees down here, no one can afford £10 (possibly more given the prices near to town) per day to park. I think local businesses would be hit as a consequence of parking charges - would our clients want to pay to park? I think it has the potential to put a lot of people off.

This will have a major impact on me as I have no reasonable option but to drive. I live in Whitsome, near Duns. If I were to use public transport I would need to drive to the train station (Berwick upon Tweed or Dunbar and pay for parking), the fares are also more expensive as its the main Edinburgh-London line. Then I would need to get one or two buses down to QCS. My current commute is 1 hour and 10 mins with free parking and it is a straight road home. With public transport it would be approx. 1-5 to 2 hours each way, depending on train and bus timings. My other issue is with walking distances, I have arthritic knees and recommended for knee op (not doing yet as too young) and advised not to walk too far as this will further damage my knees. I hope something can be worked out as one of these reasons I accepted the job here was the ease of my current commute and the free parking. This also concerns me with regard to the tram works which are due to start next week' ive email [name redacted] separately about this.

If the council were to provide park and ride along Seafield or Portobello and have buses coming regularly along to this part of Leith would help. There is park and ride at Newcraighall but I don't believe the buses comes this way.

As one of the partners in the firm, the clients that I serve come from all around the Lothians and Edinburgh. Many are elderly and rely on being driven to the office or it is necessary to visit them at home or in hospital and it is therefore vital to have a car at the office to make such visits possible and for car parking to be available for such clients near the office. I am very worried that the whole area is to be zoned for double yellow lines and resident's parking with only a very few shared spaces for visitor use. This will prevent many elderly clients from being able to come to the office and I will not be able to visit clients who do not live locally near public transport links. This will have an adverse impact on our service for clients and on our business. Also, I live in Haddington, and just reaching the office by public transport at peak times will require several buses and take nearly one and half hours each way as public transport links between Haddington and Leith are poor.

My issues with the parking will be the logistics of dropping one child at school & another at a different nursery to then get into work on time it may mean id have to change my hours if I was unable to bring the car. I work until 6pm & 9 times out of 10 I work on later than that so it would be a bit of a struggle getting home at night.

For all I don't live far away its just the points above that would mean changes would have to be made to my routine etc.

You mostly know my situation and my view in relation to the zoned parking. I appreciate the argument could be that I should work closer to where I live but we moved to the Borders because of {name redacted} job. There are very few jobs in the local area that are suitable for me so I have had to look for employment in Edinburgh. I took the job here because I had the opportunity to park close to the office as public transport in my area is so poor that it is pretty much non-existent and getting from my house to Leith is incredibly difficult. Due to the public transport network as it currently stands, I would have to reconsider my position here as it would take me far too long to get to work and in reality, working my current hours, I would not be able to use public transport to get home as the combination of buses I would need to get would mean that I would have to leave the office at about 4.30pm every day to make all the necessary connections. Apart from

that, I would be travelling for the best part of 2.5 hours to get in and out which just doesn't make sense. Even with a park and ride facility, that would increase my daily travel time to a level that would not be feasible to work here although I would be more than willing to try it before I wrote it off! My current park and ride option is Straiton which would mean a 40 minute drive there then a bus into the City Centre then a bus down to Leith.

They should not even consider introducing zoned parking until they have a robust public transport network in place to support all of us who live on the outskirts and outside of the City but have chosen to work here. I appreciate that they are trying to reduce the volume of private transport that is within the City but the reality here is that they are just going to alienate those of us who live out of town.

We need:

- More park and ride facilities. The nearest park and ride to here, Newcraighall, does not have a bus that covers Leith. Crazy!!!
- Incentives for car sharing such as car sharing parking spaces or reduced cost parking bays for those who have 2 or more passengers.
- Better public transport networks serving Leith and its surrounding areas – no buses travel along Seafield Road when the Lothian Buses depot is there!!!

I'll be honest, {name redacted}, my more immediate concern is the affect the Tram works starting soon will have on parking here. Everyone who is displaced from the working sites are going to be relocating to here and it is already increasingly difficult to find a parking space. My concern that is I'm going to be late for work circling around looking for a space and, as above, public transport is a challenge. Even getting to Leith is going to be something of a logistical nightmare!!!

Of course, one option for me might be to change my working hours so that I am here when there are more spaces but the beauty of coming in for 10am is that I get here in a little over an hour whereas this morning it took me an hour and a half. Timing is everything!!!

More than happy to chat more and I will also contribute to the feedback personally via the Council website if possible.

Rant over.

Thanks

p.s. the Newcraighall Park and Ride only has one bus operating from it – the number 30. It also serves the train network up to Waverley, Haymarket and Edinburgh Park, again, useless to us!! Leith has been an afterthought almost when it comes to public transport and putting a tram down here will nowhere near solve it!

A car is a pre requisite for this job – you couldn't do the job without a car. Public transport is not an option.

Payment for parking would make working in Leith far less attractive and might even make it an unviable proposition if parking costs were to make it prohibitive.

If Leith is trying to encourage businesses in the area to thrive, payment for parking will certainly hinder that for Estate Agents and also our clients and visitors to the area.

Thank you for the opportunity to comment - parking difficulties are a constant bother here.

I read that the council wishes to stop people commuting within the city, and the parking restrictions are designed to minimise this. But not everyone can just take buses, and it's unreasonable to expect people who do shiftwork or who have a long commute to take buses. I work as a Royal Mail postman and need to use my car to get to work in the early morning because buses simply aren't practical (7 minute car journey would take one night bus plus another bus plus walking). After climbing stairs and walking all day I'd be expected to take complicated bus journeys back - it's crazy and unfair.

Pressure on parking isn't severe during the day, because I come back from work during the afternoon and can always find a spot, and we have no firm evidence that folk from outside are parking up then taking the bus into town.

However, the greatest pressure is in the evenings. For this reason, it would be much better if the parking restrictions stay in place till 6pm or 6.30, to allow residents to secure a parking spot.

The greatest parking pressure is on Hearts home match days. Evening and Saturday matches take place when there are no restrictions. At the moment, we're in a lock down situation on match days and aren't move our cars or go anywhere as we'll never get parked anywhere within a 20 minute walk. What will residents do then?

My wife is disabled (amputee) and usually takes two buses to work and back. But some days she can hardly walk and I have to take her or fetch her from her work. She isn't immobile enough to qualify for a blue badge, so I am worried the controlled parking zone will reduce our flexibility to come and go.

I hope you will give some thought to these practical concerns and potential difficulties.

I'm writing to comment on the Proposed Parking Zone in Abbeyhill.

I'm a home-owner on Milton Street, Abbeyhill. I don't own a car, as it is so close to town. I therefore usually walk or cycle. I currently store my bicycle in the communal tenement stairwell, which is inconvenient and difficult: I must carry by bike up three flights of stairs.

Therefore, as part of the proposed parking zone for Abbeyhill, please include a secure bike hanger outside {address redacted}. The City of Edinburgh Council is currently rolling-out secure bike hangers out across tenemental areas of the city (the active travel team are leading on this: activetravel@edinburgh.gov.uk) to make it easier for people to store their bikes.

As a resident of Abbeyhill, a secure bike hanger would help me tremendously. Hopefully it can be delivered in conjunction with the proposed parking zone, which would save the council resource by combining the necessary TROs.

As a business owner in Leith these planned changes to parking in the area are deeply concerning. The business (which has been trading for 30+ years) deals in vehicle repairs, which as you can imagine involves many customers travelling from all across Edinburgh, the Lothians and Glasgow to receive works on their vehicles. The proposed changes would give our customers few options in terms of parking their vehicles close to the premises this would certainly cause a decrease in work for us as customers seek more convenience for their car repairs. Alongside this the lack of local available parking will cause massive intrusion upon our work day, having to move cars around short stay parking regulations and/or our staff having to travel great distances to find appropriate parking for vehicles once repairs have been completed.

As we currently have little parking restriction we share the available parking with local residents and employees of other businesses, this has caused minimal, if any, problems over our many years of trading.

I understand the need for these proposals and that they are currently in the early stages of planning, I would like to ask for consideration in the next draft to allow more free and open parking in the Giles St / Henderson St area or for another resolution to be proposed with consideration for our parking needs.

I would like to put forward my objection to the proposed parking controls for the area of Leith. Having read through the initial information I see several inconveniences for both myself and the residents of Leith and a serious problem for our business in the area.

Working at the Shore area of Leith I am a self employed Tattoo Artist, I have a clientele that come from all over the UK and further afield and an integral part of working in Leith is that my customers who travel are able to park next to my place of business. I chose not to work in the centre of Edinburgh specifically as having my customers struggle to park or leave there tattoo session every few hours to feed a parking meter is extremely difficult, problematic and detrimental to my business. Additionally there is no long term parking structures in the area next to the shop, the nearest being over half a mile away and a huge additional cost and difficulty for travelling customers to park and find the shop.

With the new zoning regulations, I will also have significant difficulty as i will now have to buy a parking permit for my home in Leith (under the guise of "easing parking pressure" - a joyless cash grab rather than anything the residents of leith would find beneficial or have requested) My new permit

<p>will only cover my zone, and i will not be able to park outside the studio to make deliveries or if i need to bring the car to work for family commitments before or after as it would be a separate zone. I can imagine this would be a huge problem for many other residents who have comfortably lived and worked in Leith for years will subsequently have to rethink their entire business and living arrangements to suit Edinburgh councils thinly veiled plan to extract more revenue from its residents. I will be attending the drop in sessions to voice my concerns, I would appreciate a response in the meantime.</p>
<p>We have a flat in {address redacted}, which is now a second home as we live in the northern Highlands. We agree this CPZ proposal is an excellent plan for an area where parking is increasingly frustrating. The problem is, our flat is a second home, so we would not be eligible for a parking permit in the proposed system, because our car is registered in the Highlands. However we do pay the full whack of council tax and we do feel this could be a much fairer way of distinguishing who receives permits and who does not. This would allow us, and others in a similar situation to be able to park in the area occasionally.</p>
<p>Can you please advise to which consultation are you trying to respond? I will look into this for you. Alternatively, please feel free to send your feedback by email to this address.</p>
<p>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. I hope this helps.</p>
<p>Apologies for this, we were experiencing some technical difficulties with our web page yesterday. This should now be fixed and you should be able to visit the link below and leave your feedback. Kind regards,</p>
<p>I'm driving to Edinburgh everyday with my wife, it costs about £70 a month. If you stop letting us park in the city, I need to take either a train or a bus. Train will cost roughly £300 instead of £70. Bus takes over an hour and packed like a sardine can every day. So either I will spend £300 every month from my budget or I will waste min 2-3 hours of my day on a bus. I understand Edinburgh Council's top priority is ruining everyone's life and you've been great at doing that last 10 years. First you put those trams, then you tried to demolish whole Leithwalk and now you're trying to take parking rights away from people. I really don't know how to stop you. I didn't see a single positive thing done by Edinburgh Council. You are always there to make my life more difficult. I used to live in Edinburgh and recently move away, I was so happy that I won't need to deal with you anymore but here we go again... Seriously, take a break. Let us live!</p>
<p>As a resident of Ashley Terrace Edinburgh I am broadly in favour of the proposed parking scheme for the Shandon Area. However I have a number of comments for you to consider.</p> <ol style="list-style-type: none"> 1. I am concerned about the apparent loss of parking spaces if the proposals on your current plan go ahead eg the shared parking spaces adjacent to the canal on Ogilvie Terrace, which I understand will no longer be used for parking. This will result in a number of spaces being lost. 2. The proposed Double Yellow Lines along the western side of Ashley Grove will also result in a loss of spaces. This street is easily wide enough to accommodate parking on both sides so there is no reason for Double Yellow lines here. 3. I would hope that no more dropped kerbs are allowed on Cowan Road and the Shandon area in general, and that some of the existing ones that cover the whole frontage of the property are re-examined. 4. I assume that the staff in the primary school will not be handed out parking permits as they take up quite a number of road spaces at the moment as do commuters. 5. In existing Controlled Parking Zones in Edinburgh, the Council currently sell more Parking Permits than there are spaces - will this be the case in

the proposed Shandon Zone.

6. In the second consultation I assume that you will be able to provide a comparison between the number of existing parking spaces and the number of spaces in the proposed Shandon Controlled Zone.

I am submitting these comments in addition to those I gave on the consultation form as there was so little space there.

1. The flower colonies are a conservation area and the proliferation of yellow and white lines will deter from the appearance of this historic location. In most instances they will do nothing other than REDUCE the number of parking spaces. Most of the flower colony cul de sacs do not need yellow lines as they operate perfectly adequately as they are. Residents are sensible and park only on one side of the street.

2. The main problem in this area is too many cars seeking limited parking spaces. This is particularly a problem at night where residents are needing overnight parking. This proposal will not address this problem. I suggest the Council offer free membership of the City Car Club to residents who do not wish to own a car.

3. Merchiston Grove is regularly used as a rat run by cars wishing to avoid the traffic lights on Ashley Terrace/ Slateford Road. This often causes localised traffic jams producing noxious fumes. You should consider making Merchiston Grove "local access only". This would make the street safer for local pedestrians and cyclists.

4. How often have drivers ignoring the 20mph speed limit been taken to task or prosecuted?

5. The Council should extend the frequency and extent of traffic free days to make the streets safer for cyclists and walkers and get people used to not using their cars.

6. We need fewer cars and more buses and the Council should be really radical in making this happen. This proposal is just tinkering!

As there was not nearly enough room on the comments section for the above, herewith my observations/suggestions.

I strongly suggest that there should be NO PARKING AT ALL on Pilrig Gardens, (including what is currently the Car Club parking bay), because parking severely limits visibility for cars entering from Pilrig Street, and this is a major concern for health and safety since there are children being dropped off and picked up from the nursery on the corner,

Residents at Pilrig Heights/North Pilrig Heights should not have to pay for parking permits, as the parking bays there form part of the property they own.

I don't understand why there is one tiny bay marked as 'private parking' at {address redacted}, as ALL of the parking bays there are privately owned, and the area just along from there, marked for shared parking, should, in my opinion, have continuous double yellow lines . (There is garage parking available to residents who have a fob).

I strongly suggest that any form of parking on Pilrig Street should be restricted to ONE SIDE OF THE STREET ONLY!

It has caused huge problems for public transport for YEARS, and of course is especially congested at festival time. (Although, when I complained to the parking department about this a couple

of years ago, I was informed that 'no-one else had complained.....!)

I suggest that more shared parking or pay and display spaces should be provided on the (much wider) Broughton Road.

I trust that you will give serious consideration to my comments, and I would like to be kept informed of the situation as it evolves.

I live in Gorgie and have some comments regarding the parking proposals for the area. I do agree with the proposal for permit parking in Gorgie. However I do have some comments:

Is the parking layout of the streets going to be the same as the current layout of the parking that residents are parking in?

Are the number of proposed spaces cover the number of cars residents have in the area?

My main concern is around the traffic and parking when there is an event on at Tynecastle stadium or Murryfield? My own experience is that it is impossible to find parking spaces when events are on, and cars are parked in the middle of the street, blocking the roads, instead of parking spaces. If resident permits would be implemented in the area then I believe that the permits would have to be late enough on weekdays to prevent excess cars parking for football (later than the typical 5.30pm cutoff). And probably cover match days on weekends as well.

Do these words actually matter?

Do you care if anyone objects to the proposed parking restrictions/legalised racketeering in the Hutchison area?

At the moment, unrestricted parking will be replaced with vast swathes of yellow and double yellow lines. Whole streets will be off limits. Why? To line the coffers of this tourist board we call a council?

It certainly is not for the benefit of residents.

Is anything this council does?

Do you care if you make hundreds or even thousands of your residents lives harder, less convenient, poorer or unhappier?

This needs stopped. Now.

Take a vote of all residents and see if they want it, instead of sneaking it through via "consultation" where only a tiny percentage will respond. Or would this be too democratic?

Too logical? Too honest?

Why not have an online poll?

A postal vote?

An online referendum?

Show you are a modern, forward thinking council and listen to your residents.

Actually listen. Not your pretend to listen via a wee online, if you can be bothered, if you can find it, if you have heard about it, if we have failed to slide it through the backdoor, "consultation".

Anything less and you are ramming it through just for monetary gain.

Which, if you are actually honest, is the real reason for this extension of parking restrictions. Restrictions that are not needed.

Parking is a joy here compared to my old, permitted address. It is so easy.

Why change something that works for most of your residents?

I await answers.

I fear I shall await a long time.

I have already submitted a form but I wish to make further comment.
I have been resident at {address redacted} for over 30 years.
During this time finding parking spaces has become an increasing nightmare.
On most days, by the late evening, it has been impossible to find a parking space other than in metered or neighbouring resident spaces (Harrison Road or West Bryson Road).
This requires a subsequent early morning outing to find an appropriate space causing further air pollution.
The suggested zoning is long overdue.
The use of Harrison Gardens and Harrison Place for "Park and Ride" purposes has noticeably increased.
I also suspect that some of the longer stay parking in Harrison Gardens could be by residents of Harrison Road who have avoided purchasing Resident Permits since the zoning of that road
I would not favour the creation of a new Controlled Zone as I fear that this would probably give insufficient answer to the present problems.
My preferred option would be to extend the Zone that presently includes Harrison Road and West Bryson Road in to Shandon. Many spaces in this area remain unoccupied during most weekdays.

To whom it may concern,
Please note, the residents of Abbeyhill are resolutely against ANY form of additional parking restrictions in the area. This is very clearly an attempt to extort money out of the hardworking residents of this area.
Should these parking restrictions come into effect, legal action will be considered as a means to fight back as residents.

I got a leaflet notifying about the consultation through the door. The interactive map doesn't appear to have been updated within the past year since it doesn't have Elsie Inglis Way and Jax Blake Drive on it. This is a converted industrial site off Abbey Lane / Comely Green Place.
I wanted to ask if the residents-only / permit holders would be extended to cover these two streets or if it will be left as is?
I would personally like to see permit holder region to be extended down these two streets since they should be "public" roads. We've had issues with parking for the last year and are constantly forced to park on Lower London Road.
I've included a screenshot from google maps to show the location of the two streets I mean.

I live at {address redacted} and I'm extremely concerned about these proposals and the implications for our family. I feel they risk making the problem worse for residents and that the premise for the proposals, as outlined, is completely flawed. I will explain below why this is my view. The most pressing issue with what is proposed is the huge number of wholly unnecessary double yellow lines. In just the "Shandon triangle" alone (Shandon Street/Crescent/Terrace/Road), we look to be losing upwards of 60 parking spaces. My neighbours and I are at a loss to understand why they are deemed necessary, as unlike in other parts of Shandon we don't have a problem with pavement parking or access for emergency vehicles. If these were to be introduced it would severely limit the parking available to residents which is already arguably insufficient. Whether it is residents or others parking in the area - and at what times - seems to me the crucial starting point and one that needs to be more fully understood. I think most residents would agree that the biggest pressure on parking is in the evening. This suggests to me that it is residents, and not commuters or "outsiders" that are the primary cause of the pressure. Therefore all day parking permits might not solve the problem if there are simply more cars than spaces. I understand that you have not yet done the necessary research, with help of the DVLA, to ascertain car ownership in the area. This seems to me vital as otherwise solutions could be based on entirely false assumptions. While I don't believe it's the primary cause of parking pressure, there is no doubt that our streets are used as a "park and ride" during the day and there are issues with campervans being dumped here and long term parking. It's likely that some controls would help solve this but I would suggest that a Priority Parking Area model - whereby spaces were available outwith a short window in the middle of the day (as we've seen in Morningside) - would be enough to dissuade commuters and people looking for an easy place to dump vehicles. This would mean less inconvenience to residents and would be enough to free up some more spaces. From observing the patterns, that could help solve the Friday night problem, for example, whereby parking in the evening for residents is even more difficult because commuters go out in town after work. Some people have suggested that controlling parking into the evenings could help but I disagree that this is the best approach. From what I've seen, few people (except residents and their guests) park here in the evenings unless their car has simply been left here all day and I think even longer controls would be unduly inconvenient for residents who wanted to have guests. As it stands, all day parking restrictions would be very problematic for me. I have two children under the age of three and we rely on support from grandparents who help with childcare and pop in throughout the day, which is especially important as my husband works away. Despite only living a 7 minute drive away there are no direct buses so they rely on their car for visits. These measures would make it very difficult for them to support me as they currently do. Furthermore friends come to visit, encouraged by the ease of free parking during the day, when there are generally spaces to be found. It is worth noting that many of these friends once lived in Shandon but have been unable to afford to stay and buy family homes in the area. For mothers like myself, the vision of the metaphorical "village" (that helps raise a child) is already extremely difficult in this city where high house prices mean younger people are unable to live near parents or friends. Blanket all-day parking controls would exacerbate this and risk making me extremely isolated by putting off friends and family from visiting. I actually feel that these proposals have been designed to assist residents returning home in the evening at the expense of those who stay at home all day looking after small children, mostly - of course - still women. I think these changes will contribute to the problem of social isolation which is a real issue in cities like Edinburgh. This would also apply to elderly residents and those with mobility problems or other disabilities. For these reasons I feel strongly that this is an equality issue and that the unintended consequences should be examined in an Equality Impact Assessment. It seems to me that this scheme is part of a wider move to dissuade car ownership in Edinburgh. The sad truth is that this is not being supported in a wider, holistic sense. In a completely regressive step, Edinburgh City Council have bought a new fleet of buses with fewer buggy / wheelchair spaces than previously existed. With small children in winter, I have had to wait for two or three buses to pass before I've been able to board. I do try and walk or use public transport where I can but Edinburgh does not have sufficient bus routes or adequately accessible public transport to allow me to safely travel with children on my own. I understand that it's important to encourage residents to get out of their cars but I believe the balance

between push-pull factors here is wrong.
Finally, I think if the CPZ does go ahead careful consideration needs to be given to zoning so that you avoid the situation seen in other parts of the city, such as Bruntsfield, where residents are unable to find parking spaces despite empty streets just minutes away but in a different zone. I would suggest that we should be placed in the same zone as a less densely populated area, such as Merchiston, to ensure there is space for residents to park nearby, if it emerges there still isn't always space for residents to park in their own street.

In summary my views are as follows:

- More research needs to be done to ascertain who is parking in Shandon. Without knowing that, you cannot design an effective solution to parking pressures. Such an important scheme should not be based on assumption or guess work.
- My first preference would be for a PPA scheme limiting parking in the middle of the day: this would put off people using Shandon as a "park and ride" with less inconvenience to residents.
- If that isn't possible I would choose the status quo over a CPZ because I rely on help from family visiting and them being able to park is essential to that.
- If a CPZ is introduced I would want inexpensive metered parking for up to 6 hours - discouraging commuters but allowing visitors to park for longer periods of time.
- Excessive use of double yellow lines along whole stretches of road need to be reconsidered in order to maximise spaces available to residents.
- The council must ensure zoning means densely populated areas such as Shandon are placed in the same zone as less densely areas such as Merchiston -There needs to be more thought given to a joined up approach to dissuade car ownership. The regressive new bus fleet which halves accessible spaces is a huge problem and makes it more difficult for families to move away from car ownership.

The route cause of parking pressure in the Shandon area is the local take away businesses whose customers and staff consistently park illegally on double red lines with impunity. This has never been addressed by the council despite numerous complaints having been raised. These new measures will simply increase pressure on local residents whilst adding none of the perceived "benefits". The permit holder approach is only successful if adequately policed and the council has neither the will nor the resources to follow through on this at the times that cause most issues (primarily in the evening). Therefore the only possible outcome of this is further pressure on local residents, this time with a cost. It can only be seen as yet another cynical money generating ploy which, much like the council itself, serves no real benefit to the people who elected it.

In addition to the benefits for residents, controlled parking in the proposed areas will help to encourage commuters to use park & ride facilities and aid the reduction of city centre congestion.

Over the twelve years we've lived on Edina Place we've spent a small fortune paying for parking in the controlled zone on Edina Street, it will be a relief to know the amount we pay each year is within our control in future.

Please also assess the 'no parking' signage on the side of the Co-operative superstore. Since the redesign if the store some years ago, their deliveries are always taken via the front stock room entrance (with supplier vehicles parked on Easter Rd), so I do not believe that area on Edina Place is now required.

Looking forward to the parking updates being implemented soon.

OPPOSITION TO PROPOSED PARKING RESTRICTIONS ON COLINTON ROAD/ MEGGETLAND TERRACE

This is the third time in the last few years that you have tried to enforce parking restrictions on these streets , the last time was very recent and was dismissed , meanwhile nothing has actually changed in the residential area . I have lived here for a long time and the only changes that I have witnessed have been restrictions on Colinton Road when Napier university was at Craighouse and students parked in many nearby streets (no longer as this area is being developed for housing with its own parking) and a Tesco express across the street which only brings a few passing motorists

stopping briefly for shopping . However, as a result of the above mentioned it pushed the people who parked and went to work for the day just along the street a little bit to our area which can be a bit annoying, however it's largely just weekdays when many residents are away anyway.

There have been no notices posted on our lampposts in the street to alert residents that you are trying again to restrict our parking . It was brought to my notice by another neighbour. This seems very cunning on your part and looks as though this is nothing but a paper exercise and you will enforce your restrictions whatever???

If you are indeed interested in the fact that neighbours can't park near their residence then putting in the proposed restrictions will certainly reduce our availability by probably around half and so residents and the people who park and ride to town will just park in the streets beyond such as Lockharton and and so the problem perceived by some will just move on to there.

Not only will we have less available parking near our homes but we will no doubt have to pay a fee (which I am not opposed to in principle) but we will most likely not to able to find a space in our streets anyway.

Restrictions will make it difficult for tradesmen to attend for long periods and they may choose not to do the jobs needed as a result.

I hope that you will send senior staff who sit on the decision-making committees and not just juniors to attend these public consultation sessions I see you are holding. As we all know, junior staff will simply say they can't help except to take feedback whereas the public, many like myself will be rather disgruntled and want some direct answers from those who propose to upset our lives.

We are a family of 4 and wish to object to the above proposal as we do not believe that it will improve parking availability for my two sons' cars and that the proposal is just a revenue raising opportunity for Edinburgh Council.

They both work irregular hours out of town, one at the airport and the other covering much of central Scotland and are either leaving home very early in the morning before 0500hrs or arriving home very late at night, 2200hrs to 2400hrs or later. Therefore public transport and giving up their cars is not an option for them. When arriving home late there are never any parking spaces left. We don't believe that this is due to outsiders using the spaces but that there are not enough spaces in the first place for the residents of the area.

One is on near the minimum wage and the other commission only for sales so the impact of what amounts to a parking tax will have a very significant impact on them financially.

The development has been badly designed for parking and signed off by Edinburgh Council Planning in the first place. More spaces could have easily been designed in and there are a lot of wasted areas that are not required for access/safety that cars spaces could have been designed in and still had attractive green communal areas. They have had several parking tickets for leaving their cars there.

It is concerning both from the parking and congestion point of view that 700+ apartments are currently being built in the area again with limited included parking. The area is already heavily congested at rush hour due to the exit from the Scottish Government building so we are very concerned that it is going to become even worse for both parking and congestion.

It seems crazy to be cramming as many apartments as possible into a small already congested area when there is plenty room to spread them out a bit with all the spare land at Platinum Point Newhaven which was meant to have been developed and has barely been touched so far.

There are also opportunities to use unused/underused land in the area for over spill parking with out burdening the residents with annual permits and more taxation.

For example Ocean Terminal parking, Cruise liner terminal parking is hardly used, parking on the industrial estate and surrounding areas at night.

The garaged/owned parking under the apartments in Portland Gardens are often very under utilised at night but are not available for over spill from outside. In hind sight a better way to have used this parking space may have been not to have sold the spaces to the residents but to have them communal with bought parking permits for them. I know that this can't be unpicked now as the spaces have been sold.

Thank you for sharing the Controlled Parking Zone consultation material. Could you please provide relevant research that justifies proposal of creating permit holder parking spaces at Moat Drive / Hutchison Area? From my experience of leaving at Moat Drive, the most challenging period for finding a parking space is during the football games at Tynecastle Stadium, where local parking spaces are used by game-goers. The games usually fall outside enforcement hours for resident only parking spaces. On normal days, finding a parking space at Moat Drive / Hutchinson area is not a problem. To my mind, introduction of residents only parking space at Moat Drive imposes unfair financial burden on residents. In effect local residents will be forced to purchase a parking space on a started that is 40% empty on most of the days. This is why I would like to request the relevant analysis that provides justification for this proposal.

I live at {address redacted} and want to give my support for the parking controls for Phase 1 covering Leith. I cannot attend any of the drop in sessions so wanted to give my support via this email.

I am fed up having to cruise around in the evening sometimes up to 1 hour trying to find a space remotely near my home so I can park up for the night. It is obvious that people who do not live in the area are parking their cars and heading up town to avoid parking charges and returning later. When I return with any shopping or large/heavy items I know I will never get parked anywhere near my home so have to carry items half way down the street.

If Hibernian are playing on a Saturday I now purposely avoid taking my car out as I know I will not get parked again until the football match is over. Iona Street was narrowed and made a no entry from Leith walk but we still have a number of commercial long wheelbase transit style vans parking in the street and protruding out causing a restriction to the flow of traffic. On a number of occasions it has been so bad that I don't think an emergency vehicle would be able to get through the gap.

I would support a residents parking permit scheme to ensure at least the residents are able to park somewhere near to their home.

I am writing in response to the published proposals to extend the CPZ into Leith and N Leith. I cannot support these proposals in their current form. I believe that they extend too far and will have an impact beyond where traffic management might currently be necessary.

For example, around Leith Links, especially along the Links Gardens area there is little evidence of cars being parked and left for long periods of time, with the exception of a few camper vans which are dealt with separately. This is evidenced by availability for school parking at St Mary's Leith, parking for dog walkers, users of the new play park and visitors to cafes etc. nearby. Parking behaviour and space in the East side of Leith Links (as observed by residents) turns over very frequently, even at peak hours. Introducing a CPZ in this area will financially penalise residents for carrying out their normal daily lives - e.g. walks, school drop-offs and visits to the shops / cafes. Furthermore, quieter, more narrow streets will become congested by people trying to avoid CPZ charges, which seems counter-productive.

Similarly, introducing the CPZ as far north as Ocean Terminal will be detrimental to the ease of accessing amenities around there and, I believe, are intended only to prevent commuters from using the new tram line. It is unfair that residents should suffer the consequences of deterring commuters, particularly in an area that does not currently have a parking or congestion problem. For example the streets around Constitution St (N end) are used for post office visits, with short turnaround journeys that will attract a financial surcharge into an area that manages its volumes and flow of traffic well. This is unfair.

As a resident of the Leith Links area, I request that the size of the CPZ be reconsidered and be restricted to a smaller group of streets closer to Leith Walk and the foot of the walk junction. The extent of the area as currently proposed does not accurately reflect the scale of the parking issue locally.

Parking in the colonies can be extremely frustrating, sometimes waiting half hour or more going up and down each street.

We do not need passing places in the streets taking precious parking away as everyone knows they may have to wait for people unloading etc., as this has always worked well in the past.

<p>I don't think we need double yellow lines at the tops of the streets (steps end). As the pavements in this area are quite narrow, a lot of thought will have to go into where any meters would be placed.</p>
<p>I cannot find anywhere what the precise proposals are for Meggetland Terrace (Zone B8). The 'interactive' map on the 'project centre site' is not interactive. The Edinburgh council site does not appear to have the plans. Can you send me a link to the map please?</p>
<p>I would like to object most strongly to the proposed introduction of double yellow lines to {address redacted}. There has never been an issues with parking in our street and this is a disproportionate response, that has no evidence base behind it. If it does I would like to see the research that had been referenced. We have one vehicle that is only used for long and /or essential journeys and are all big supporters of more sustainable transport options. Due to the new developments nearby not having enough parking provision, there are already limited places to park. I would like to know where the existing cars are expected to park? This looks like yet another way of Edinburgh Council trying to generating income instead of actually looking at sensible ways of solving a problem which I don't believe exists. I look forward to hearing back with answers to my questions.</p>
<p>I am writing to you to explain how the new proposed parking restrictions in Gorgie will have serious negative consequences for my household and my neighbours". We live on Hermand Crescent, and can currently find parking within 200m of my property. However after viewing the proposed new yellow lines on all Hermand public roadways it would appear that the plan is to nearly half the number of available parking spaces for residents. This will result in my household having to park further into Gorgie and Slateford, thus putting even more pressure on their already crowded roads. As a household that relies on 3 cars, the two car permit limit would also be detrimental to one of the three of us. We all work self-employed and often have to individually travel for work throughout Scotland so cannot use public transport for commuting. I am personally a tradesperson, and to know that most days I will have to park my van further from home does cause stress, as I have had my van broken into in the area recently, and would prefer to park close to home to be able to keep an eye on it. I do arrive home late many evenings, which with the current level of parking I often have to park further than is ideal. With the proposed scheme it will be likely I will have to park much further than is comfortable. Overall, I believe I speak for everyone in my building that I have talked to about these proposals, and all agree that the new parking restrictions would cause far more issues than they would solve. Please take this into account. I recently purchased this property, moving from a rental in Marchmont. One of the perks of the move was to be able to enjoy unrestricted parking. Introducing a permit scheme may alleviate football traffic on the few occasions it occurs, but aside from that it will cause an overall day-to-day effect of less available parking due to the immense increase in double yellow lines. A possible suggestion to avoid this issue but continue with the introduction of permits would be to introduce permit bays where all new double yellow restrictions are proposed, thus maintaining the current level of parking availability for residents Many thanks for taking the time to read my thoughts on this proposal, I hope to hear your thoughts in return if you think my fears are unfounded.</p>
<p>I just tried it on Chrome on my Mac, and it didn't work there either. I don't mean to be rude but if you're going to offer a web-based form to collect survey data, it really ought to work on Safari or Chrome, and a PDF just isn't as accessible. Can you pass this feedback on to your technical lead? Something like Google Forms or Typeform would be perfectly fine and cost-effective. If you aren't able to figure out a good fix, I will be contacting my local representatives to find out why they chose to work with an organisation that doesn't value online accessibility.</p>
<p>I live on {address redacted}, this is flagged as 'Private Parking' on the Gorgie North map. What is going to be done to stop non residents parking there I am firmly against any changes to the current parking structure in Gorgie but I feel that applying it to the rest of Gorgie apart from Westfield Street</p>

<p>will be detrimental to the current parking situation. I sometimes struggle to park on my street in the evenings due to shoppers at Sainsbury's and people going to 'The Gym' using those parking spaces.</p>
<p>My wife and I are now both over 70 and are increasingly having difficulty in being able to park in our street, let alone in front of our house. We are the only house in this street whilst the apartments have off street parking. The problem for us is that over a period of time, more and more offices have popped up nearby causing an increase in office workers putting huge pressure on parking space. This is exasperated by the delivery vans and customer cars to Keyprint and La Riva Pizzeria. On top of this, because the street is quite narrow, parking on both sides of the road is a recipe for cars being hit, invariably it's our car that gets the brunt of such careless behaviour of these visitors to the area. It has cost us thousands of pounds in repair bills. It's not economical nor practical to claim such damage from our insurers. I could write more but a site visit would be invaluable to appreciate our problem. I do hope that residents' permits are offered to people who actually live on Assembly Street.</p>
<p>My apologies for writing in addition to completing the survey form. I fear that, because I did not get a confirmation email of my submission, it may not have been received. I had previously written to the council explaining the ongoing problems that my wife and I have been experiencing for well over 20 years. I pleaded that there should be a Residents' parking arrangement, especially after they approved the Enterprise Car Club space on Assembly Street which remains empty most of the time. I offered to pay whatever the cost to get a permit. All I received is a standard response that this is being looked into as an Edinburgh wide activity. We can only be pleased that at last a scheme is being considered / put in place.</p>
<p>I'm trying to answer the online survey regarding feedback about the Edinburgh CPZs and whenever I try to submit my answers (either on my computer using Google Chrome or on my phone using iOS Safari) the screen freezes and does not appear to take on board my answers. I've attached a screenshot of what happens when I hit the green "Next" button at the bottom of the page (the section with all my answers becomes greyed out and the green button becomes grey, but does not proceed). Can you please suggest how I can let my comments be heard, or look into a fix for your website so that myself and others can express our views on the proposals? I look forward to hearing from you.</p>
<p>Hello, Overall I am strongly in favour of extending the CPZ to Abbeyhill. Rossie Place, where I live, is a very chaotic parking situation with double parking, illegal parking on junctions, and a blight of commuter parking currently. I do not own a car so the proposals do not affect my ability to park. However as a pedestrian and cyclist the utter chaos on Rossie Place puts my safety, and that of my children, at risk on a daily basis. Sight lines are blocked when trying to cross the street, junction kerbs are often obstructed by parked vehicles, and even the public steps in the nearby Colonies up to London Road are frequently obstructed by parked cars. Parking controls cannot come soon enough! However I did feel that the proposals for Rossie Place and the Abbeyhill Colonies prioritise "shared use" parking too highly over resident permit only parking. I would suggest there needs to be a stronger emphasis on resident permit only parking.</p>
<p>I would like to object to the current proposals which include a parking bay outside my property {address redacted}, as I have already applied for a Certificate of Lawfulness to create a run-in/ drive to my property. I would point out that I am currently the only property on Ashley Drive without a run-in drive, and therefore it would be unfair that the proposed parking bay would stop me creating one and therefore I would be disproportionately affected were any CPZ proposals implemented.</p>

Hi, I have tried unsuccessfully to submit comments using the website. I live at {address redacted} and own one car. It is most difficult to park near my residence in the evenings and overnight, Sunday through Saturday. I have looked at the proposals and conclude that residents wishing to park in the area will suffer if the proposals are implemented. Whilst non-residential parking is a problem the situation will be made worse because, for example, the proposals reduce the overall parking in North Fort Street between Ferry Road and Lapicide Place by almost 35% and on balance there is no overall benefit to providing passing places in Madeira Place at the cost of parking places (to my knowledge we have lived happily without passing places for at least the last five years)

Thank you for the most helpful drop-in session.

Aside from current concerns, I also have concerns going forward relating to proposed housing developments in the area. Parking facilities may or may not be included within these developments, but the new residents (and their visitors) will no doubt park in the above and other residential streets in our area.

I own a car and park it on one of the above streets - or others in the area - and don't use the vehicle at certain times of the day or evening deliberately due to the fact that, at times, it's almost impossible to find a space within a 20 minute walk from the flat. If carrying heavy shopping that is quite a walk.

I look forward to your reply.

Firstly a tech issue. I have tried doing the consultation at <https://pclconsult.co.uk/edinburghcpz> twice, once on Friday and then again today. On both occasions, when I click on Next at the bottom of the screen it just freezes. Any suggestions?

Secondly, I have two specific issues regarding Edina Place in the Abbeyhill area. Will I be able to discuss these meaningfully at the drop-in on Thu 31 October?

The issues are

a) There is no turning space in this cul de sac for courier and supermarket delivery drivers. The area at the entrance to the 21-27 car park is grossly overparked, meaning that this potential open space is not available for turning. It also restricts access to the car park, and restricts the line of the pavement and dropped kerbs along the north side of the road. I recommend a double yellow line on both sides of the 21-27 car park entrance, bridging to the pend entry close by.

b) There is a lack of cycle parking in Edina Place, meaning that there are normally multiple bikes on the railings by the 21-27 car park entrance. I have no problem with this practice, but it is only suitable for those who can lift their bikes on and off the wall. There is often a car parked on the pavement area on the east side of the 21-27 car park entry, and a set of bike racks here would seem to be an ideal community resource.

Hi

I won't be able to attend any of the drop-in sessions about this, so I would like to post my questions/concerns here.

With regards to Stevedore Place in Leith, it is my understanding that this has not been adopted by the council, and would therefore not fall under the CPZ scheme. Please confirm.

If it does fall under the CPZ scheme, my concerns really are that:

- the spaces at either end of our street for visitors and the residents of the flats do not become paid for parking spaces
- we don't have people that are not residents, or are not visitors to residents, parking in the spaces allocated for that use
- we don't get nasty road markings spoiling the aesthetic of our wonderful street

Many thanks

PARKING CONSULTATION – [address redacted]

I am very concerned that you are suggesting designating the whole of Spring Gardens and Royal Park Terrace Permit Holders only. These must be MIXED USE spaces - at least two thirds. My family come and visit often and there will be nowhere for them to go. My parents are in their late 70s and can't walk far.

If you must do this, please make sure restrictions are only Monday to Friday until 5.30pm and that the parking charges are in the lowest band. This is a residential area, it's not fair to make us cough up to park outside our homes when we're not even in the city centre.

VERY IMPORTANT – do not rob us of spaces that we can currently park in.

My husband has to bring his van home from his work at a Housing Association – it's a company vehicle and he is not allowed to leave it at the office. This is going to cost us money everyday to park outside our house as you will probably not let us have a permit as the van is not registered at our address. At least give us somewhere to park it and make it affordable.

What is really concerning is that the City of Edinburgh Council is hellbent on reducing car ownership and is CONTRIBUTING to the parking problem all over Edinburgh. How? By giving planning permission for hundreds of flats and large developments without enough parking provision and in some cases no parking at all. The sell off of Meadowbank stadium will create 400 new homes alone and I have been told there are not allocated spaces for all of these homes. In addition, there are tons more flats springing up in the Abbeyhill area

The council believes in the nirvana of us all taking public transport all the time. This is extremely shortsighted and impractical for most people. I don't drive to work – I WALK from Abbeyhill to the West End every day and back. However, I have parents in rural Northumberland – I need my car at weekends so I need somewhere to put it. What excuse will the council have when we all have electric vehicles? There won't BE city centre pollution in the coming decades, but there will be hundreds of flats in Edinburgh without car parking spaces, because the council didn't make the developers plan for them. VERY SHORTSIGHTED.

And the biggest irony of all? Edinburgh has ONLY 17 electric car charging points. 17?! When it comes to green transport, it seems the council is talking the talk, but not walking the walk.

Oh, and when is the Lord Provost going to give up the limo?

Re the proposed parking controls.

Is there not a danger that this will simply encourage more parking on pavements?

Good afternoon,

We note the proposal of a Controlled Parking Zone in Leith and North Leith and wish to express our serious and genuine concerns.

We have traded from our current location on the Shore for over 100 years and have been trading in the broader area since 1828. During this period we have witnessed many changes in the area, including the recent flourishing. Whilst we are acutely aware of the challenges in our location we make them work in the interests of maintaining the ability to employ a 50+ workforce, contribute over £3million into the local economy trading with customers and suppliers alike, as well as pay over £22k in business rates and support our community in doing so.

This most recent suggestion would be to the utter detriment of our business. We continue to rely on the ability to run our fleet from our workshop. Unfortunately our industrial nature does not allow us to use local transport; steel beams, welding plants and other like natured industrial goods not being suitable or practical to transport in this fashion. Thus we will continue to rely on the availability of parking to park our fleet at our premises, as we always have. If this was to go ahead, we, like many of our neighbours, would require specific business designated/permit spaces to ensure that our ability to trade was not suffocated.

Whilst our employees currently benefit from being able to commute, many of them would be unable to continue their employment where there are not alternative transport options open to them at both the time and for the distance of their travel. Whilst we employ many local and Edinburgh based persons we also have those traveling in from Fife, Dalkeith, Musselburgh and Glasgow for a 6am start. Many night shifts not being supported by public transport.

Where much of our street and Tower Street is privately property we would also like to better understand your arrangement to cohesively manage the private and council owned land, where the City of Edinburgh Council do not currently hold authority unless regulated under a TTRO. How do you plan to manage land that does not belong to you?

We would welcome the opportunity to better understand the plans as well as you understand our needs.

It would be incredibly disappointing should CPZ stifle the trade which is at the heart of the community and its origins.

Yours faithfully,

1. The area in front of {address redacted}, marked as "residents parking permit area".

According to the title deeds of my flat, the tarmac area directly in front of (and next to the main road) {address redacted} belongs to the owners of those flats.

Originally when these flats were built, this aforementioned area was "chained off". Subsequently the chains were removed, and notices put up stating the area was "for residents

only". Then, and since that time, this area has duly been patrolled by a private company, employed "the factors", who act on behalf of the homeowners - with people who

improperly park there being fined. This action has never been challenged by EDC, and traffic wardens never go there to check up if vehicles have up-to-date MOT's.

Therefore I object to your proposal for this area.

2. Other areas near {address redacted}.

Noticeably these other areas, as in Point 1 marked up for residents, have been accepted as being for homeowners / residents.

However, the areas directly in front of {address redacted}, and to the rear of {address redacted}, has not been included. Neither area has been designated as anything.

Once again this off main road area, is believed by homeowners, to be belong to them, and for their exclusive use.

The comments and objection made in the previous point (1) again apply here.

3. Corners / Bends.

The proposal for double yellow lines around all these is long overdue and welcomed.

However, unless other vehicle control measures are taken, this will only exacerbate the current problems.

Elliot Street suffers from a surfeit of drivers parking their vehicles on the paved areas / paths.

Drivers do this EVEN WHEN there are parking spaces available by the odd number flat in Elliot Street, and out on Albert Street.

The problem is not only one of pedestrian access, but also of health and safety, as oil and petrol accumulates on the surfaces.

4. Road area leading into front of {address redacted} and rear of {address redacted}.

The double yellow lines at the corner then cease.

These lines then need to continue to the edge of the bays, mentioned in Point 2.

Also at the end of this piece of road, outwith the aforementioned parking bays, there needs to be double yellow lines.

5. [address redacted]

Unclear what is exactly happening round and about this block.

Presently there is one space marked up for a person with a "disability".

6. Electricity Sub Station

Good to see the proposed double yellow lines outside of it, as people often park there, blocking potential easy access.

Whilst in principle I agree that CPZs are a reasonable idea. I object to the proposed plans because:

1 - No provision of a Keep Clear signage at the Pilrig St / Pilrig Gardens junction. This junction is already tricky and dangerous with a bus stop, very narrow pavement, high cemetery wall and nursery.

2 - Residents of Pilrig Gardens (the Private Section) already issue permits for their own residents. These parking plans leave us open to significant risk of others parking on what is a privately owned, maintained and managed road. We have, at great personal expense, upgraded the road. If the wear and tear of the road is significantly increased due to new commuter parking - which it surely will be - then I believe the council has a duty to provide signage, deterrents and removal of vehicles not adhering to the private nature of the road. It should not be left to the residents to suffer for the council to gain from the CPZ parking charges.

3 - The businesses of Leith Walk have suffered so much due to tram works in recent years. Businesses are beginning to regenerate and the area starting to thrive. The CPZ will cut this back dramatically.

I live in Leith and have received the Controlled Parking Zone Consultation document. The document says the consultation is due to communities asking for it due to non-residential parking issues. If that is the reason, fine. Issue us residents with permits. However these should be free. At present it may sometimes be hard to find a parking space during the day but ultimately I can and it is free. I would rather have difficult free parking, than easy paid for parking. It is unclear to me why you would need to charge for permits unless this is actually a money making scheme for the council. It also seems a bit of coincidence that the areas you are targeting happen to be on the proposed tram route. It looks like residents of Leith are going to have to end up paying for parking which is a direct consequence of the trams coming down this way and that is totally unacceptable. So yes by all means introduce permits but make them free to residents. To suddenly tell Leith residents that they are going to be hundreds of pounds poorer each year is wrong. We are about to have Brexit imposed upon us which will impact the less affluent members of society the worst in terms of an increase in basic living costs so you simply cannot turn round and impose additional costs on us at this time. The areas you are targeting are some of the least affluent areas of the city and consideration must be given to the effect this will have on living standards if you impose additional costs on us.

To whom it may concern,

I am emailing regarding the Phase 1 implementation of Controlled Parking Zones across Edinburgh. As a resident of Hermand Street, I welcome this news, as patrons of the Shandon Snooker & Pool Hall on Slateford Road, and the surrounding pubs cause havoc most evenings and weekend to this area. This includes anti-social behaviour, littering, and parking illegally almost every day. I have complained to the council prior regarding this issue, however was told it was a police matter. The controlled parking should put an end to the double parking and blocked street issues. However, Hermand Street, Hermand Terrance, and Hermand Crescent residents have private car parks. These are not closed off with barriers, and are easily accessible from these streets. Residents have permits from the factor who provides them. The Shandon Pool Hall patrons often dump their cars here, there have been occasions where they have left untaxed vehicles and vehicles with flat tyres. Many work vans are dumped here for days on end also often blocking multiple spaces, and leaving no spaces for residents of the private car parks. This is a particular issue as we have a number of residents with disabilities who need close access to their vehicles. Despite receiving parking charges from P4 Parking (the company that services the private residents' car park), the vehicles still park in the private Hermand Street, Terrance, and Crescent car parks. This is something that I, and many residents have discussed with our factor and parking charge company on multiple occasions, however as vehicles are no longer allowed to be clamped and the government legislation effectively means the private parking charges can be ignored not much can be done, other than continuing to ticket the cars with the parking charges, which are rarely paid or act as deterrent.

It is now my fear that with the controlled parking, that further patrons of this establishment will just dump their cars in the surrounding private car parks, developing more of an issue for residents than is previously in place.

With this in mind, I have two requests:

- 1) can the current residents private car parks be included in the controlled parking phase 1, so that owners of vehicles that dump them in the car parks can be fined and therefore will not repeat offend.
 - 2) if this is not possible (due possibly to it being private land – although I am sure I can get enough residents to agree), what strategies will be put in place to mitigate against people just dumping their cars/vans in adjoining private car parks where there is little legal implications for them doing this.
- Many thanks for your time,

I would like to express my dismay and astonishment at Edinburgh Council's latest proposals to extend the controlled parking zones to Gorgie, Shandon and Leith.

Firstly, in my opinion, controlled parking zones do not actually solve the parking problem, it simply moves it to another part of the city. Unless Edinburgh Council plans to ban car users from the whole of the city then I'm not sure how this can be a long term solution to this problem.

Secondly, I live in the Gorgie area, and I work in Leith, and I do not consider either of these areas to have significant parking problems. While it may not always be possible to park directly outside your own flat/house, it is not difficult to find a space within a few minutes walk away. The only exception to this may occur around Gorgie when there is an event on at either Tynecastle stadium or Murrayfield. This does make parking slightly more difficult, but the majority of car users tend to park on streets where there is no housing, and therefore has minimum impact to residents nearby. These residential areas may benefit from parking restrictions for times when there are games on (I believe this type of restriction is already in place in areas around Hampden Park in Glasgow). But this would not require residents to pay money for a permit simply to park outside their own home.

I moved to Gorgie 2 years ago, and part of my reason for choosing a house here is because there are no parking restrictions. I believe the introduction of controlled parking zones would therefore reduce the value of my house, since I personally would not want to move somewhere that I can't park my car without paying for it!

I also want to mention that I think the online feedback from around this consultation is poorly designed. My views are relevant for all 9 areas that the consultation relates to, but there is no option to select all areas, so to use the form I'd have to fill it in 9 times, which is why I've resorted to sending

an email instead. Additionally, there is no question that actually asks 'do you want controlled parking zones in this area', which seems odd given that that's what the consultation is about. It seems quite bias, almost assuming that you do want controlled parking, and the consultation is simply to help understand what type and when it would apply.

This feels like a money making scheme for the council rather than an attempt to resolve any genuine issues

Good afternoon.

Having received the correspondence regarding the latest controlled parking zone proposals two weeks previous, I have taken some time to look into the Councils reasoning behind it. The justification stated on all releases is that the Council has had an increased number of requests (no quantification of it provided however – has it gone from 10 requests to 20 or 10 requests to 1000?) from residents asking you to help with the issue of non residential parking.

As a resident in one of the areas and my place of work being in the other (Gorgie and Leith), I have personally heard of no complaints regarding parking. In fact I can say that in my own residential area, the parking works perfectly. In the morning those that drive to work leave which frees up the space for the non residents, who then vacate the space as the residents are returning. A perfect example of the limited space we have being used at its optimum. I do appreciate however that this may only be my option so I have spoken to other residents in both areas. Not one person disagrees with my thoughts, and no one has said that they have raised concerns with the Council. Obviously my sample size is nowhere near large enough to say that this is the opinion of the residents in general but I was shocked to find no one in agreement with you proposals.

Unfortunately I am unable to attend any of the drop in sessions as I am at work on all occasions (can I ask why there are isn't a session that is suitable for people whom work full time, Monday to Friday i.e. an early morning slot, after 7pm or at the weekend?) so I am unable to see for myself the opinions of a wider audience. As a result of both I feel my only option is to put in a freedom of information request which will provide information detailing the numbers of residents that have come forward requesting these changes. I note that one has already been lodged in the 17th October 2019 (request number 25580) therefore I am happy to be emailed this information also as long as the request covers all areas on your full proposal and is in a relevant time period i.e. covers the last three years. I would also like to see if it is multiple residents complaining or the same individuals appearing time and time again i.e. a persistent complainer

You will note that I have copied in the MP's for both areas and the local councillors listed on your website. The reason for this being that I have grave concerns about the future of this city. I have lived in Edinburgh for 20 years (previously a resident of East Lothian) and I can honestly say with a heavy heart that I am considering leaving the city. There are multiple reasons for this (which I am happy to discuss with any one of you), but if this proposal comes in (which let's face it, it will. It's clear the decision has already been made and that procedures are simply being followed), I firmly believe this will be the final nail in the coffin for the city.

As part of the Senior Management Team at my place of work, we are already talking about the talent that we are going to lose as they will not be

able to continue working with us if they cannot park their car. Not only am I referring to those who can't rely on public transport for issues such as child care, I am also thinking of those who commute in from outside Edinburgh whom make up around half of our work force. The price of properties (whether buying or renting) in Edinburgh has gotten so out of hand that people have been forced to move to the surrounding districts. They do not have additional time to spend commuting on public transport (if they actually have any) or the extra money to spend on parking. These individuals will simply look for work closer to home or in another district where there is parking, and it is simply not the case of them being replaced by Edinburgh residents as the skills needed may not be present in those individuals. Is compensation going to be paid by the Council to companies for items such as recruitment fees, training, staff shortages etc which are a direct result of the parking changes?

I do also worry that other companies may be thinking the same as our own, that they are looking at premises outside the city. So what happens then? Businesses move out, then Edinburgh residents have to commute to where they move to. Then why commute? Might as well move to that area and the money that they contribute to the city is also lost. Has anyone actually thought what the long term consequences of essentially permit parking the whole of the city is going to be? None of your literature states these proposals are for nothing more than residents complaining about non residents parking, so why risk the viability of the city on it? Your aim is to reduce the numbers of private vehicles in the city by introducing more/better public transport so why is this proposal even being put in place? Has the Council not be forward enough thinking to come up with new ideas rather than rolling out what is already a bad system, or is it really just a money making scheme with this as it's glossy cover story? Feedback and confirmation of the freedom of information request I have submitted would be much appreciated.

I object to these proposals for the simple reason that there's no provision for those who commute in to Leith from out of town; The Lothians or Fife for example. If a place of work has no dedicated on or, near-site, car parking (surely the majority of SMBs), then they'll face massive difficulties with personnel being unable to get to and from work. To say that all these people can easily get public transport is an unrealistic Council of Perfection. Please review these ill-thought-through proposals to make provision for SMB workers who are unable to afford Edinburgh property prices and cannot realistically use public transport to get to and from work.

We are a family of 4 and wish to object to the above proposal as we do not believe that it will improve parking availability for my brother and I. It is still the same cars parked out side the flats every single night. So putting controlled parking zones in will not help. You need to create more spaces for cars.

I work irregular hours and when coming home late I still can't find a space to park my Lamborghini which is a bit of a problem for me. I have already unfairly been given numerous parking tickets from Edinburgh council from the lack of car park spaces late evening/early night time.

So putting controlled parking in will not help the problem. It's the same cars and limited spaces. Why should I pay my hard earned money on a parking permit and not be guaranteed a parking space out side my own flat.

The council needs to look at innovate solutions like using ocean terminal car park space and the cruise liner parking space.

Hi

I am emailing with regards to the CPZ Consultation for Gorgie.

I am a resident in Hutchison Road and was quite shocked and surprised to see the Council's plans of putting in CPZ's within this area.

- Whilst I appreciate the need for controlled parking within Gorgie North and the Shandon area where there are Tenement Buildings, the Hutchison area (especially Hutchison Road) has never had an issue. The only time this area experiences a higher volume of parking is when the Football is on which Controlled Parking will not negate (the football is always on weekends as you know or late evenings).

- The number of shared free spaces you have highlighted is alarming considering they are close to the Industrial Estate on Hutchison Road. I fear

that these spaces will simply be taken up by the Industrial Estate owners company vehicles (they already leave their company vehicles over weekends when the drivers are not working). These shared free spaces will never be available for residents or visitors.

- There are a number of elderly and family residents in this area who all rely on visitors. When these visitors are faced with charges for parking in what will be deemed as a fairly empty area in terms of cars parking, I fear this will only harm these people for what will be of no benefit to the residents whatsoever.

I do hope my concerns are put forward and taken into account.

To whom it may concern,

I'd like to provide feedback in response to the Controlled Parking Zone Consultation for Abbeyhill which was recently posted through my letterbox. Please include a secure bike hanger near the Shared-Bay outside 30-38 Milton Street. As a resident of these tenements, I frequently cycle, and would find a secure bike hanger particularly useful to help me get around the city using environmentally friendly transport. My options for bike parking are currently limited (despite an abundance of car parking on the street). I'm therefore hopeful that you can coordinate the implementation of the controlled parking zone with improved bicycle parking.

I would get no benefit from a controlled parking zone unless it also improves parking for bicycles.

Good evening,

I wanted to voice my displeasure at the parking consultation in the Pilrig area. Neither I, or any of my neighbours or even our Factor agency were made aware in time for any of the scheduled meetings.

I reside at Springfield and require a vehicle due to my 24 hour shift pattern, I simply cannot get to work without a vehicle. What is the proposed cost for a permit for parking? I understand that due to the future tram works, there may be a need to enforce parking restrictions in this area to stop persons parking their vehicle for work/airport. However, I would hope that strong consideration is given to free (or at the very least heavily discounted) permits to residents of the area that depend on street parking. Especially when they may work for emergency services and require their own a car to travel in the city centre.

Dear Sirs

Please do not introduce further parking restrictions to the Leith (particularly Leith Links) area.

This will put me at an economic disadvantage.

Current parking provisions are perfect.

I am a resident.

As a resident in Bonnington which is phase 2 {postcode redacted} I'd like to protest that we were not even invited to this consultation. Our neighbours up the road got a leaflet, but not us, despite the obvious interest.

We are as the survey shows even more stressed as a parking area than Pilrig, which is in Phase 1. Your official told us he had no idea when phase two would begin - 2021 at the earliest, he thought.

Phase one will severely impact us, as free parkers use our limited space even more heavily. How do you propose to ameliorate this?

I am in favour of controlled parking - but not like this.

Thanks

Good morning

I hope you find the following feedback useful .

1. We welcome the addressing of parking issues in Meggetland terrace re access for emergency vehicles and council services .
2. We do not think that residents with off street parking and white lines across their drives should be entitled to 2 permits . This potentially gives them 4 parking spaces .
3. It would be useful if the permit holder bays were marked for individual cars aka metered parking , to reduce inconsiderate parking .
4. If the council seriously wants to reduce the number of cars in the city and carbon emissions , each household without off street parking and no medical reasons , should only be entitled to 1 permit with the option to buy visitor permits .

Thank you .

Having now seen the proposals at North Merchiston Club and fully understood them, I would like to comment specifically on the proposal to put in double yellow lines on the stretch of pavement opposite nos 12-21 Craiglockhart Terrace. This pavement was installed when retirement homes were built on a section of George Watson playing fields which the school sold off. I understand the pavement was a legal requirement because the new homes were designated as being on Craiglockhart Terrace and a certain length of pavement has therefore to be installed. The fact is that the pavement is on the other side of a high stone wall surrounding the flats and ends partway along this stretch of the Terrace. It narrows the roadway meaning that parking cannot take place on both sides of the street safely without parking on the pavement. Previously the roadway beside the wall abutting the bank with a kerb. The pavement appears to serve no useful purpose apart from allowing people to walk their dogs and use the bank as a toilet.

Once it becomes illegal to park on the pavement, the road will be too narrow to allow parking on both sides of the road for this section hence your suggestion to put in double yellow lines. An alternative proposal would be to remove the pavement this widening the road and allowing parking along this stretch. This could then be added to the shared bays or have single yellow lines restricting parking during daytime Mon-Fri.

As a resident I feel that this would be a much more satisfactory solution than imposing 24/7 no parking across the road from my row of houses, even at evenings and weekends, which seems excessive in a side street outwith the city centre.

I have spoken to [name redacted] about this and he agrees it would be worth looking into. I would be grateful if you could due consideration to my suggestion.

I am in general in support of the proposals for B8 in Craiglockhart Terrace- currently residents are the only people paying for parking in the street which is a primary commuter zone for both Napier staff and students and for users of the day nursery at no1. These proposals would mean everyone has to pay and that residents may well pay proportionately less than non-residents. The main times for restrictions should cover the peak times-working day, Mon-Fri but arguably, residents only parking zones should cover an extended time including weekends, although less important.

Hi there,

Good proposal.

Just two comments...

- Less pay and display around Craiglockhart Primary - people should be walking/cycling/using public transport to get to school.
- Residents on Cowan Rd, Ashley Gdns and Ashley Dr should only have one access point to their driveways, i.e. they should not be able to remove their entire front boundary and use their whole front garden for parking multiple vehicles. Parking is in short supply this close to the city centre and should be shared fairly among the Shandon community. Therefore parking bays should be allocated along these three roads as fully as possible, making no exception for properties which have removed their front boundary.

Hi. Just wanted to write in qualified support of the planned rezoning for parking in Shandon and Craiglockhart. We live along Ashley Drive and the pavements are routinely clogged up with cars on both sides making it somewhat hairy for our kids to scoot or run down them, and it's often difficult to get cars through the middle. Negotiating the pavements with a wheelchair is probably impossible. This is especially true during the workday, and I know it is mainly as a result of people driving into town and parking on our street, not residents of the street parking on the street, though there is a little of that too.

My support for the proposal is qualified because I can appreciate the concerns of those who live in the Shandon colonies. There I suspect the parking problems are less due to people driving into town and parking there, and it's mainly resident parking, and most residents there obviously don't have driveways or parking spots on their properties.

Dear Sir/Madam,

We, a group of concerned residents in the Abbeyhill Colonies have come together to send this email to you.

Having viewed the proposals for CPZ parking in the Colonies it is apparent that the Conservation status has been ignored or the planners are not aware of this status.

As it stands the proposals are in breach of the Council's own Conservation planning regulations. The Council has form in ignoring/not being aware of the Abbeyhill Colonies Conservation status. In 2013 work was started to upgrade the Colonies kerbs and pavements but the roads department were not aware of the areas conservation status so the streets, at least Lady Menzies Place/Alva Place were defaced by the roads authority by the removal/covering of setts and the clawing up of whin stone kerbs and gutters, much to the detriment of the 'place', and their replacement with blacktop and concrete kerbs. Once the Council were reminded (with help from Deidre Brock MP then Cllr), of the areas conservation status the rest of the work was done using Conservation materials on all other street including Rossie Place which was deemed part of the Conservation area due to logistics and location. The imposition of lines in an unthinking manner would add insult to the injury already inflicted on the character of the place by the roads authority. Senior Roads/Transport CEC officials stated "We accept our internal processes did not pick up the conservation status.. we review our processes to minimize the chance of this occurring again"

The proposed white and yellow lining within the Abbeyhill Colony streets, and indeed all other Colony streets in various parts of the city-wide proposal for CPZ, are inappropriate and not required. This is confirmed by reference to the Colony streets in Stockbridge and Rosebank, both also subject to specific conservation area designation, as is the Abbeyhill Colonies, both subject to CPZ designation and neither being defaced by white and yellow lines. Yellow lines are not required, other than on corners on entry to streets to maintain visibility, as the streets are narrow and no-one parks such as to block the street. The car parking side of streets also need no lines as, clearly, that is where cars park. The current proposals for the CPZ in the Colonies will also take away approximately 50 parking spaces and the proposals for Rossie Place are also inadequate and fail to address the fact that, at the very least, the colony side of Rossie Place in part of a Conservation area.

A 'standard' approach to the incorporation of the Abbeyhill colony streets into the CPZ is not appropriate and would ignore the special character of this conversation area. Shared bays, which would require lines, can be accommodated on the linking end street (Rossie Place) as in Stockbridge (Glenogle Road). There is no need to attempt to provide areas for turning at the end of streets as part of the character of Colony living is in forwards and out backwards or vice versa. Turning is generally impossible due to the narrowness of the Colony streets.

The proposals as they stand would be detrimental to the character and appearance of the Abbeyhill Colonies Conservation Area.

The initial proposed arrangement in Stockbridge was to similarly impose white and yellow lines, signage, machines etc. This was resisted at the time by the local community as it was not necessary and defacing in streets which have a distinct character that would be damaged by 'standard' lining, standard gaps in parking, 'standard length of double yellow back from corners, etc, etc. It is being resisted in Abbeyhill now for the same reasons.

The Solution:

A "mews" parking solution (but with visitors parking permits allowed), as used successfully at Stockbridge and Rosebank (see images below/attached), should be utilised. It is cheaper (no cost of lining, just small signs), does not deface the narrow streets and ensures more parking for all residents. All that is needed is the erection of small signs at the end of each street as shown below. No lines, no defacing, no disruption. Very simple and respectful to the character of the area.

If such a respectful approach is good enough for Stockbridge and Rosebank Colonies Conservation Areas, it is good enough for Abbeyhill Colonies Conservation Area. It is helpful to note the terms of the Conservation Area Character Appraisal which notes that "The development is set down at a lower level from London Road, with pedestrian access only down steps from London road on five of the streets. This provides a strong boundary and gives an impression of separation from the busy London Road and internal views are most dominant". The acknowledgement of the physical and visual separation of the colony area from the busier roads adjacent is clear. This separation, and the character and visual quality of the area would be damaged by the CPZ proposals as they stand.

Each colony street would be residents only parking but would also allow residents on Rossie, Maryfield and Salmond Place to park.

There is also concern about what CPZ zone the Abbeyhill Colonies would be in. Geographically we have little in common with the rest of Abbeyhill and are divided by London Road and the Meadowbank Retail Park. The only egress from the Colonies is onto Easter road and not to the rest of Abbeyhill but directly to the N2 CPZ Zone. Special consideration should be given to the Colonies to join the N2 CPZ zone as per the Council's original intention over 10 years ago, especially if same permit cost.

There are specific ideas we the undersigned have for the area which we're happy to discuss at a later time (7 day a week limitations on parking, specifics for Rossie Place etc).

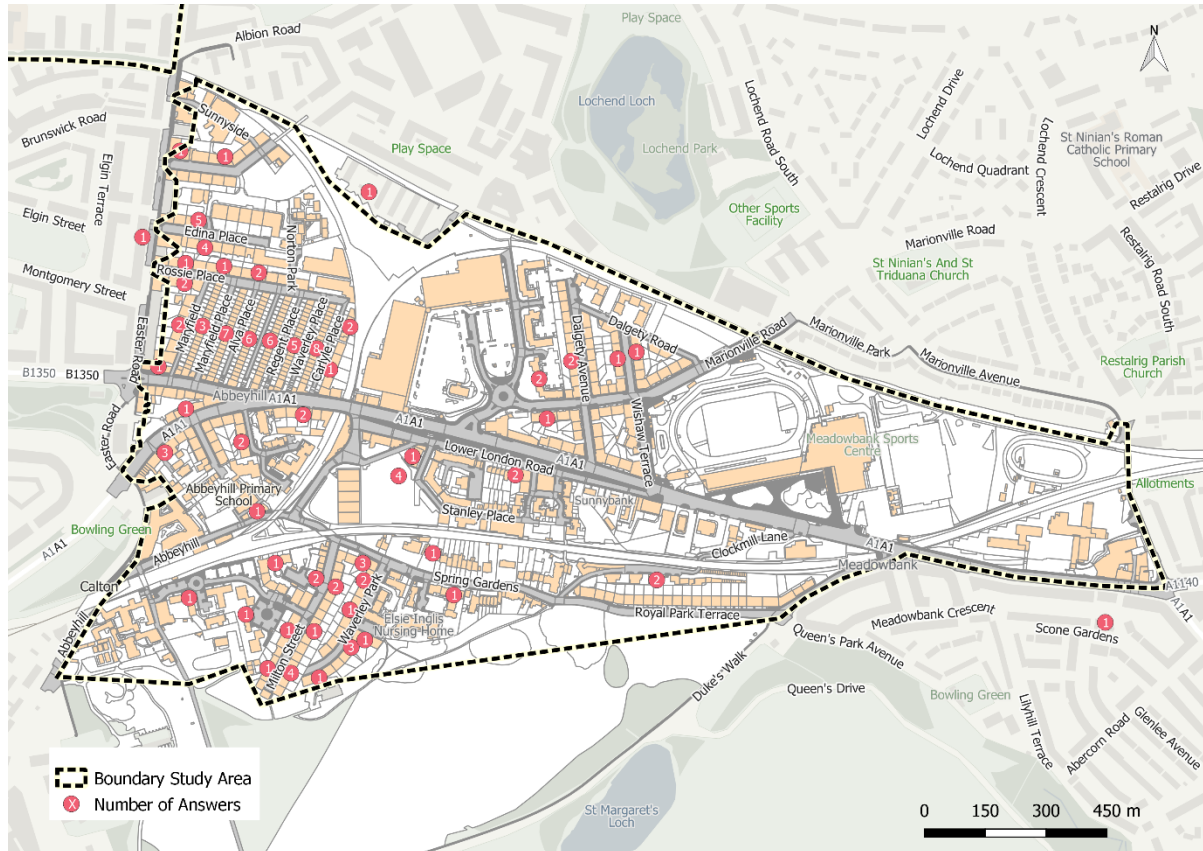
Lastly, it should be noted that the views of the relatively newly formed Abbeyhill Colonies Residents Association do not necessarily represent the views of the wider community as they have not discussed this with the wider community at this time. However, concerned residents have come together as an independent group, with the Colony of Artists who been involved in projects within the Abbeyhill Colonies Community for 15 years, in order to ensure our views are heard and to ensure that the Stockbridge model is implemented throughout the Colonies and our conservation status is preserved.

We attach relevant photos of Stockbridge, the Colonies, our written petition and a screenshot of those who signed "electronically". We have further results from a survey monkey poll we conducted which we can make available.

Do not put controlled parking or permit parking in our street. It is great for visitors, people utilising pilgrig school and parking is fine. There must be another way for Edinburgh council to milk even more money from its residents and visitors you haven't thought of yet.

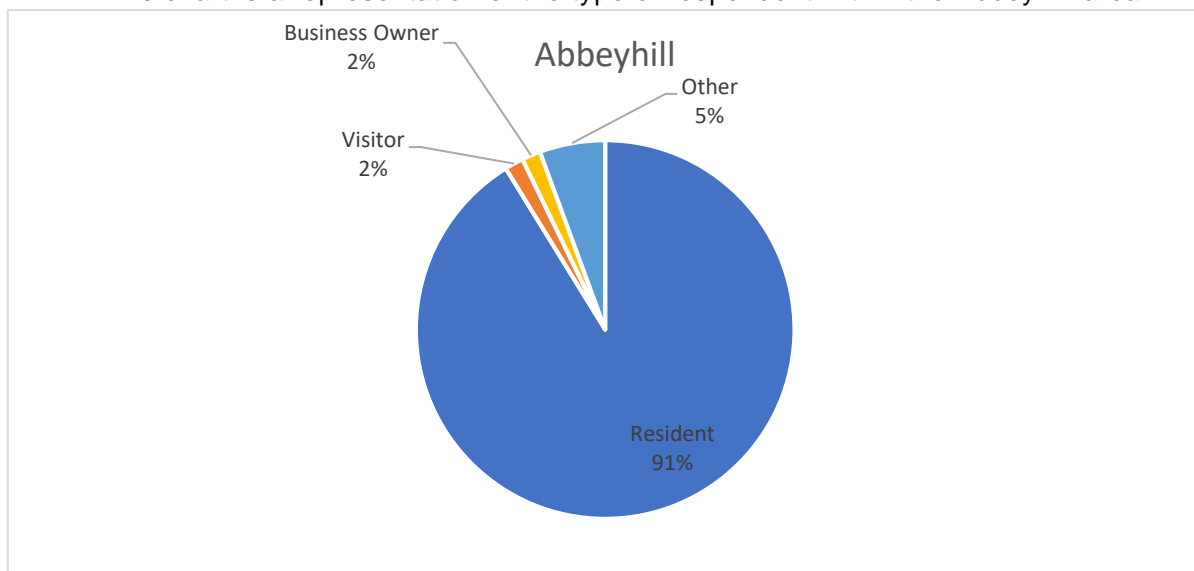
Appendix D – Online Survey Responder Location Maps and Analysis

1. ABBEYHILL



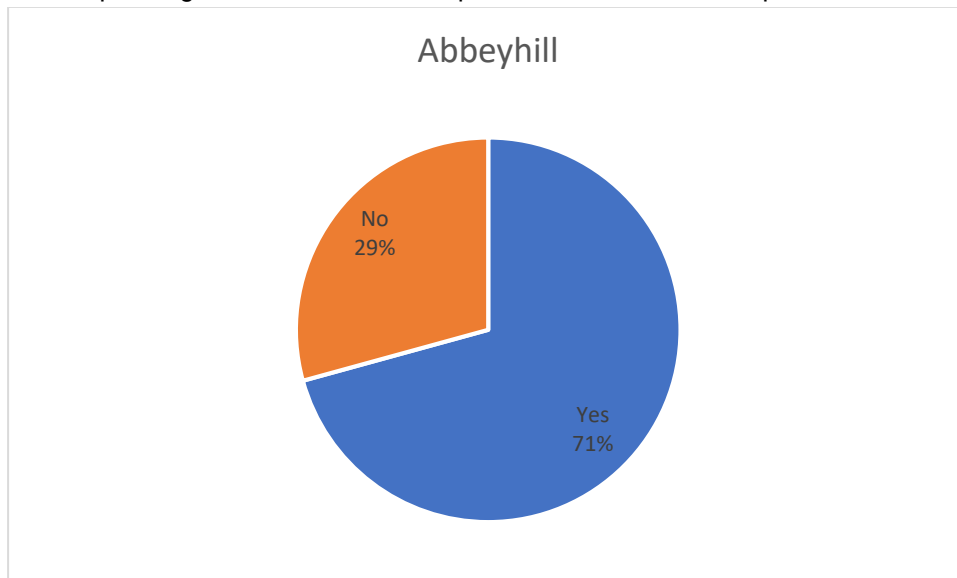
Number of responses (Abbeyhill)	Postcodes given	Postcodes within map area
125	122/125	113/122

This chart is a representation of the type of respondent within the Abbeyhill area.

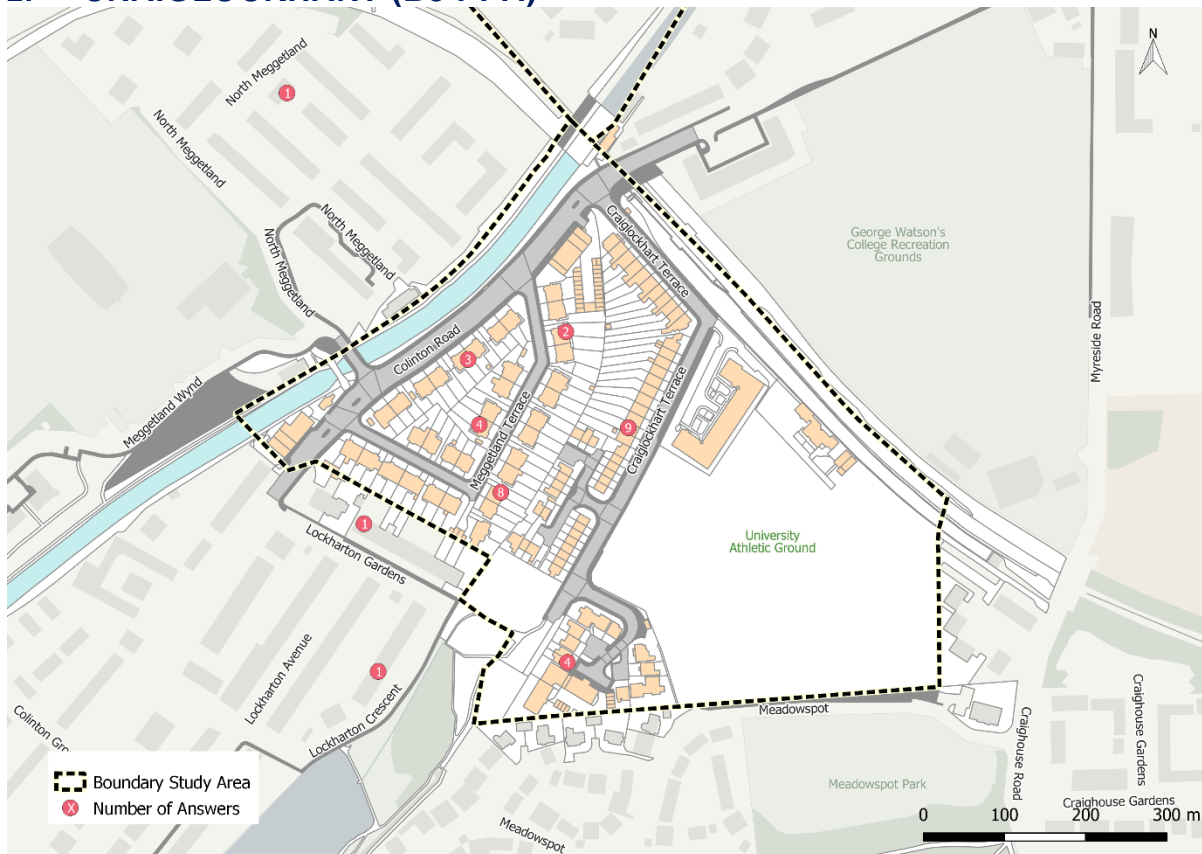


1. Of the responses received, 90% (114) were from people who stated they were a resident of the area. The 'other' 5% (5 responses) comprised of a Landlord, a community group, a resident' association, father of a daughter in the area, previous resident and a council employee.

2. 123 responders of the 125 respondents answered the question regarding if they face issues parking in this area. 71% replied Yes, while 29% replied No.

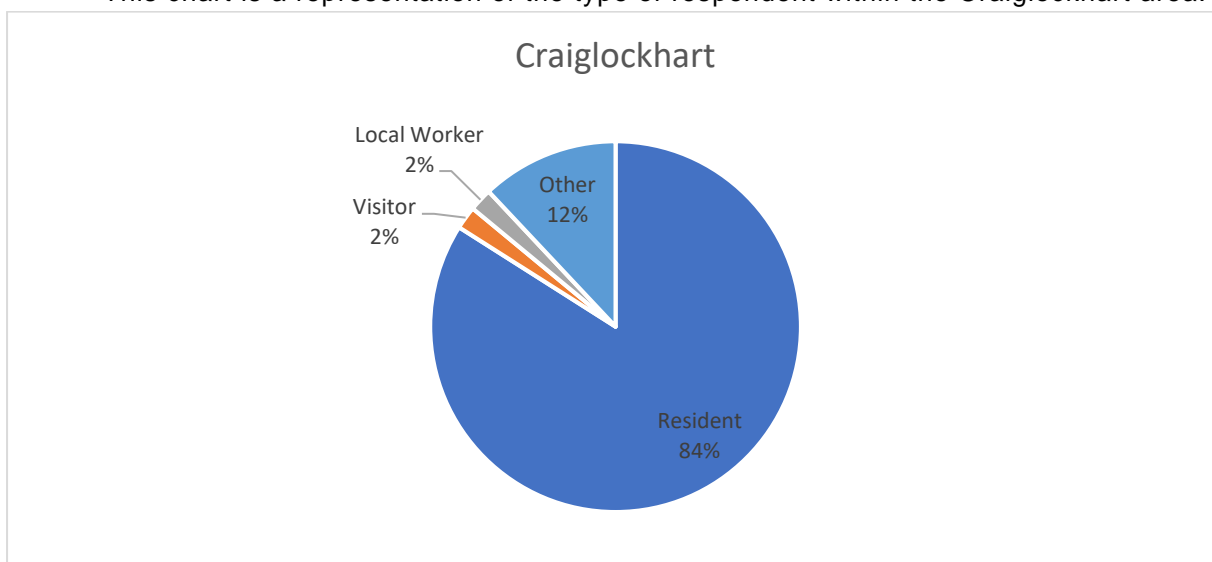


2. CRAIGLOCKHART (B8 PPA)



Number of responses (Craiglockhart)	Postcodes given	Postcodes within map area
50	47/50	33/47

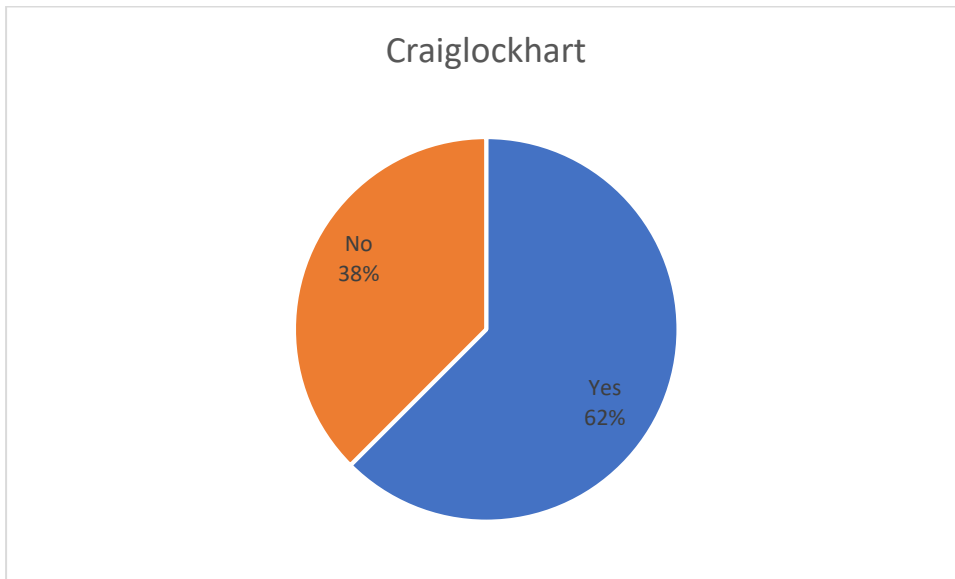
This chart is a representation of the type of respondent within the Craiglockhart area.



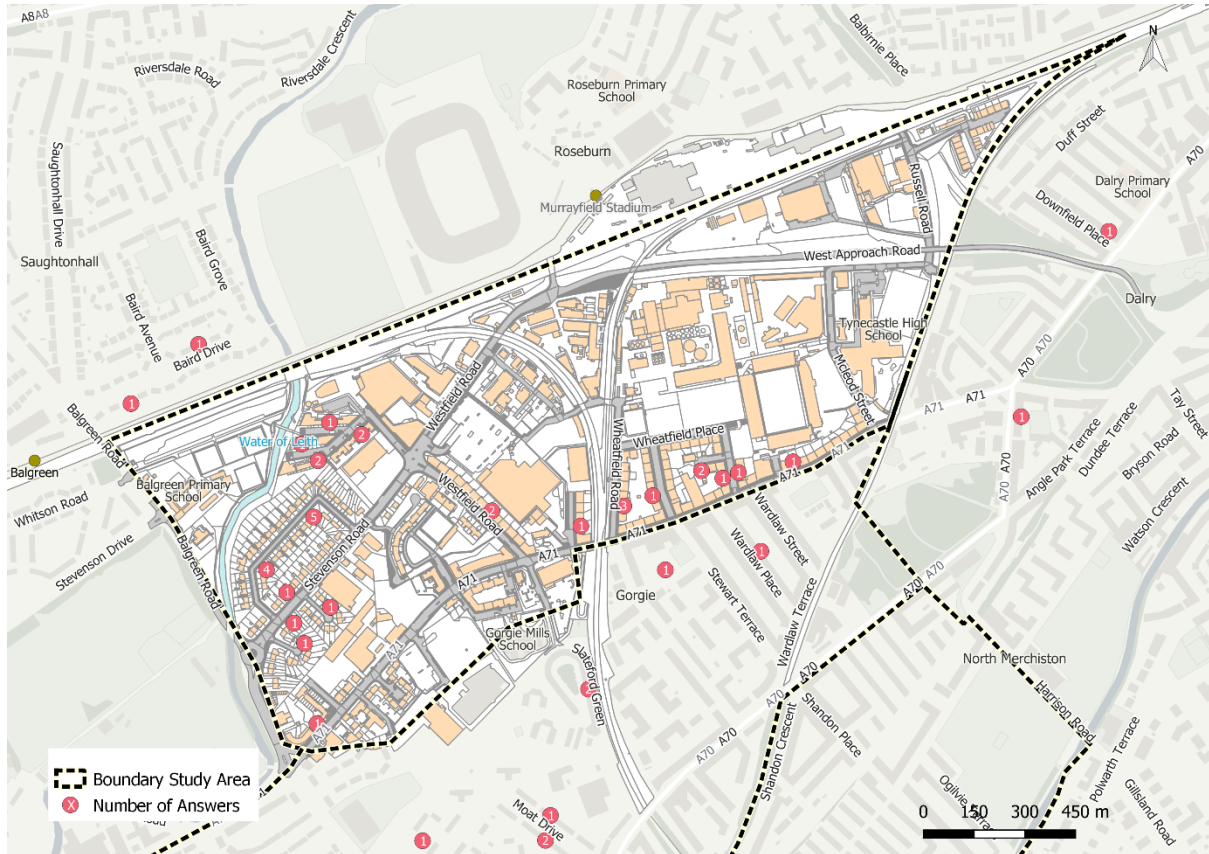
3. 84% (42) responders stated that they were residents of the Craiglockhart area. One person said they worked locally in the area; another one was a visitor to the area. The six respondents who identified as other; four specified they lived just outside the

consultation area, one said he/she used the Leisure Centre and one mentioned it's their parent's area.

4. 48 responders answered the question regarding if they face issues parking in this area. 62% said they did face parking issues, while 38% suggested they do not.

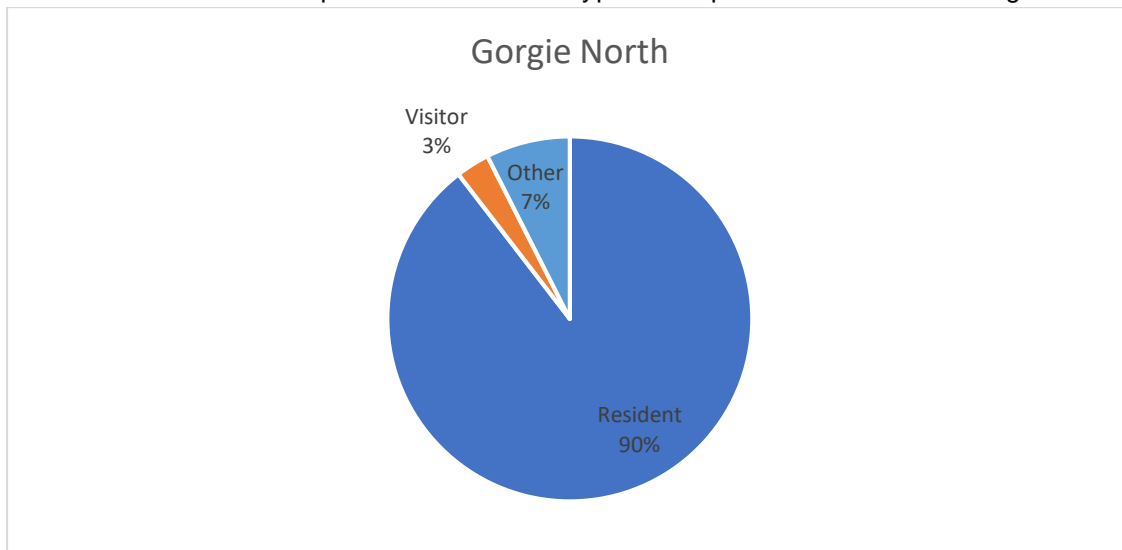


3. GORGIE NORTH



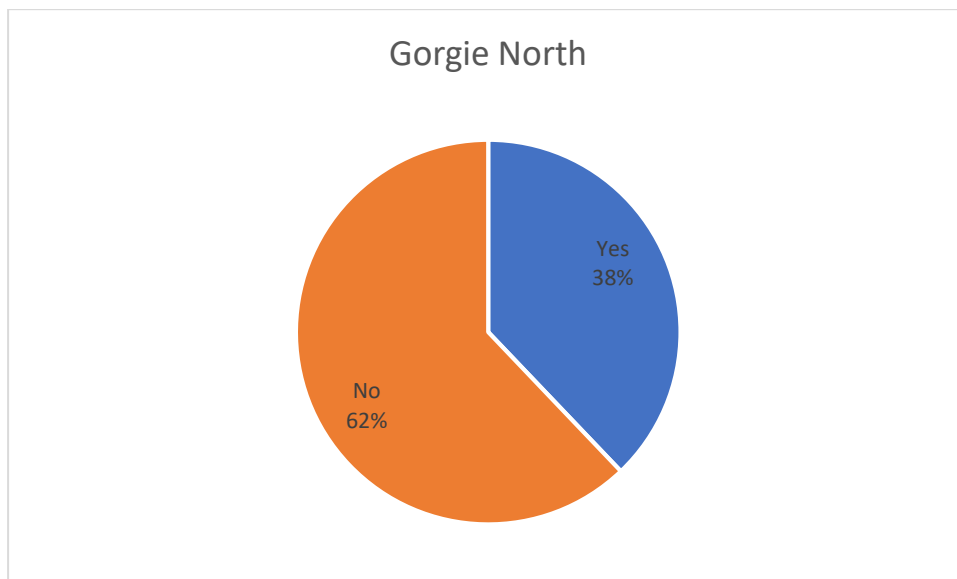
Number of responses (Gorgie North)	Postcodes given	Postcodes within map area
67	67/67	46/67

The chart below is a representation of the type of respondent within the Gorgie North Area

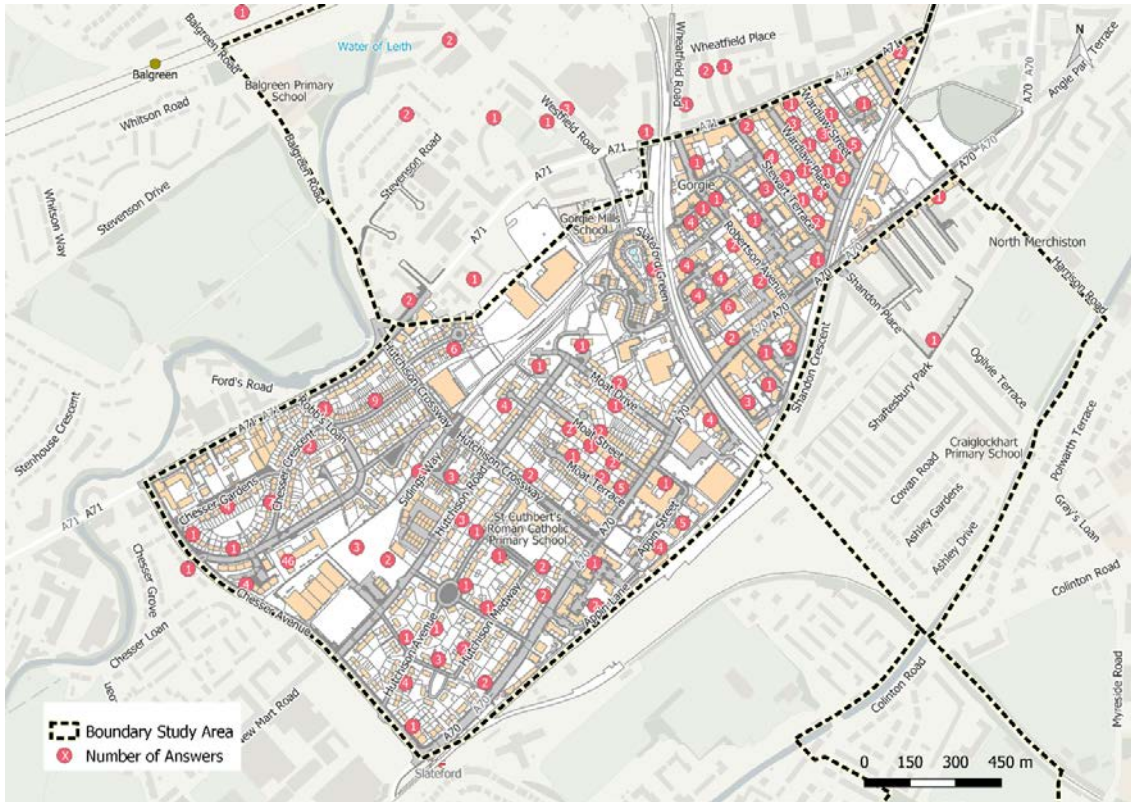


- 90% of respondents (60 people) stated that they were residents. Two people said they were visitors to the area and five people chose 'other'. The five responders who chose 'other' were, a doctor, a local school, someone who lives near the consultation area, parent of a schoolchild and landlord.

6. 66 out of the 67 respondents answered the question regarding if they face issues parking in this area. 62% said they did not experience parking issues, while 38% said they did.

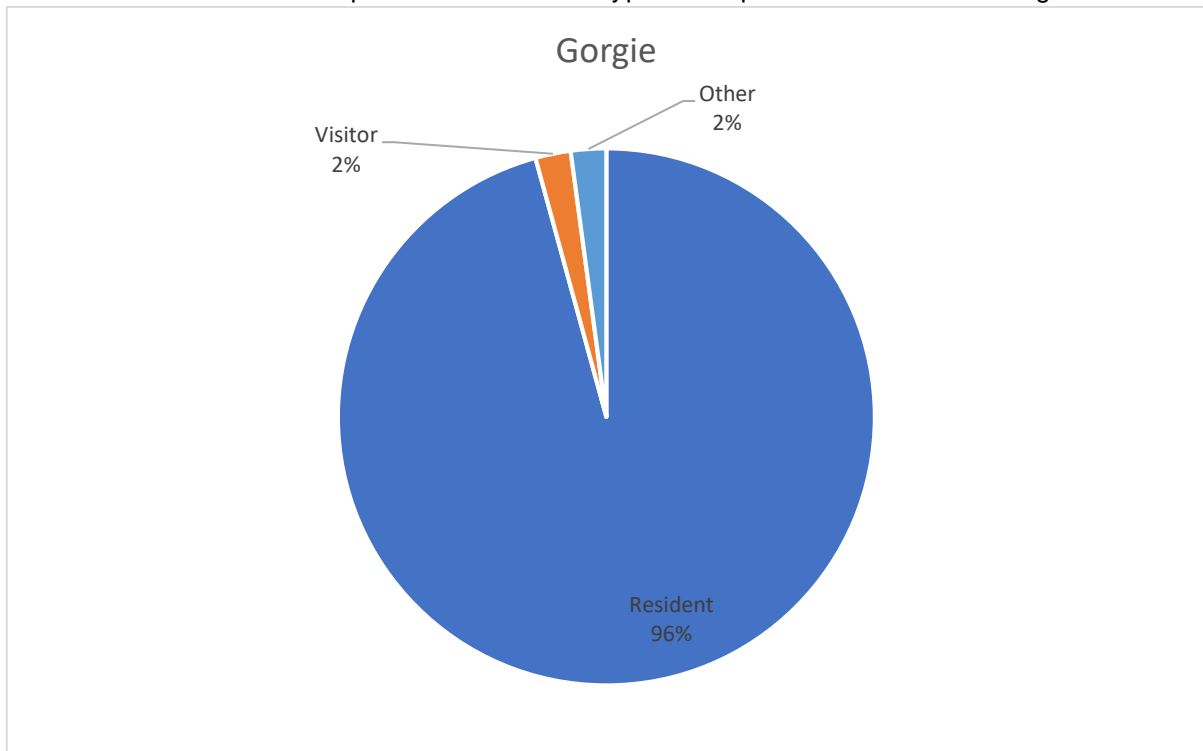


4. GORGIE

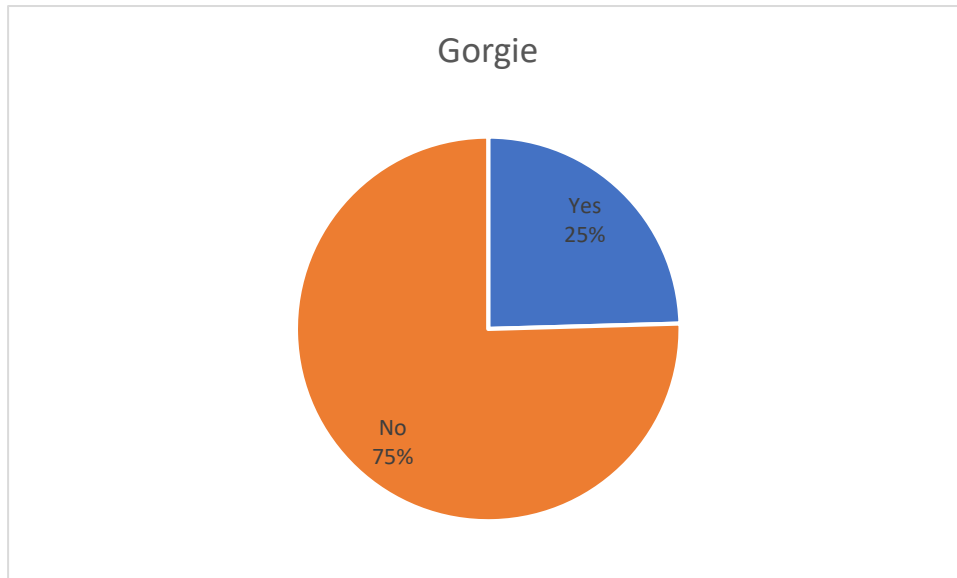


Number of responses (Gorgie)	Postcodes given	Postcodes within map area
282	275/282	264/275

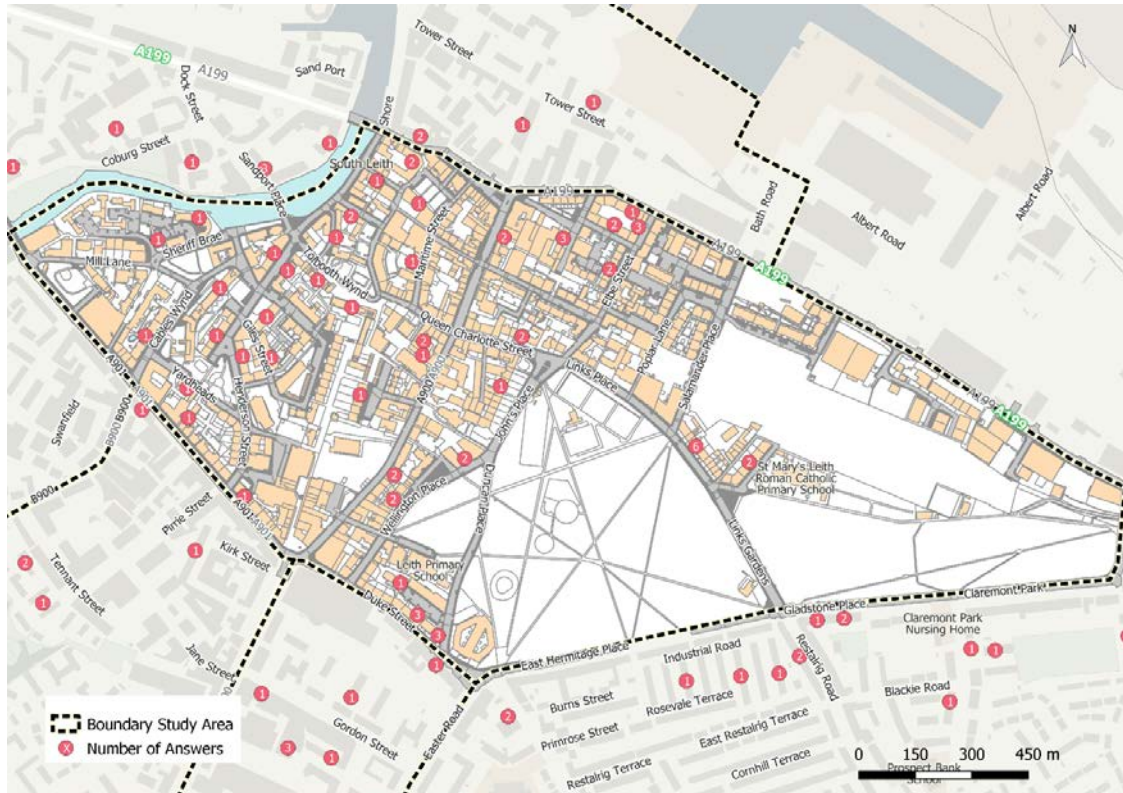
The chart below is a representation of the type of respondent within the Gorgie area



- 96% respondents stated they were residents of the Gorgie area – this amounts to 270 people. Six people (2%) were visitors to the area and six people stated 'other'. These six consisted of a Landlord, a Resident Association, friend of resident, someone who identified as 'potentially effected' and someone who did not specify.
- 281 respondent answered the question regarding if they face issues parking in this area. 75% said they did not experience parking issues, while 25% said they did.

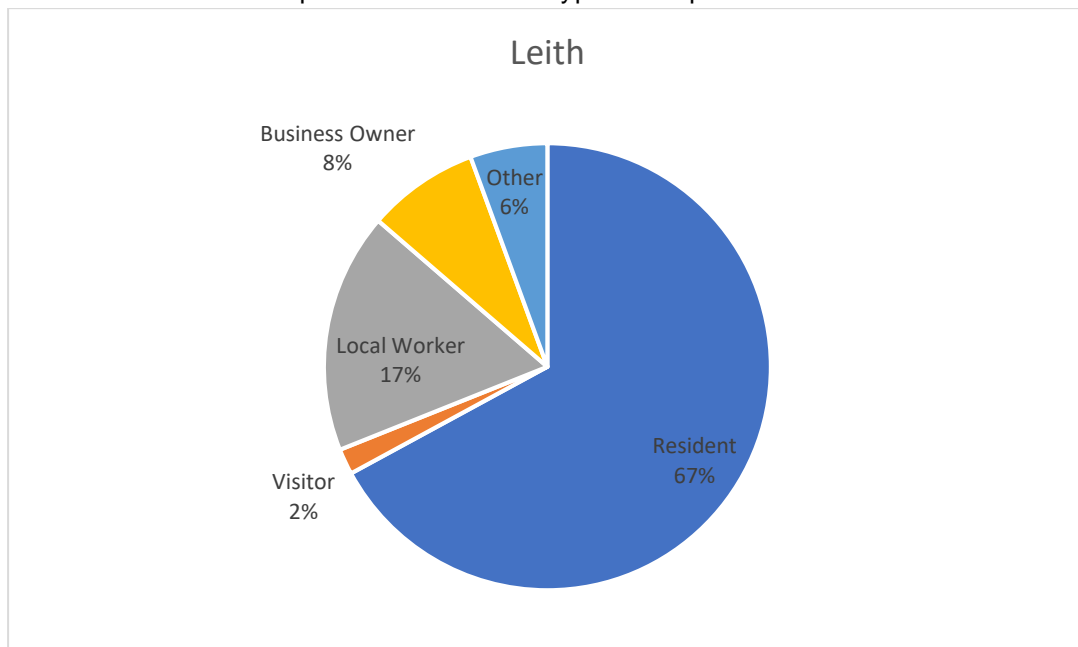


5. LEITH



Number of responses (Leith)	Postcodes given	Postcodes within map area
161	154/161	101/154

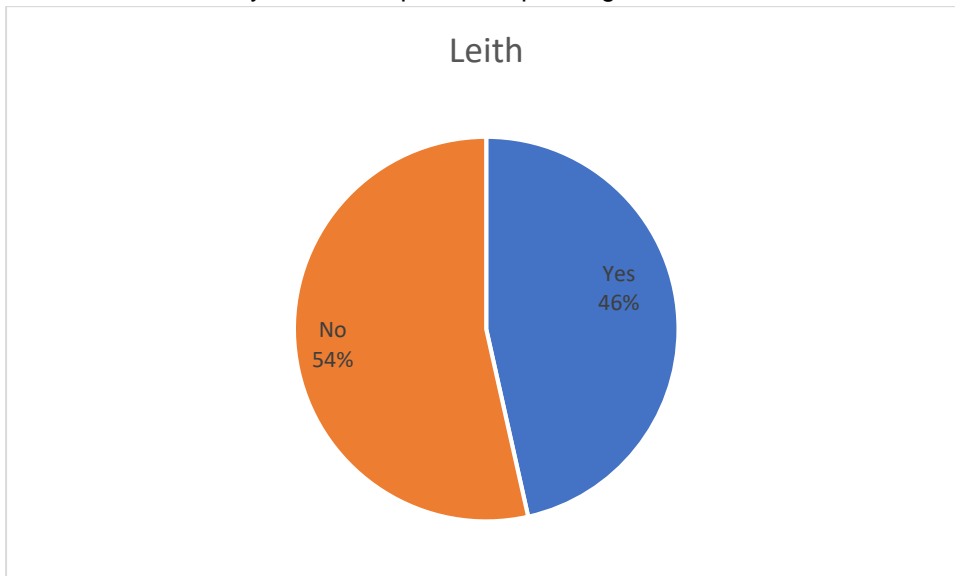
The chart below is a representation of the type of respondent in the Leith area.



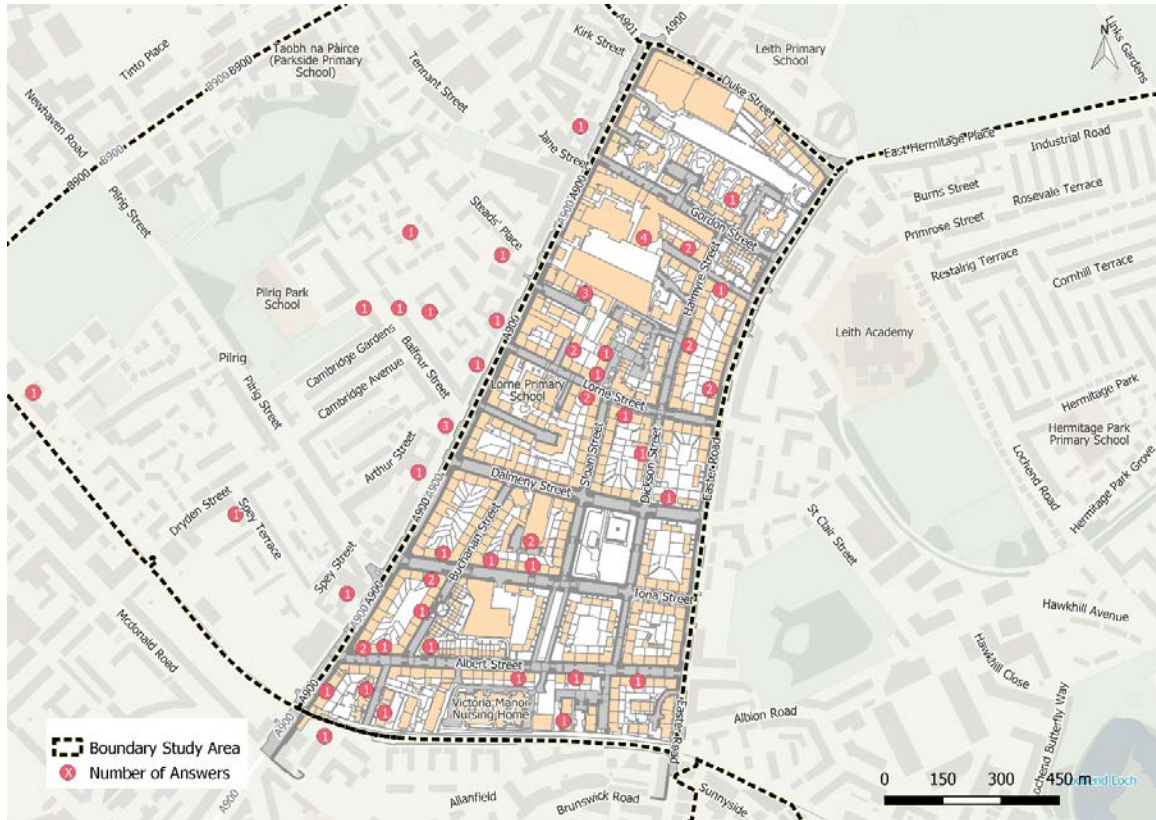
9. The majority of responder (67%) identified themselves as residents for the Leith area. 28 people (17%) stated that they work within the area, whilst 13 people (8%) said that they owned a business in the area. 3 people (2%) stated that they were visitors. Regarding the 9 people who chose 'other' (6%), 7 lived just outside the

consultation area, while 1 identified as a nurse and parent of a child who attends a school in the area, while another was a landlord..

10. 157 responders answered the question regarding if they face issues parking in this area. 54% said they did not experience parking issues, while 46% said they did.

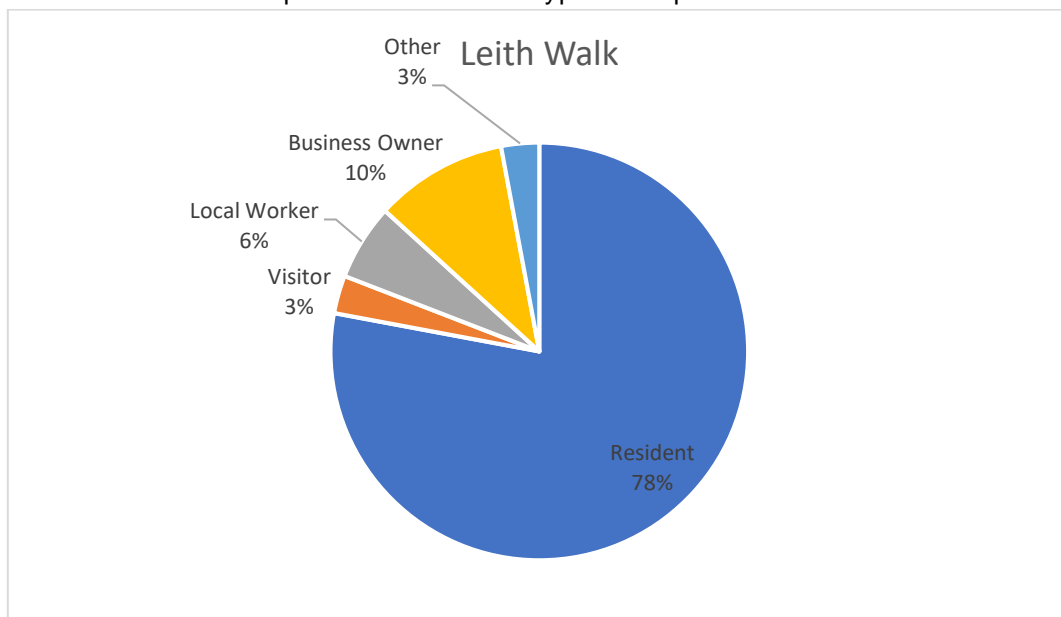


6. LEITH WALK



Number of responses (Leith Walk)	Postcodes given	Postcodes within map area
68	67/68	59/68

The chart below is a representation of the type of respondent within the Leith Walk area

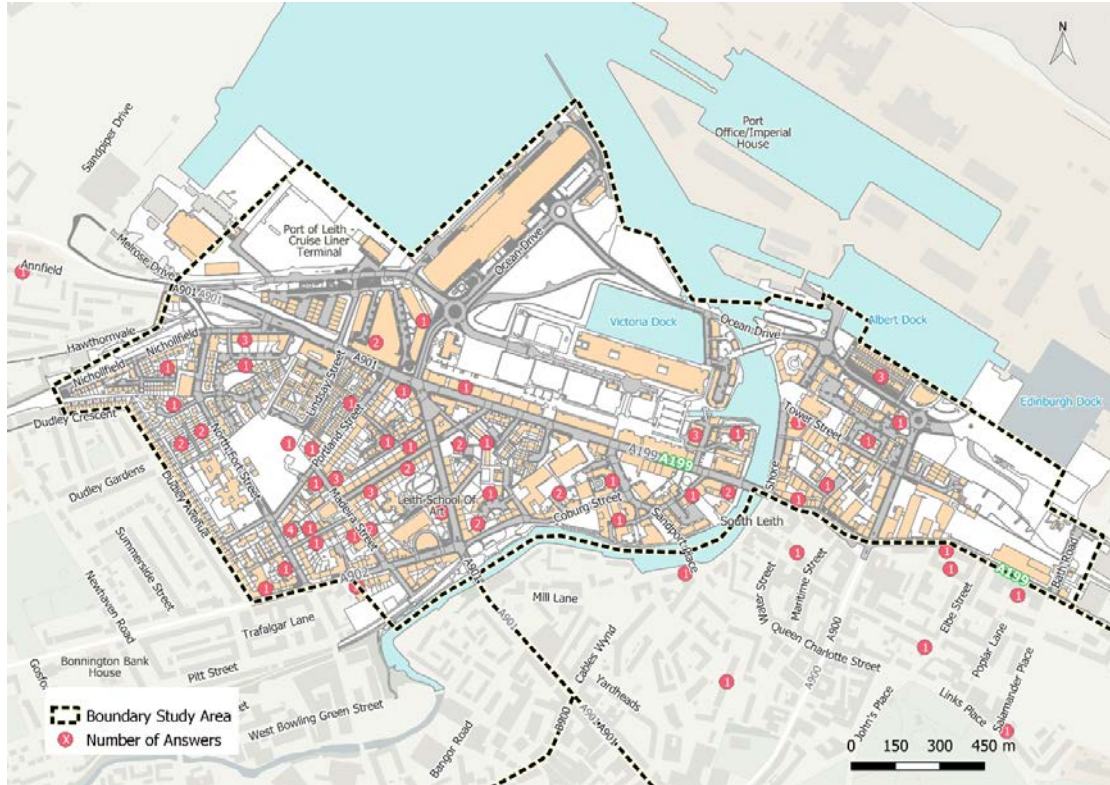


11. In total 53 people identified as residents of Leith Walk (78%). Seven responses (12%) came from business owners and four people (5%) from local workers. Two

- people (3%) were visitors. While, two people (3%) chose the 'other' and specified they were a Landlord in the area and resident nearby.
12. All 68 responders answered the question regarding if they face issues parking in this area. 57% said they did experience parking problems, while 43% said they did not.

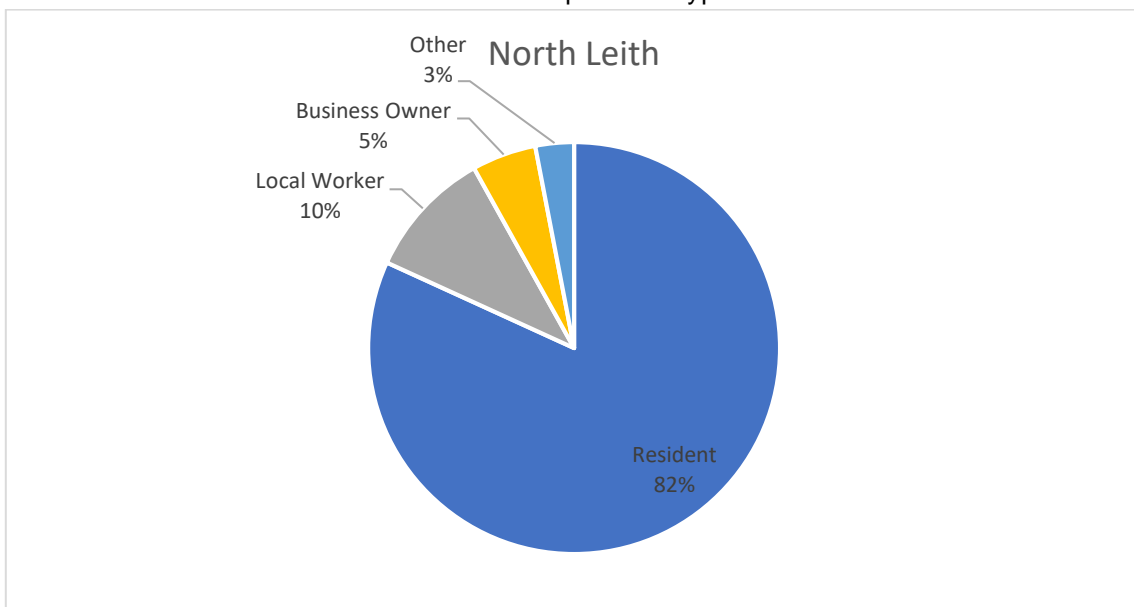


7. NORTH LEITH



Number of responses (North Leith)	Postcodes given	Postcodes within map area
99	98/99	79/98

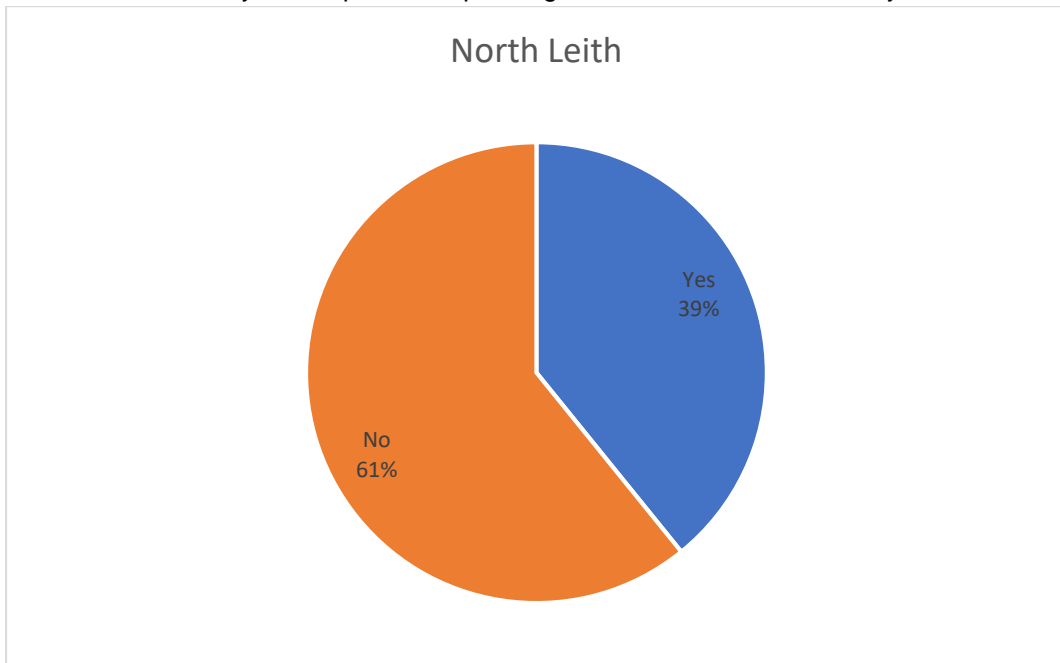
The chart below is a breakdown of respondent type in the North Leith area



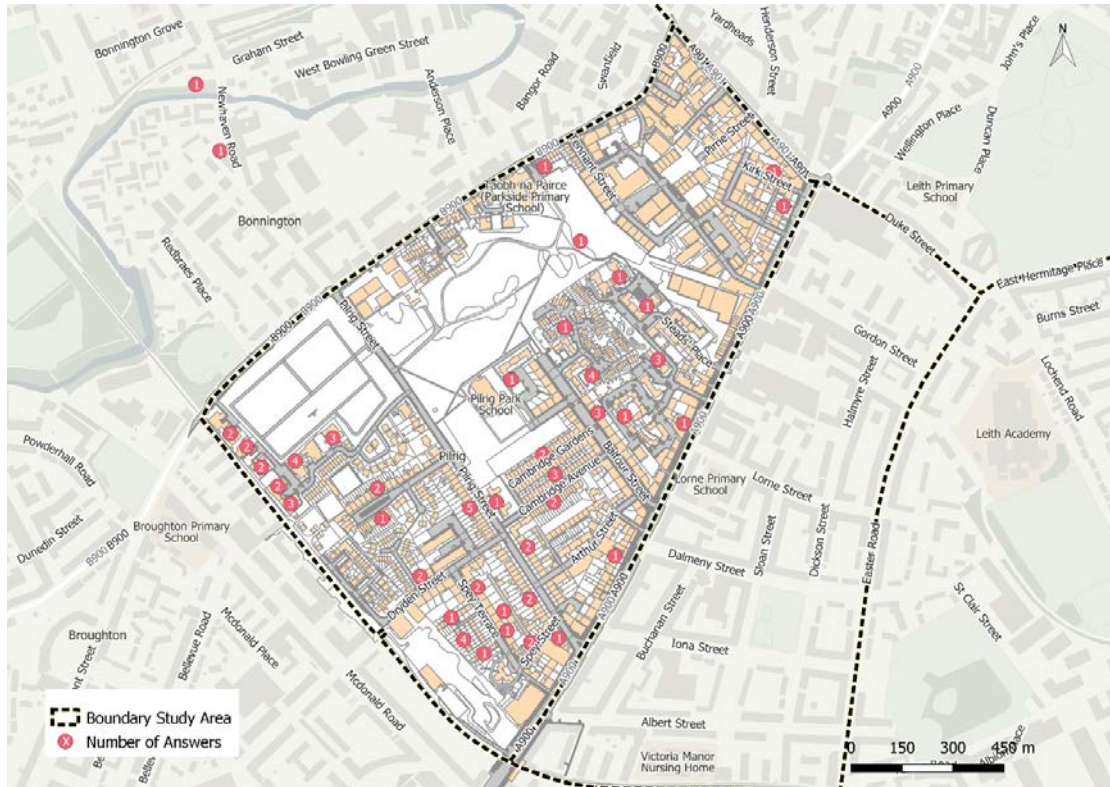
13. 82% (81) respondents for North Leith stated that they were a resident. Ten responses (10%) came from local workers and five (5%) were from business owners. Three respondents tagged as 'other'; one was a resident who is also a business

owner within the area, another identified as a doctor's surgery and one identified as a tenant.

14. 97 respondents answered the question regarding if they face issues parking in this area 39% said they did experience parking issues, while 61 said they did not.

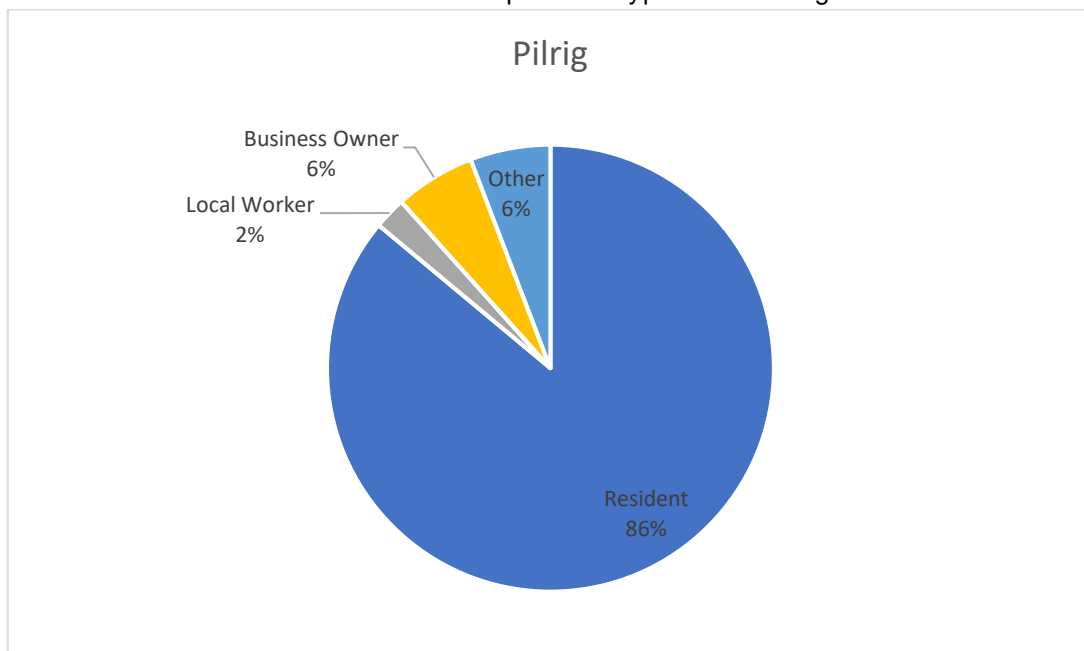


8. PILRIG



Number of responses (Pilrig)	Postcodes given	Postcodes within map area
86	80/86	77/80

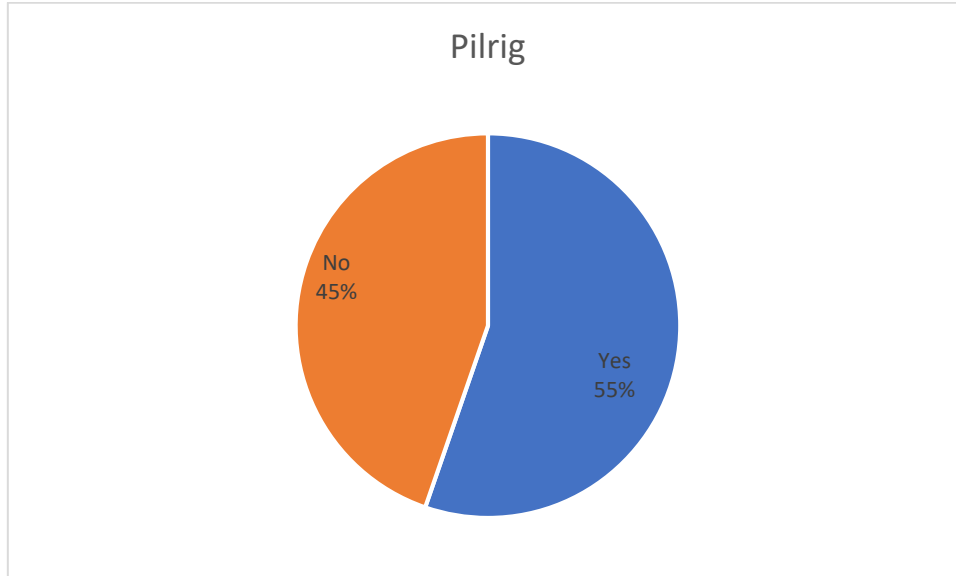
The chart is a breakdown of the respondent type in the Pilrig area



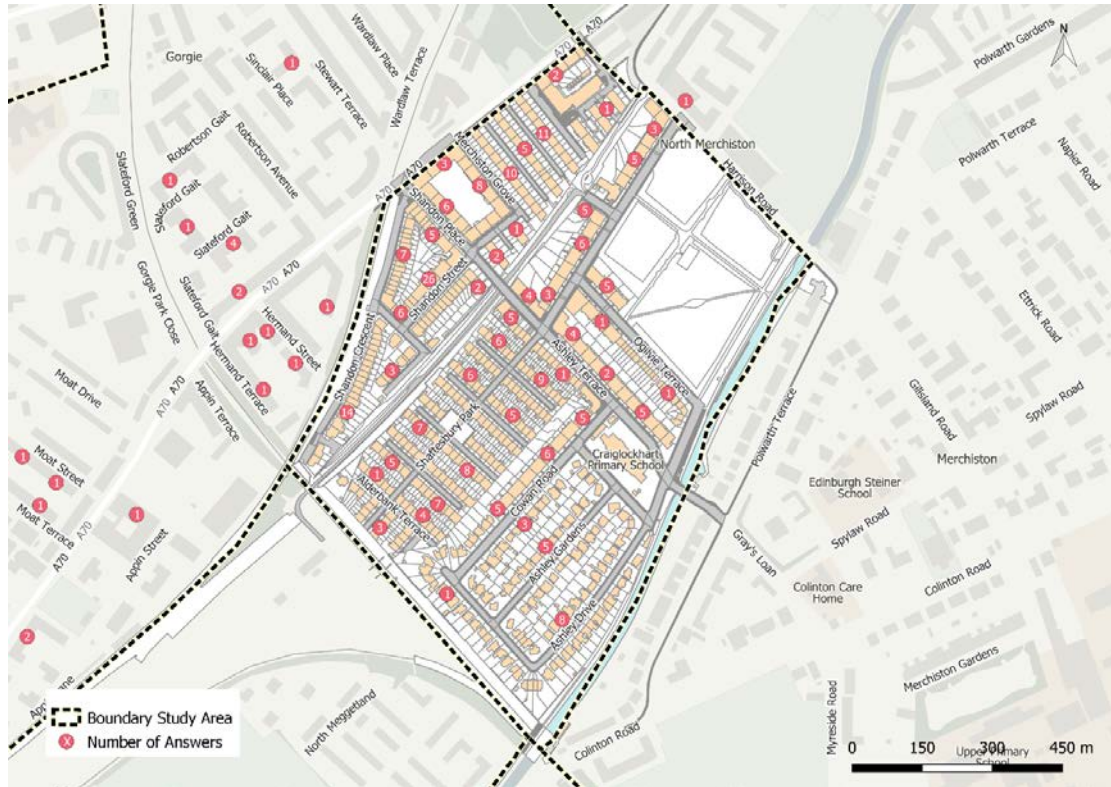
15. 86% of the respondents to the Pilrig area stated that they were residents, this amounts to 74 residents. Five responses (6%) came from business owners, two were from local workers and five identified as other. One was a church member, one was

someone who travels through area, one was an owner of a workshop, one was an owner of a lockup garage and another one did not specify.

16. 85 responders answered the question regarding if they face issues parking in this area. 55% said they did experience parking issues, while 45% said they did not experience parking issues.

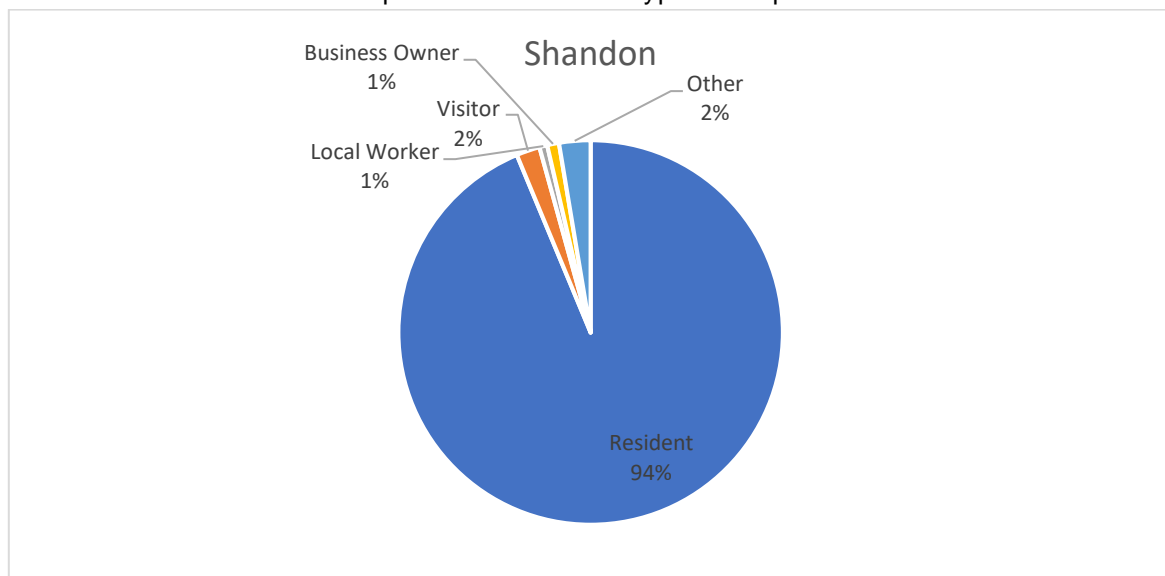


9. SHANDON



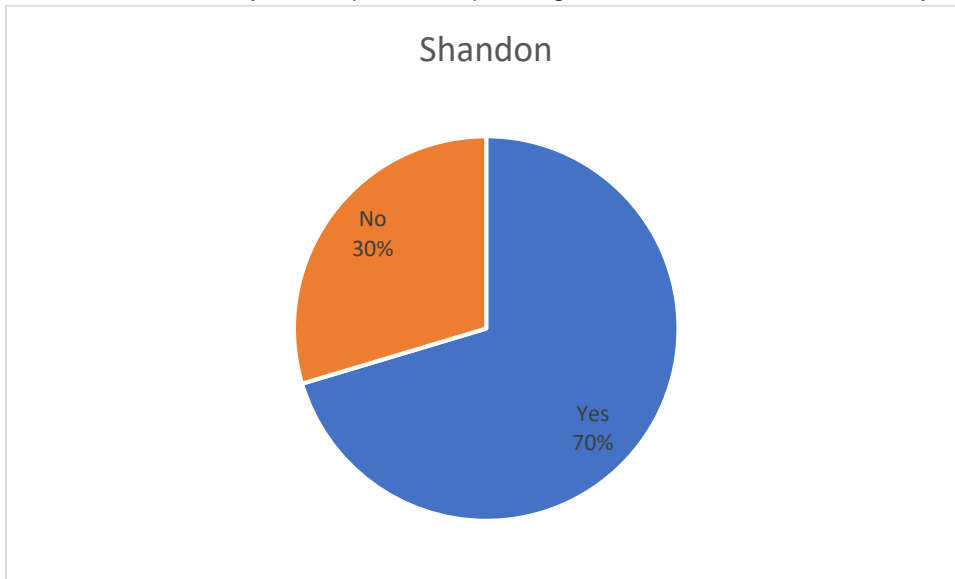
Number of responses (Shandon)	Postcodes given	Postcodes within map area
303	295/303	277/295

The chart below is a representation of the type of respondent in the Shandon area.



17. 284 respondents (94%) stated to be residents of the Shandon area. Two (1%) people said they worked locally and three (1%) said they owned a business in the area. Six people (2%) stated they were visitors. Of the eight (2%) who chose 'other', one of them still identified as a visitor, another one still a resident, another provided childcare, and four were unspecified.

18. 297 respondents answered the question regarding if they face issues parking in this area. 70% said they did experience parking issues, while 30% said they did not.



10. 'NONE'

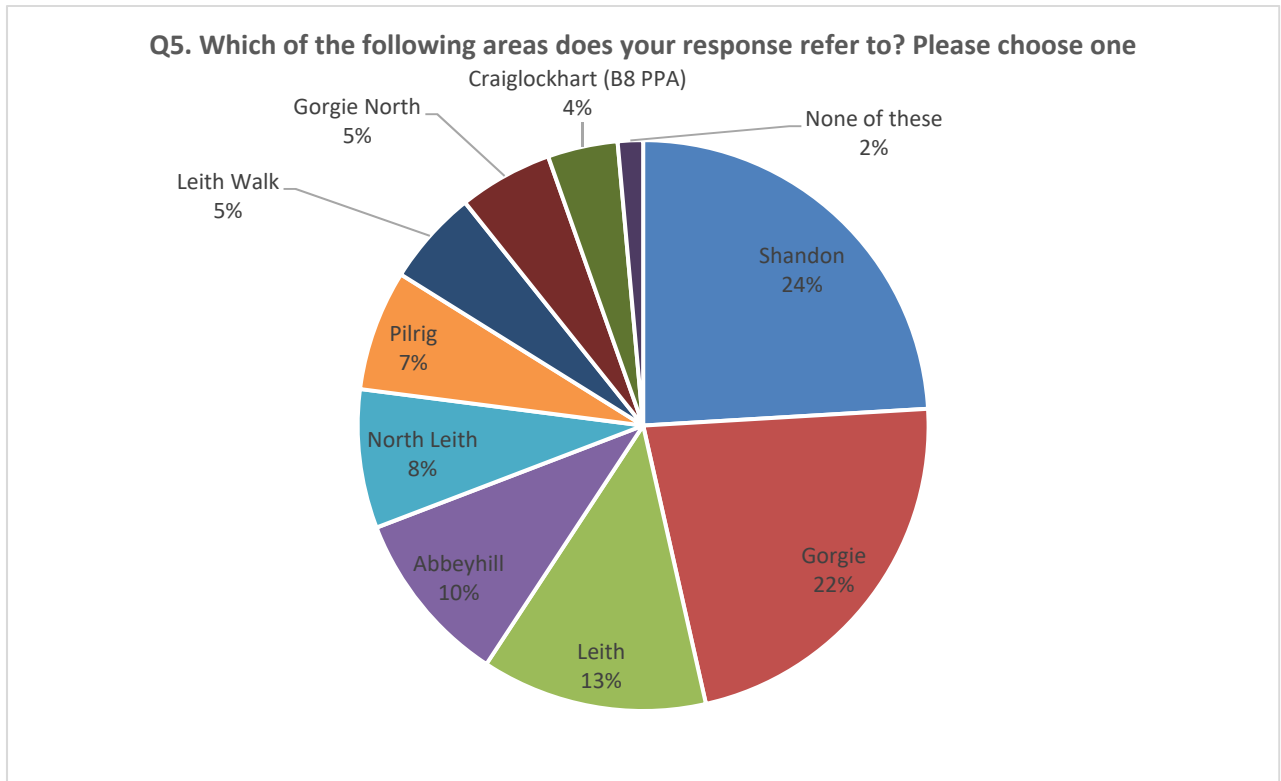
19. 18 responders stated that that they were not replying to a specific area, but 12 out of the 18 still stated that they were residents. 3 responses stated that they were visitors, while 3 stated the other category. One was a parent of a disabled person in the Slateford area, another identified as a resident already in a CPZ, while another identified as a landlord.

Appendix E – Online Survey Analysis

1. SURVEY FINDINGS

Q1-4. These are personal questions: Name, Address, Postcode and Email address.

Q5. Which of the following areas does your response refer to? Please choose one



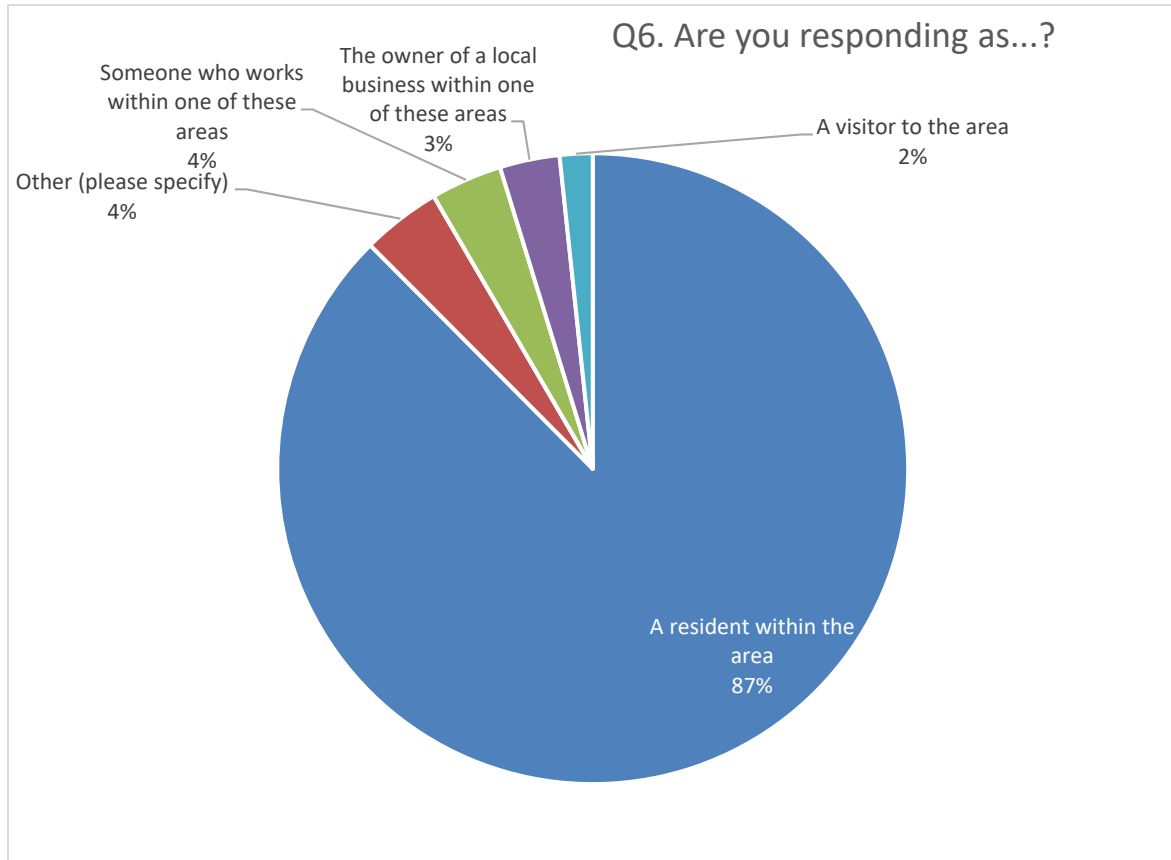
1.1.1 The majority of responses came in response to the Shandon and Gorgie areas, though as with the interactive map, there were a lot of responses for Gorgie whereby several responses came from a pocket of people who only gave their first name (different in each case), first half of the post code and gave an almost word for word reason for objection.

1.1.2 In total 46 out of 282 responses were recorded for Gorgie in this style. All responses have been included as entries by a single individual, although the responses are very similar. As only the first half of a postcode has been provided (E14 only), we cannot guarantee that these are individual residents of the affected Gorgie area. However, all of them ticked the 'resident within the area' option and have been treated as such.

1.1.3 In total 1259 responses were recorded. Below is a breakdown of the numbers by area:

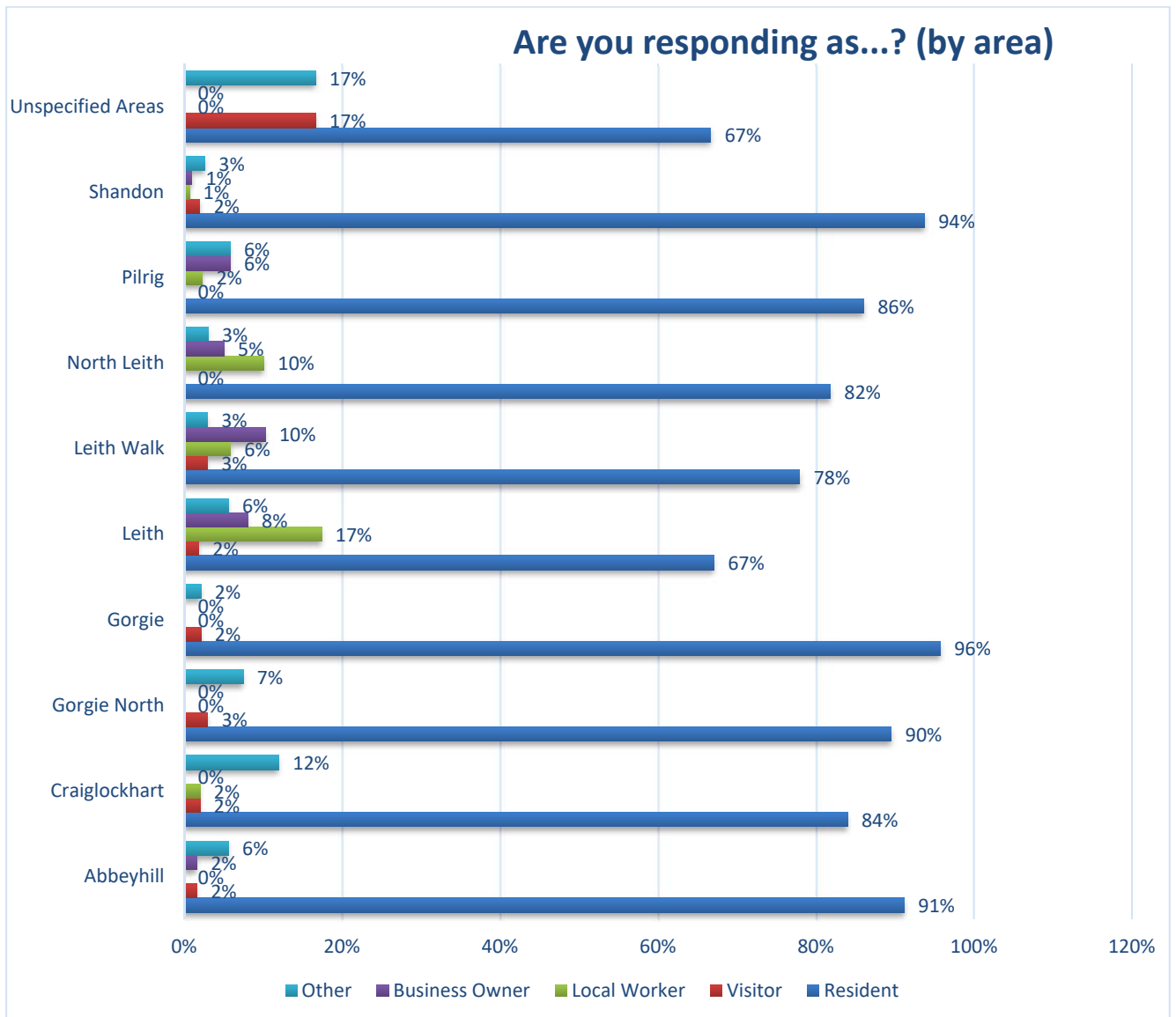
Shandon (24%)	303
Gorgie (22%)	282
Leith (13%)	161
Abbeyhill (10%)	125
North Leith (8%)	99
Pilrig (7%)	86
Leith Walk (5%)	68
Gorgie North (5%)	67
Craiglockhart (4%)	50
None of these (2%)	18

Q6. Are you responding as...?



1.1.4 Vast majority of respondents identified as residents of the area they were responding to. In total 1098 people (87%) identified as residents within the area. 54 responses (4%) came under the 'other (please specify)' category. Respondents in this category included Landlords, Resident Associations, local schools, doctors etc.

1.1.5 Below is a graph depicting the breakdown of respondent types by area. (Note: Some respondents did not specify to which area they were answering from, but still stated that they were a resident. Possibly a mis-click.

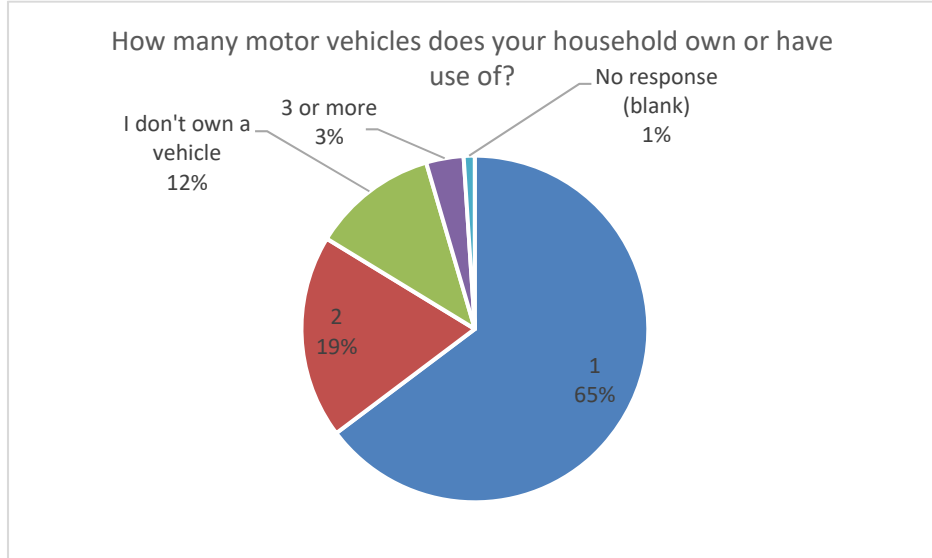


1.1.6 Gorgie has the highest proportion of resident responses at 96%, followed closely by Shandon at 94%.

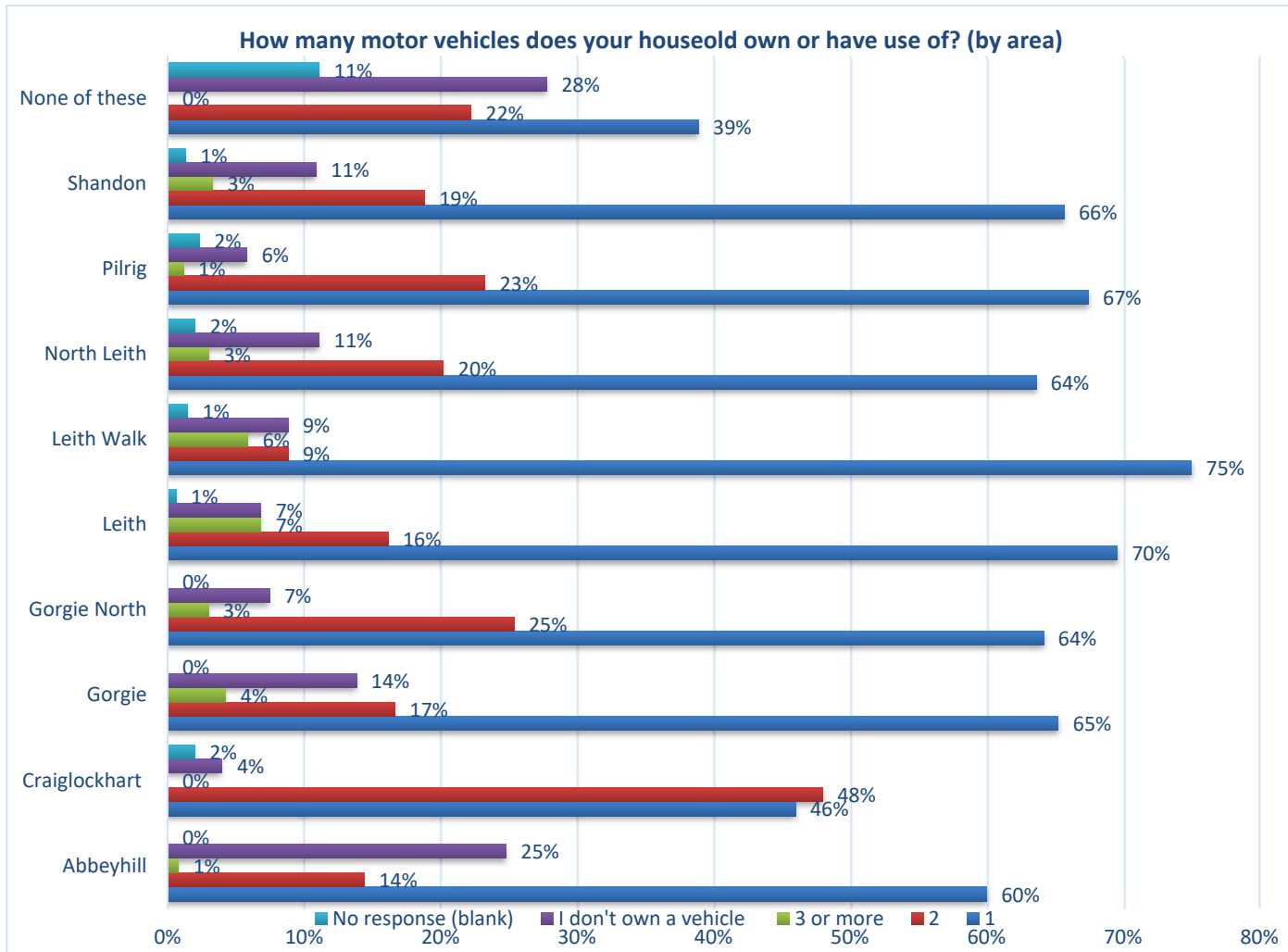
1.1.7 A high proportion of those whose responses did not specify which particular area they were concerned with were visitors or in the other category.

1.1.8 Leith, North Leith and Leith Walk all have a high proportion of respondents who work within the area or own a local business.

Q7. How many motor vehicles does your household own or have use of?



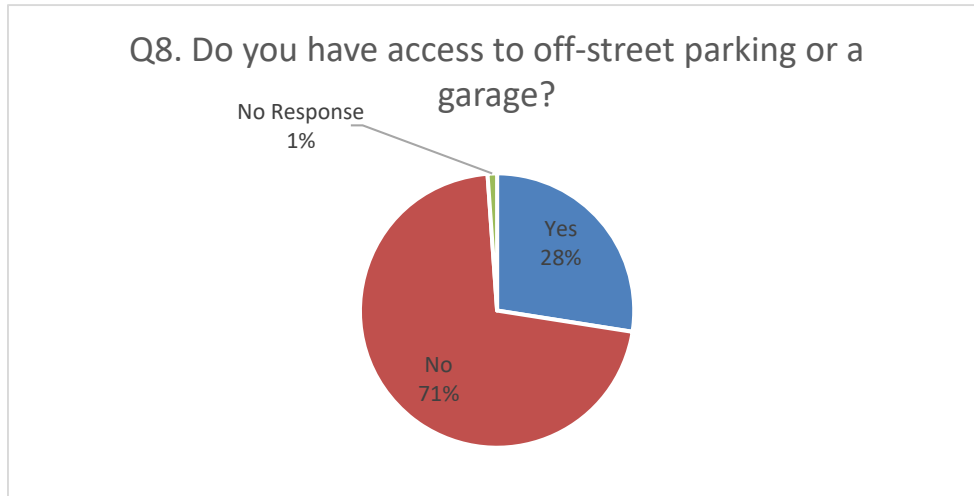
1.1.9 The majority (65%) of respondents only have or use one vehicle. This equals 815 people out of the 1259 responses. Almost a fifth of respondents (19%) own or have use of two cars. While, approximately an eighth (12%) do not own a vehicle.



1.1.10 Vehicle ownership in Craiglockhart is the highest amongst respondents, with 94% owning or having use of a vehicle. Interestingly, almost half of respondents (24 out of the 50 people from Craiglockhart) own 2 vehicles.

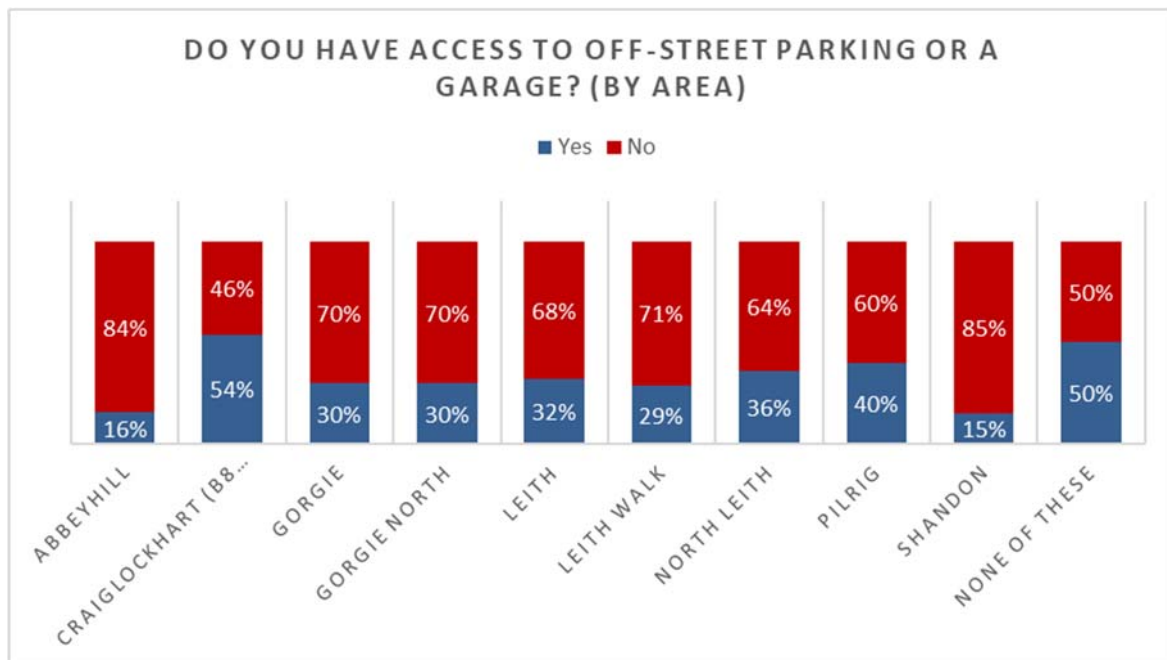
1.1.11 Meanwhile, 28% of those from unspecified areas and 25% of Abbeyhill respondents do not own a vehicle.

Q8. Do you have access to off-street parking or a garage?



1.1.12 In total 899 (71%) of respondents stated that they do not have any access to off-street parking or a garage. While 346 (28%) said they do have access to off-street parking or a garage. 14 responses (1%) were left blank.

1.1.13 This information is broken down by area below:



1.1.14 The two main areas where respondents said they do not have access to off-street or garage parking are the Abbeyhill and Shandon areas. Meanwhile, just over half of residents responding from Craiglockhart (54%) said they do have access.

1.1.15 The chart above is represented by figures below:

Do you have access to off-street parking or a garage? (by area)	Yes	No	Total
Abbeyhill	20	105	125
Craiglockhart	27	23	50
Gorgie	85	197	282
Gorgie North	20	47	67
Leith	51	110	161
Leith Walk	20	48	68
North Leith	36	63	99
Pilrig	34	52	86
Shandon	44	259	303
None of these	9	9	18
Total	346	913	1259

1.1.16 As the table indicates those highest number of people who responded to the survey while having access to off street parking tend to come from Gorgie area (85 people out of 282 people) but this figure accounts for 30% the area as a whole as the bar graph shows.

1.1.17 Despite most survey responses coming from the Shandon area (303 responses), proportionally, respondents from this area had the least off-street parking availability for residents at 15% (only 44 people out 303).

1.1.18 The chart below looks at the answers given by the 346 respondents that said they do have access to off street parking or a garage. This information is cross tabulated with the area they live in and the number of cars they own or make use of (Q7). The total number of respondents with access to off street parking in each area is included in the bottom row.



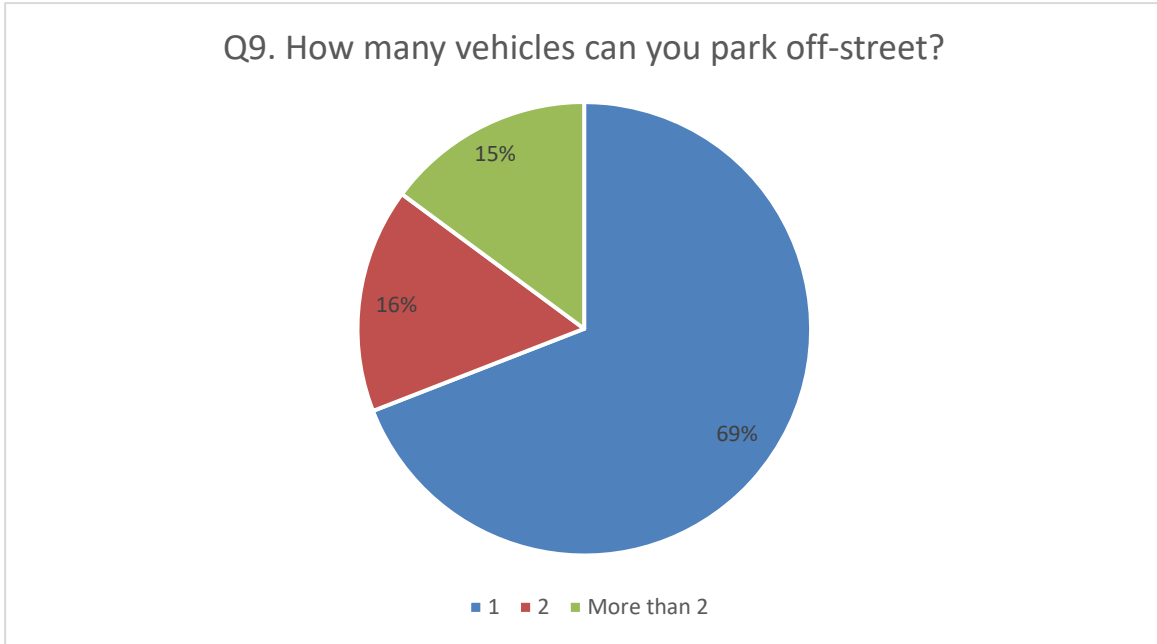
Area	1	2	3+	I don't own a vehicle
Abbeyhill	40%	30%	5%	25%
Craiglockhart (B8 PPA)	30%	63%		7%
Gorgie	59%	21%	11%	9%
Gorgie North	50%	50%	0%	0%
Leith	67%	16%		8%
Leith Walk	65%	15%	10%	10%
North Leith	50%	31%	6%	14%
Pilrig	71%	26%		0%
Shandon	45%	34%	7%	14%
Unspecified Areas	44%	33%	0%	22%

1.1.19
Above
shows the
relative

percentages of the 346 respondents within each area while owning 1,2 or more than 2 vehicles.

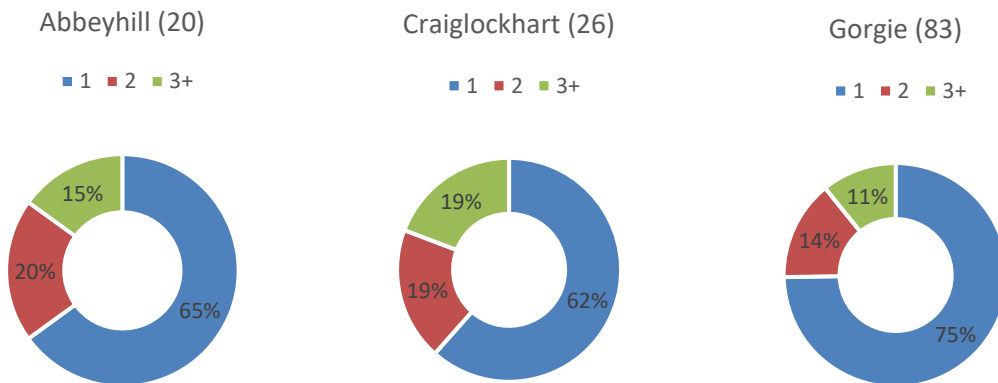
1.1.20 Craiglockhart and Gorgie North stand out as areas where households own or make use of 2 or more cars also have access to off-street parking/garage. Meanwhile, despite respondents in Abbeyhill and residents outside these areas saying they do not own a car, 25% of those in Abbeyhill and 22% say they do have access anyway.

Q9. How many vehicles can you park off-street?



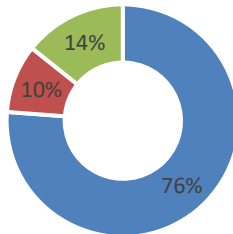
1.1.21 This question was only viewable if respondents stated they do have access to off-street parking. Out of the 346 responses that stated they do have access to off-street parking in Q8, 343 responses were recorded for Q9, therefore 3 were left blank. Of those 229 said they could park one vehicle, while 55 people (16%) said they could park 2 vehicles and 50 people (15%) said they could park more than 2 vehicles.

1.1.22 The donut charts below show all 343 responses divided by the area they live in. In brackets are the number of respondents recorded from each area.



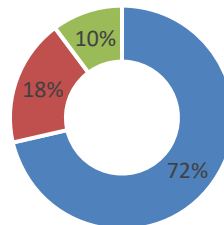
Gorgie North (21)

■ 1 ■ 2 ■ 3+



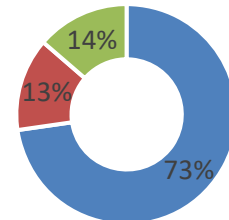
Leith (49)

■ 1 ■ 2 ■ 3+



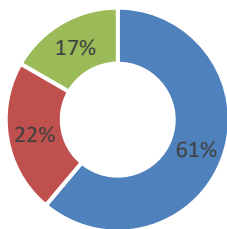
Leith Walk (22)

■ 1 ■ 2 ■ 3+



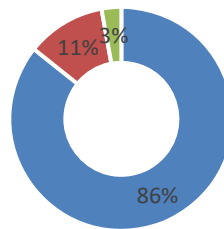
North Leith (36)

■ 1 ■ 2 ■ 3+



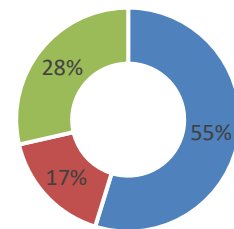
Pilrig (35)

■ 1 ■ 2 ■ 3+



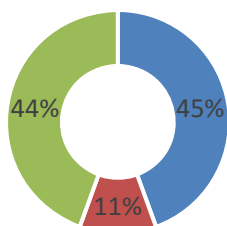
Shandon (42)

■ 1 ■ 2 ■ 3+



None of these (9)

■ 1 ■ 2 ■ 3+



1.1.23 Pilrig has the highest percentage of respondents who can park only one car off street. This is followed by Gorgie, Gorgie North, Leith and Leith Walk areas, all of which have a similar rate of access to off-street parking for only one car.

1.1.24 Interestingly, despite Shandon respondents indicating the least off-street parking available overall – for those who do have access, approximately 45% can park 2 or more cars. Meanwhile, in Craiglockhart 38% can park 2 or 3+ cars despite 63% saying they own 2 cars while having access to off-street parking.

Q10. and Q11. – Car Club Membership

1.1.25 Q10 asked if people were members of the City Car Club programme, to which 1183 people (94%) stated that they were not. Of the 1,259 people who answered this question, only 61 people (5%) are members. 15 people (1%) did not answer the question.

1.1.26 Of the 1,183 people that answered they were not members, only 79 people (7%) stated that they would join if more Car Club vehicles were available near them. 66 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	No response (blank)
	5%	94%	1%
Q11. Would you join the City Car Club if there were Car Club vehicles near you? (answered no to Q10.)	Yes	No	No response (blank)
	7%	88%	6%

Q12. Do you experience parking problems in your area?

1.1.27 Out of the 1259 responses that were received for this question 624 (49%) said they do experience issues, whilst 614 (49%) say that they do not. 21 responses (2%) had no response.

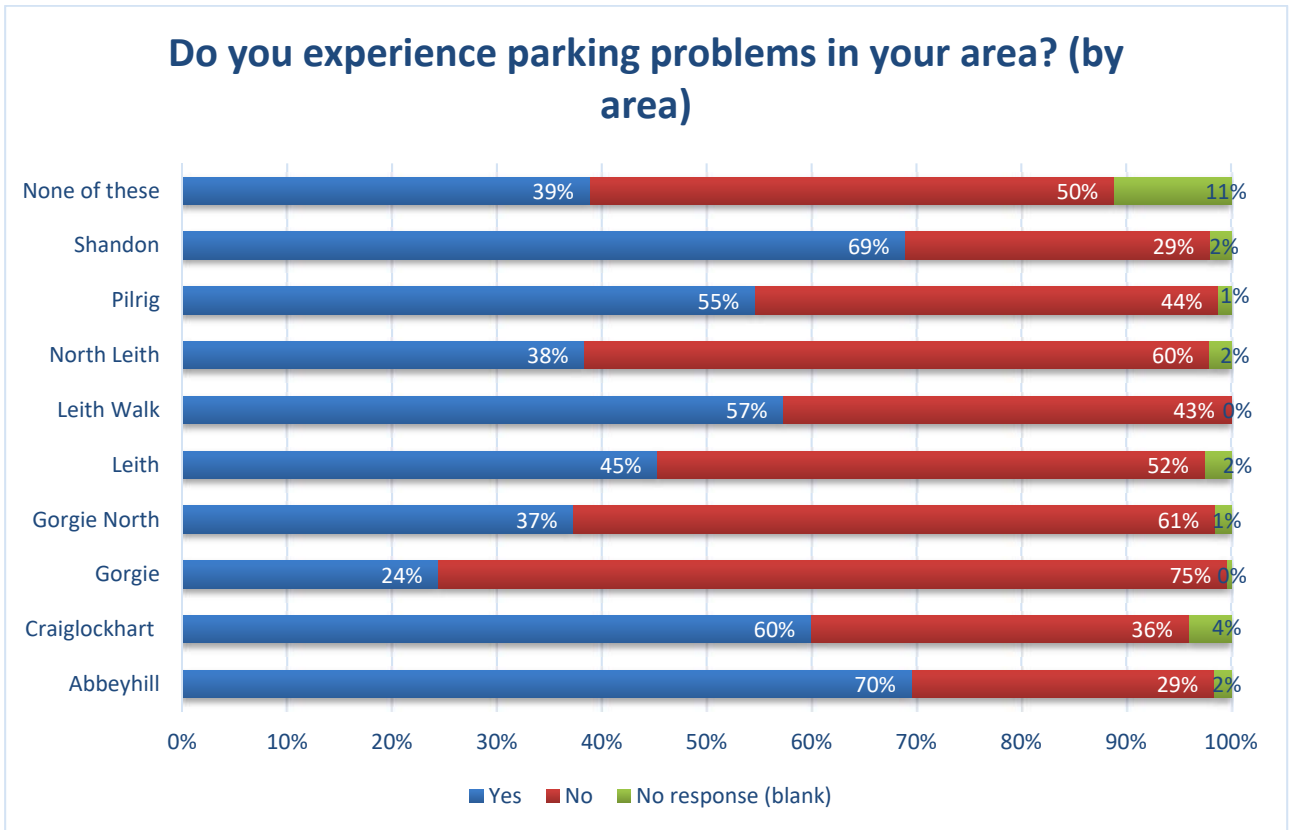


1.1.28 This data has been cross analysed with the type of respondent in the table below

Q12. Do you experience parking problems in your area (responding as....)	Yes	No	Blank	Total Respondents in each category
Resident within the area	51%	48%	1%	1098
Visitor to the area	40%	52%	8%	25
Other (Please specify)	52%	43%	6%	54
Someone who works within ones of the areas	36%	62%	2%	47
Owner of a local business	37%	63%	0%	35

1.1.29 As the table above shows just over half of residents within the area are experiencing parking problems. Less business owners and workers experienced problems, than residents themselves.

1.1.30 The data for the question was also divided by the area as shown below.

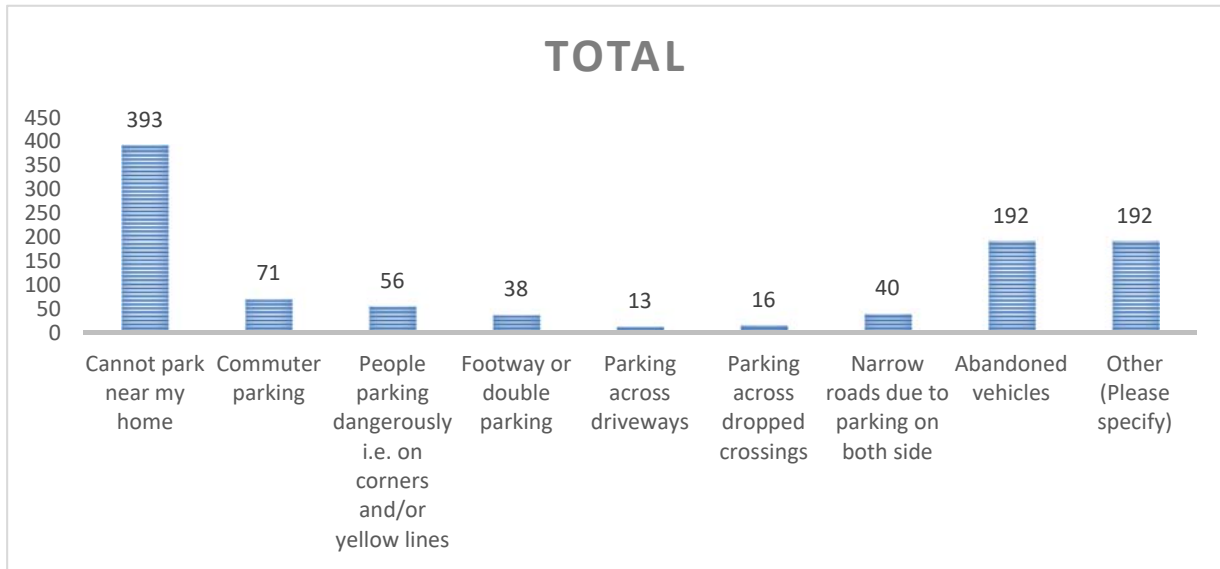


1.1.31 As per the graph, the areas that respondents say they experience parking issues the most are the Shandon and Abbeyhill areas.

Q13. What problems do you face in your area?

1.1.32 This question was only available to those who selected 'Yes' to the previous question. This section is therefore a breakdown of the 624 respondents who responded they do experience parking problems.

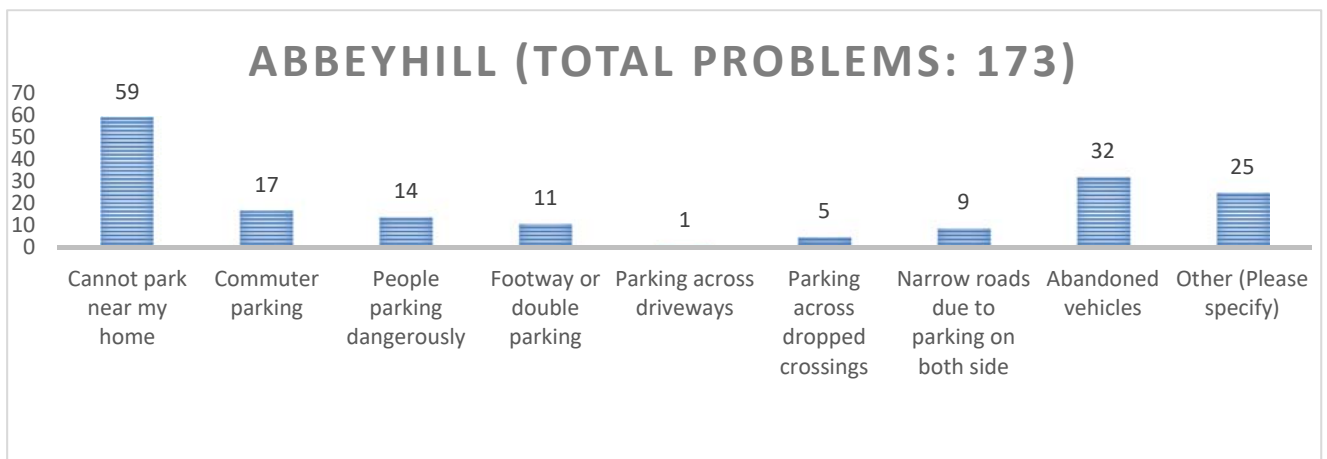
1.1.33 As a multiple-choice question, all 624 respondents were able to tick as many boxes as were applicable to them for this question. In total, 1011 boxes were ticked across multiple options by the 624 respondents.

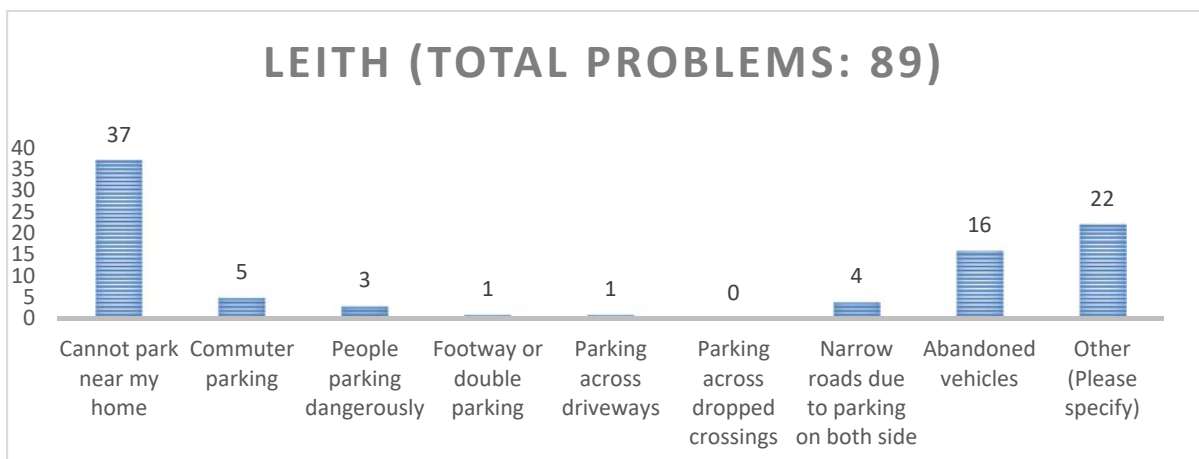
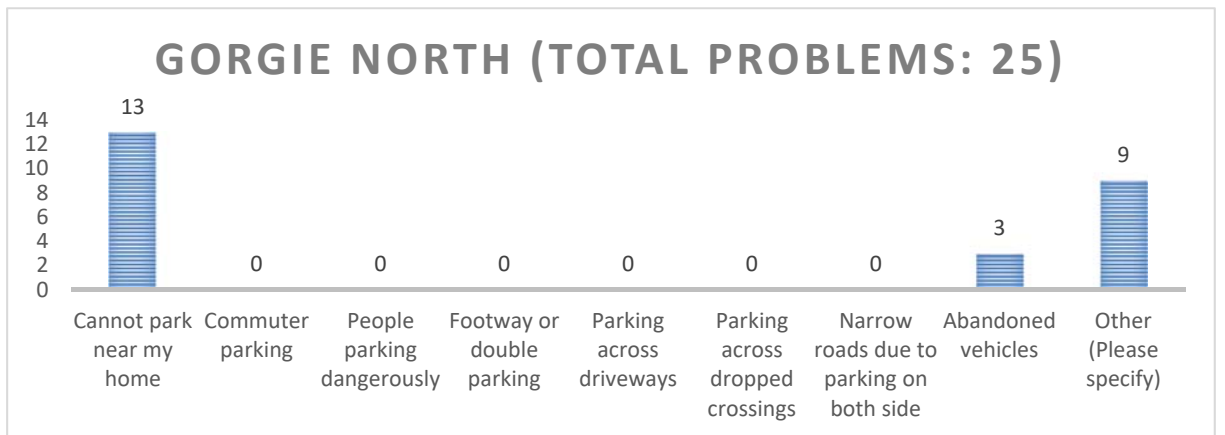
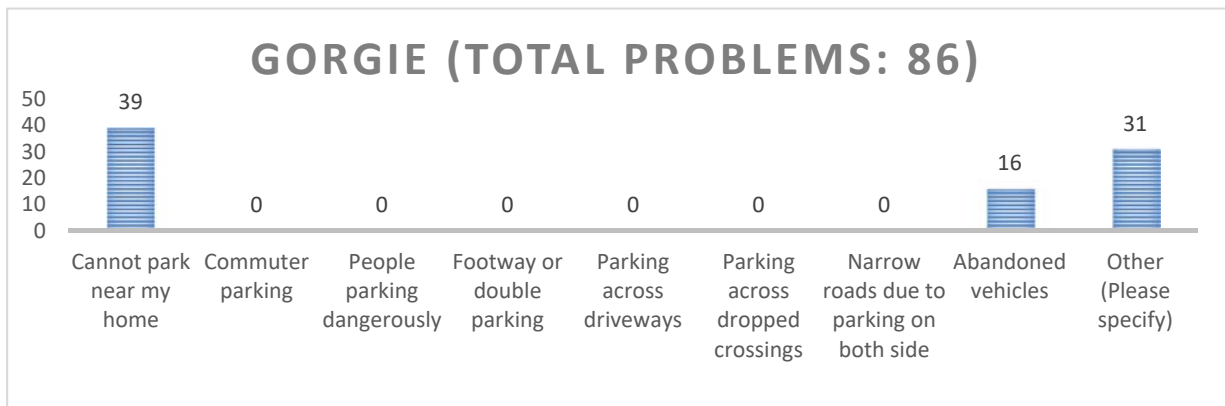
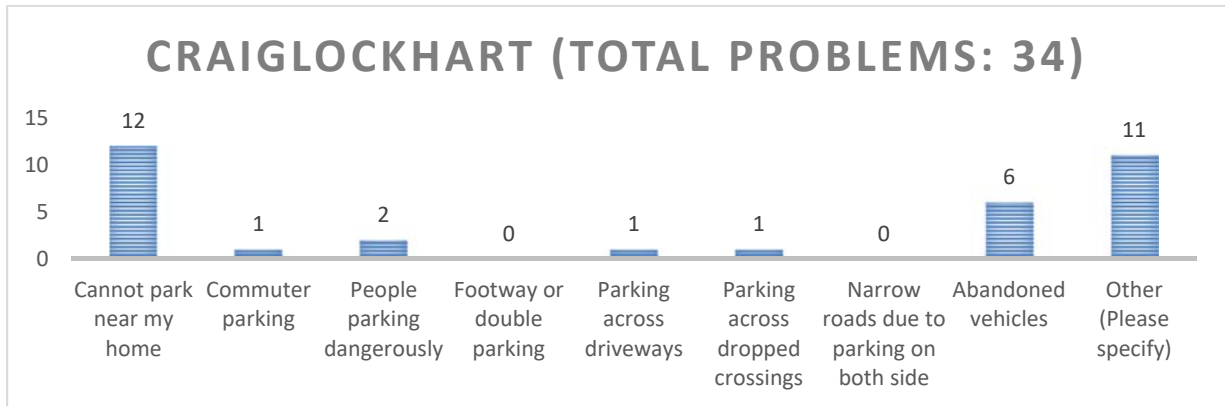


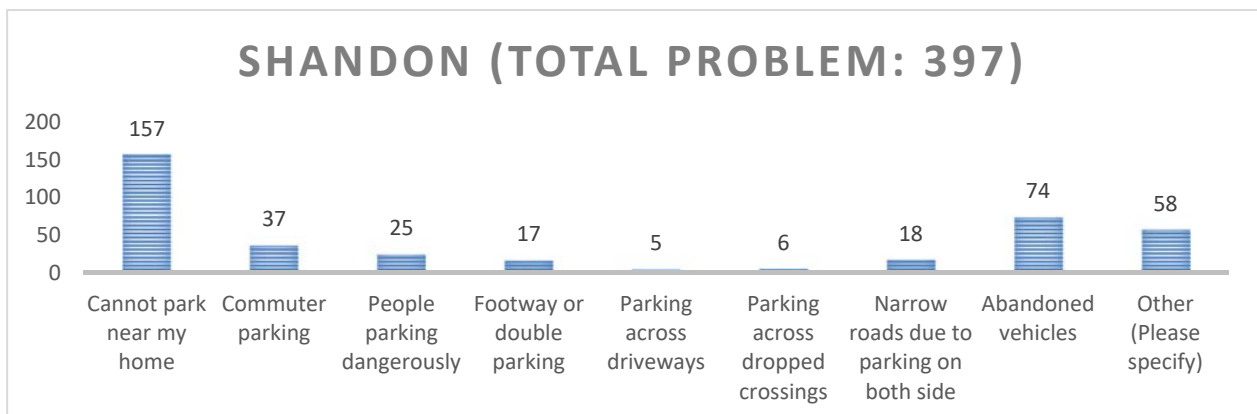
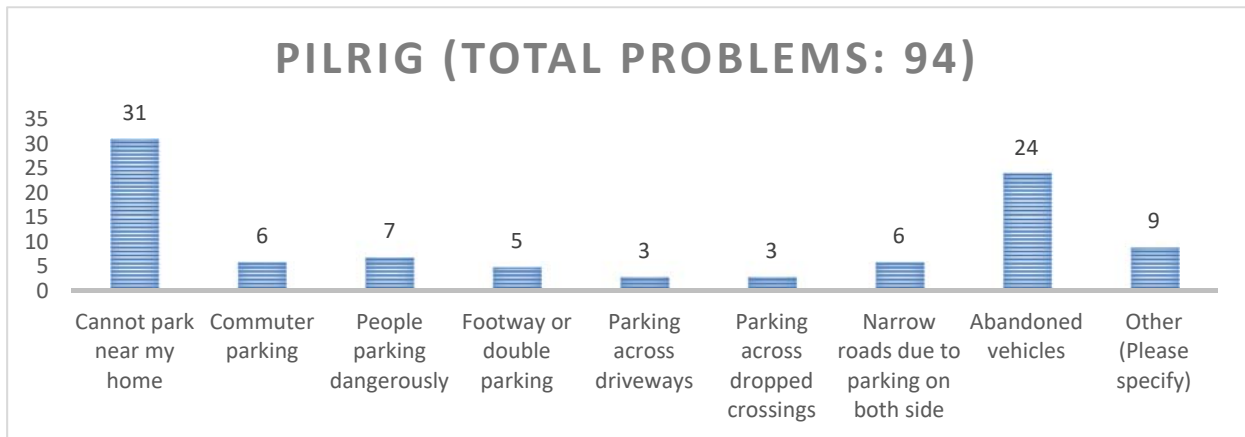
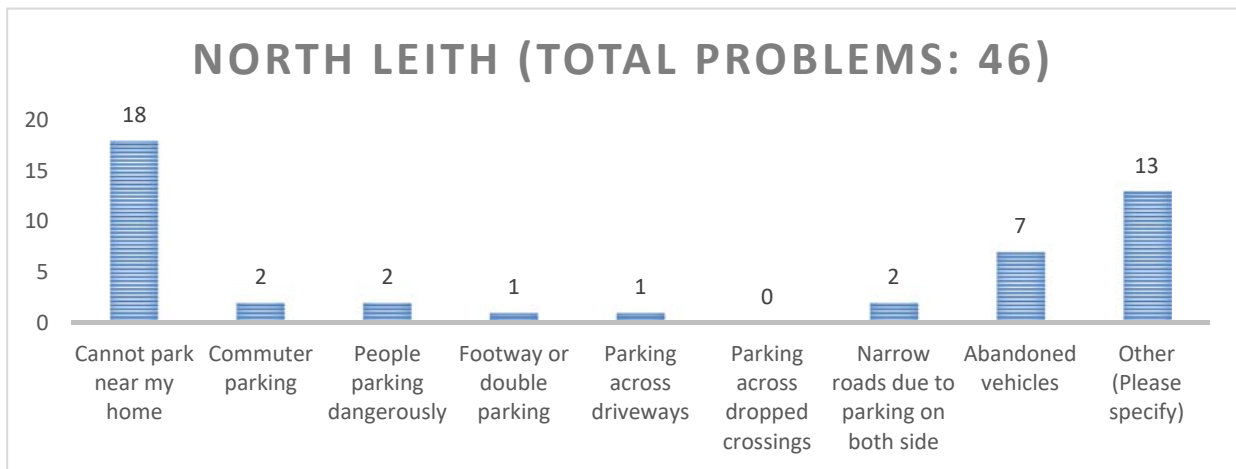
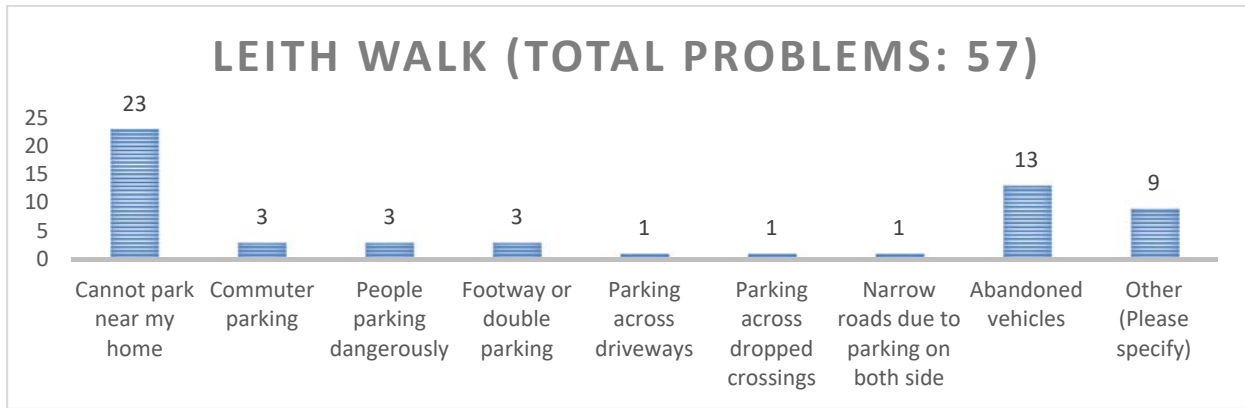
1.1.34 393 respondents (31% of all respondents) considered not being able to park near their home was the biggest problem they face in the area.

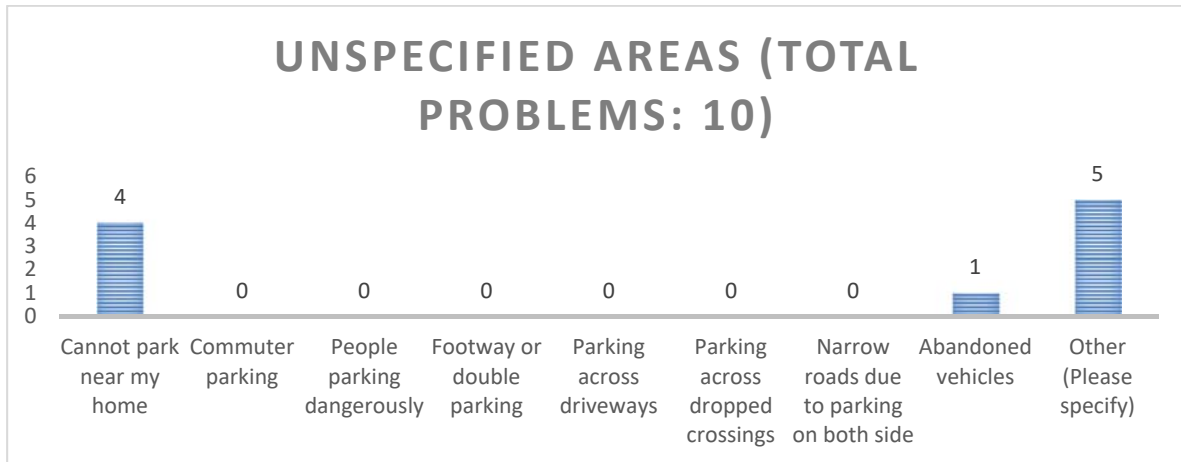
1.1.35 This was followed by 192 respondents who said Abandoned vehicles (15% of all respondents) was also a problem. 192 also stated that 'Other' problems were an issue in their area.

1.1.36 Below is a breakdown of each problem by the area respondents stated they were concerned with at the beginning of the survey:









1.1.37 Not being able to park near their home was the biggest issue respondents said they faced across all areas.

Abandoned vehicles is the second biggest problem across all areas (excluding Other), with the Pilrig area showing an abnormally high proportion of people selecting this problem relative to other areas.

Q14. When do you experience these parking problems?

1.1.38 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.

1.1.39 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.

Q13. Cannot park near my home (393 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
63%	64%	80%	60%	43%	50%	58%	48%	33%	38%	56%	47%

Q13. Commuter parking (71 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
80%	77%	76%	59%	39%	51%	54%	49%	35%	44%	55%	52%

Q13. People parking dangerous i.e. on corners and/or yellow lines (56 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
82%	80%	77%	70%	48%	55%	57%	59%	39%	48%	57%	61%

Q13. Footway or double parking (38 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
82%	79%	84%	74%	53%	58%	63%	61%	45%	53%	61%	61%

Q13. Parking across driveways (13 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
85%	85%	77%	69%	31%	31%	38%	46%	31%	31%	46%	62%

Q3. Parking across dropped crossings (16 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
88%	94%	88%	69%	69%	75%	63%	56%	50%	56%	63%	63%

Q13. Narrow road due to parking on both sides (40 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
80%	78%	75%	63%	40%	48%	48%	43%	33%	40%	48%	48%

Q13. Abandoned Vehicles (192 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
82%	81%	85%	70%	54%	55%	60%	52%	43%	44%	59%	56%

Q13. Other (192 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
61%	61%	77%	59%	53%	60%	60%	52%	44%	48%	58%	52%

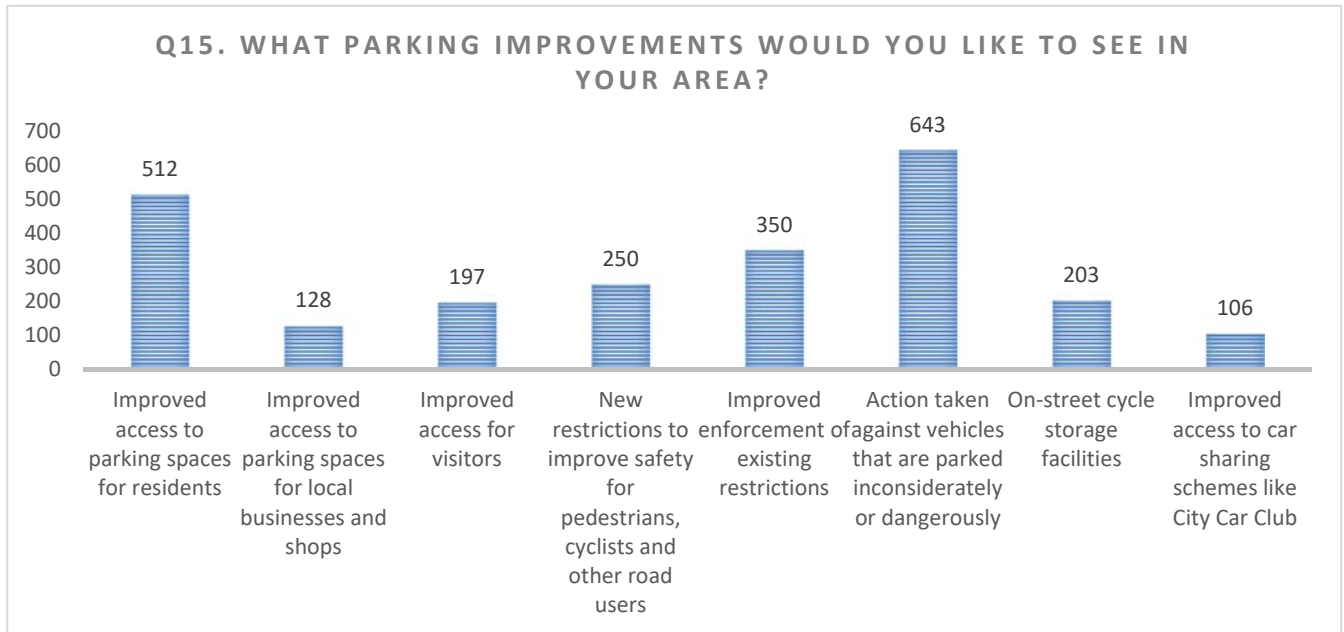
1.1.40 The majority of respondents said parking issues are experienced Mon-Fri throughout the day. Far fewer people selected the weekend as problematic, although Saturday and Sunday afternoon, evenings and overnight saw steady increases compared to mornings.

1.1.41 The biggest parking issue (Cannot park near my home) which had 393 responses, saw a significant divergence in Mon-Fri timeslots compared to other issues, indicating that this problem peaks during the evening.

Q15. What parking improvements would you like to see in your area?

1.1.42 This question was open to all respondents regardless of whether they experienced parking problems.

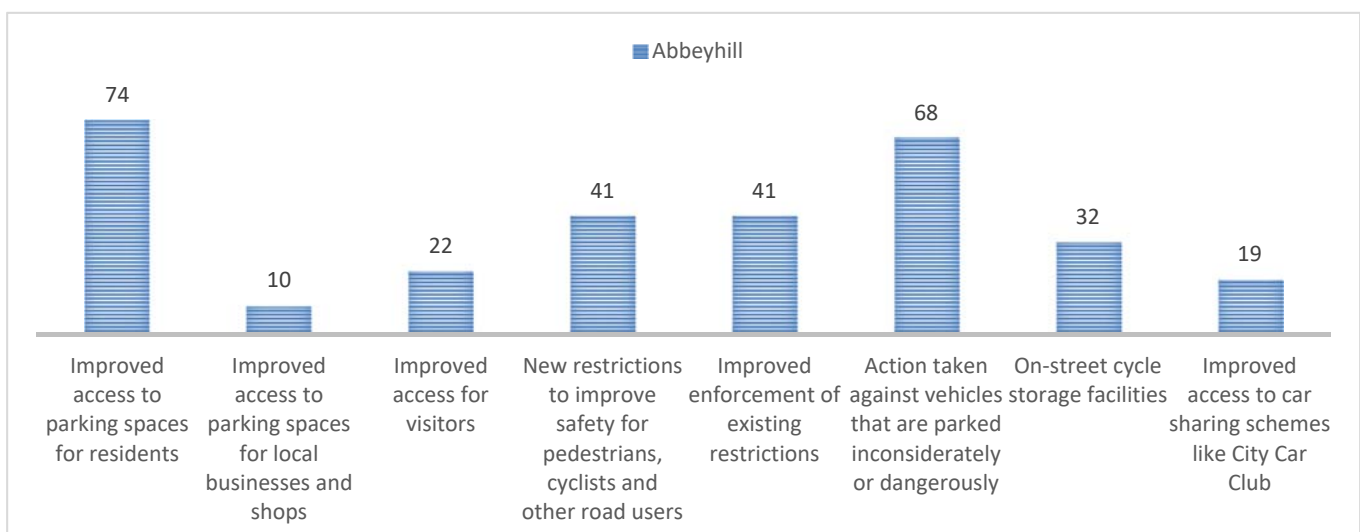
1.1.43 In total, 2,389 boxes were ticked by all respondents. Similar to the previous question, respondents were able to choose as many options as were applicable to them.

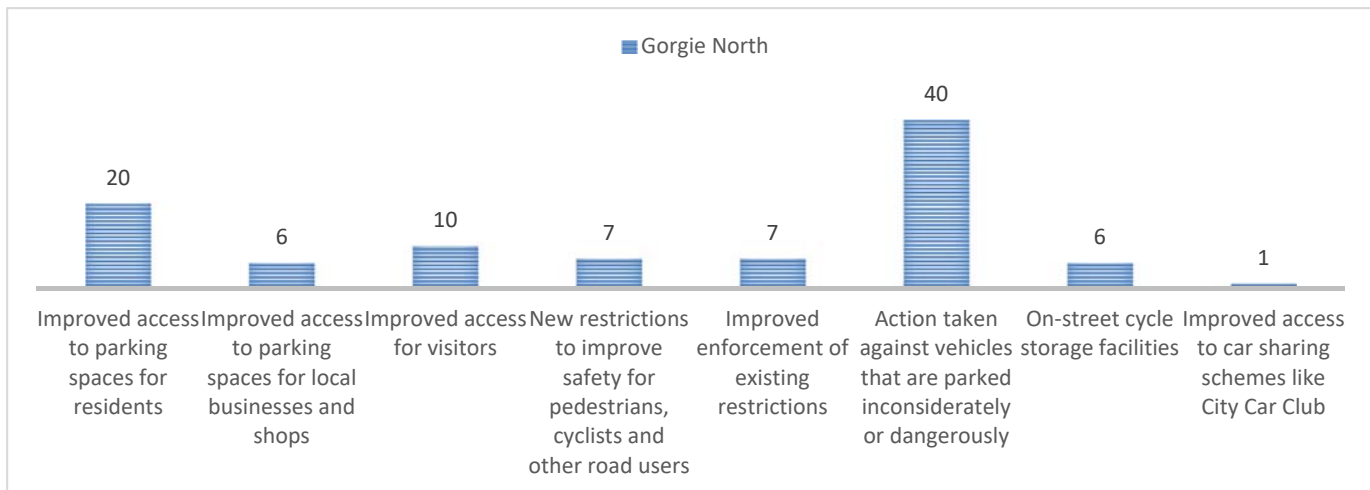
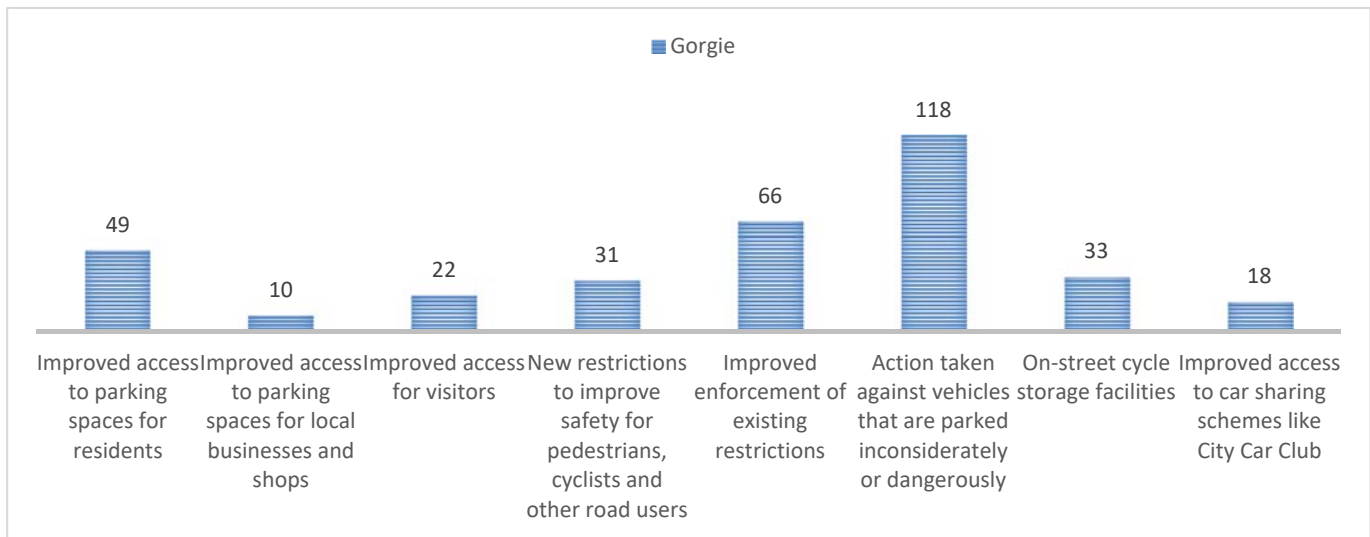
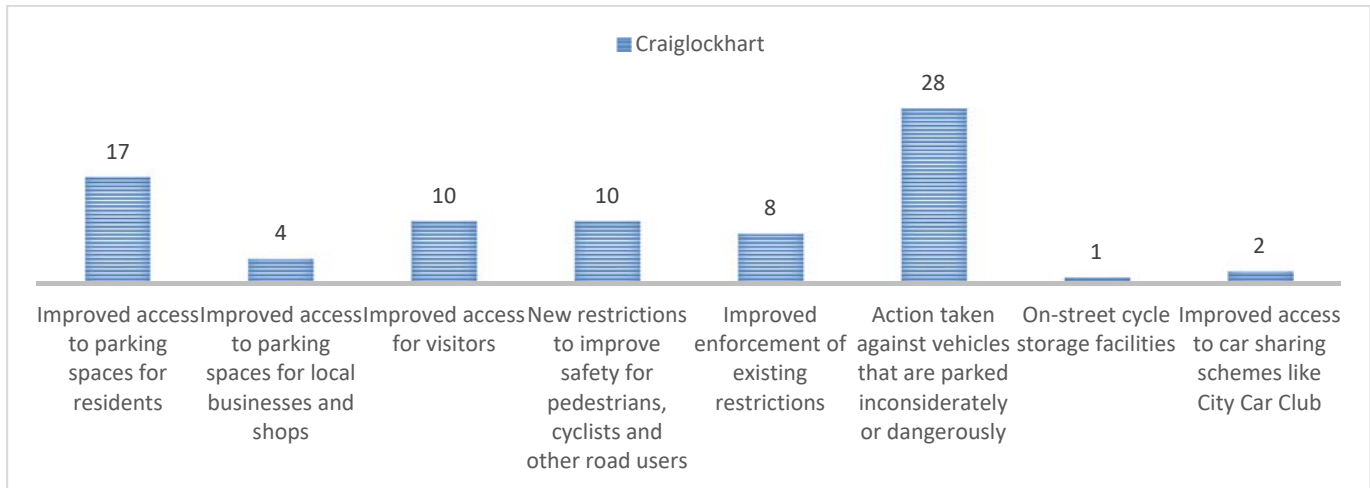


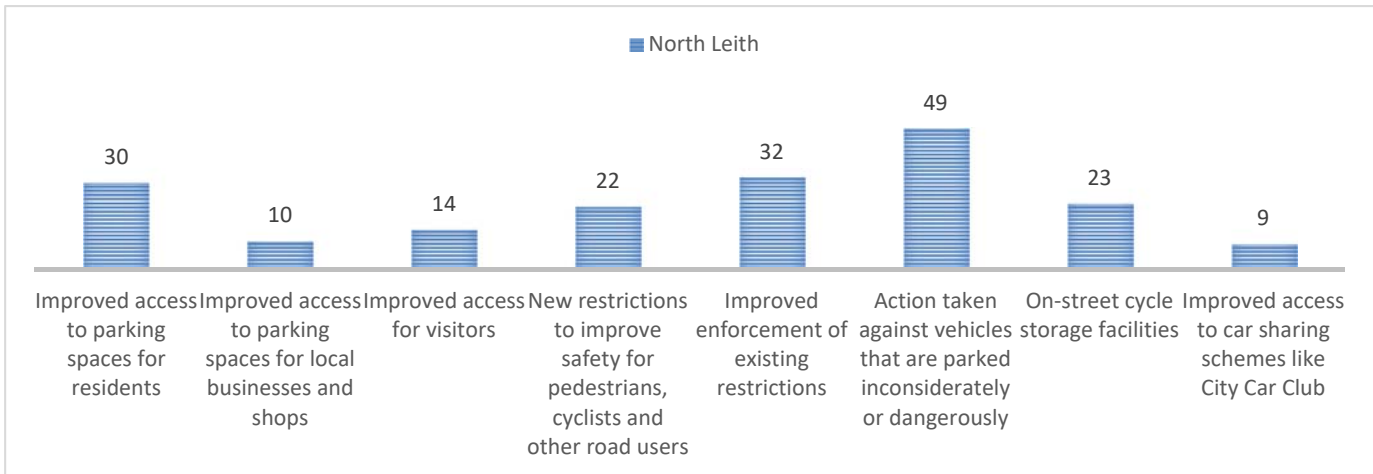
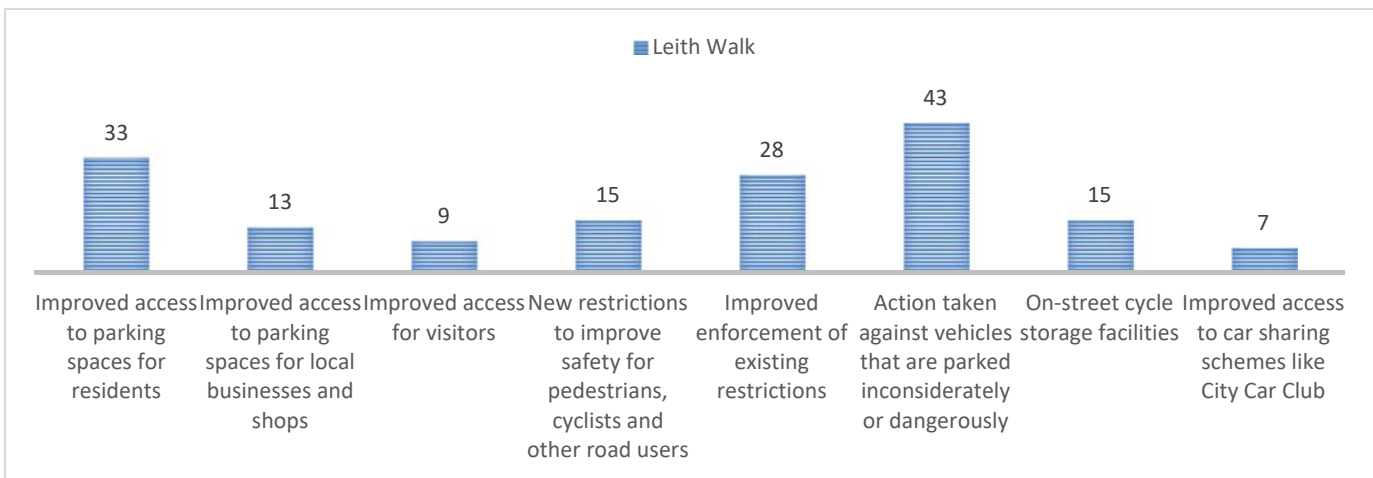
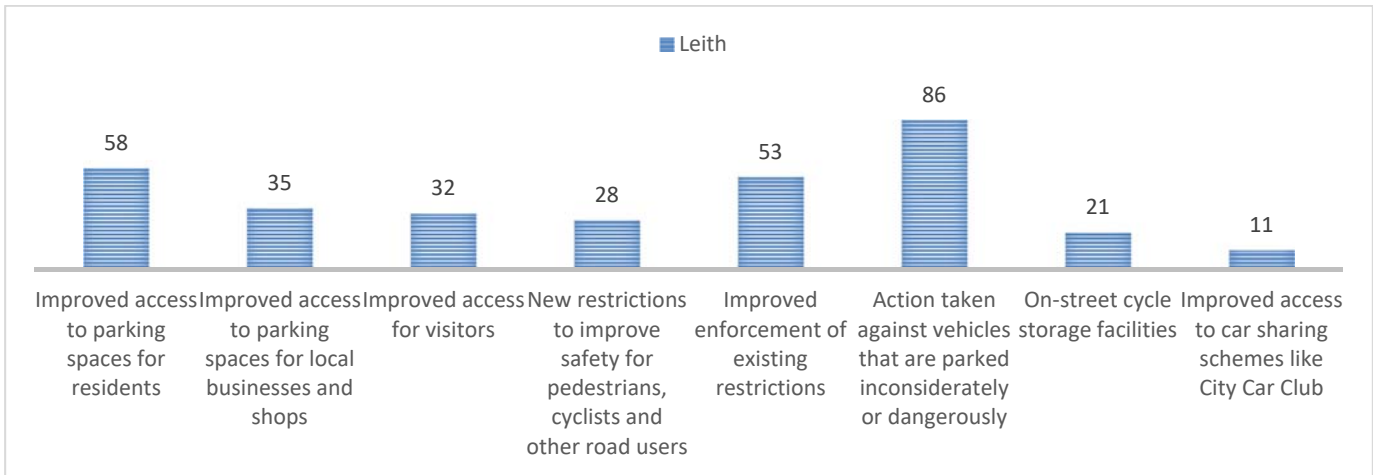
1.1.44 643 respondents (51%) believed action taken against vehicles that are parked inconsiderately or dangerously would improve the area.

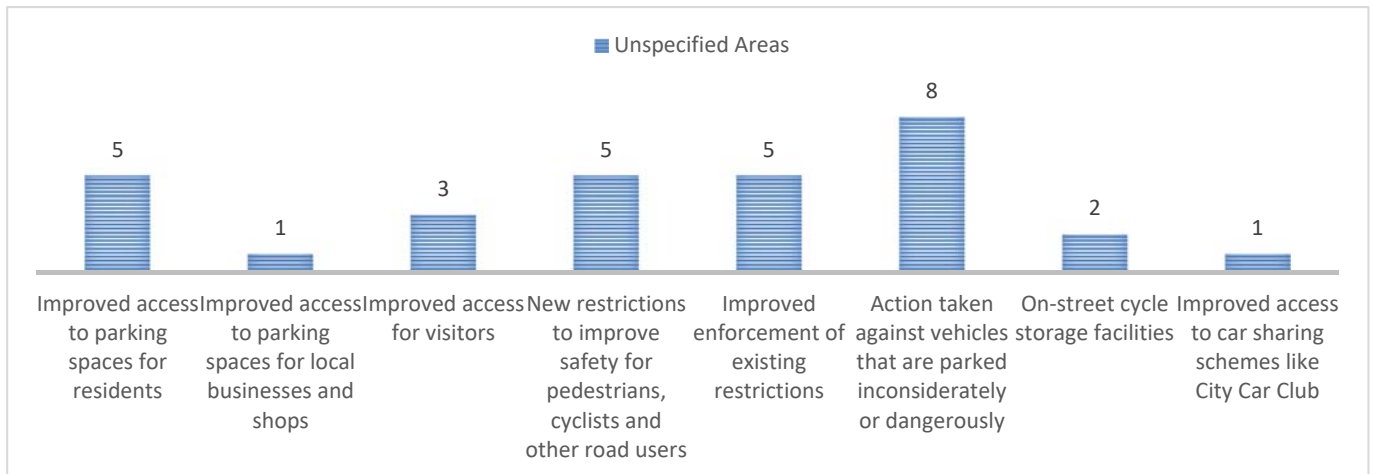
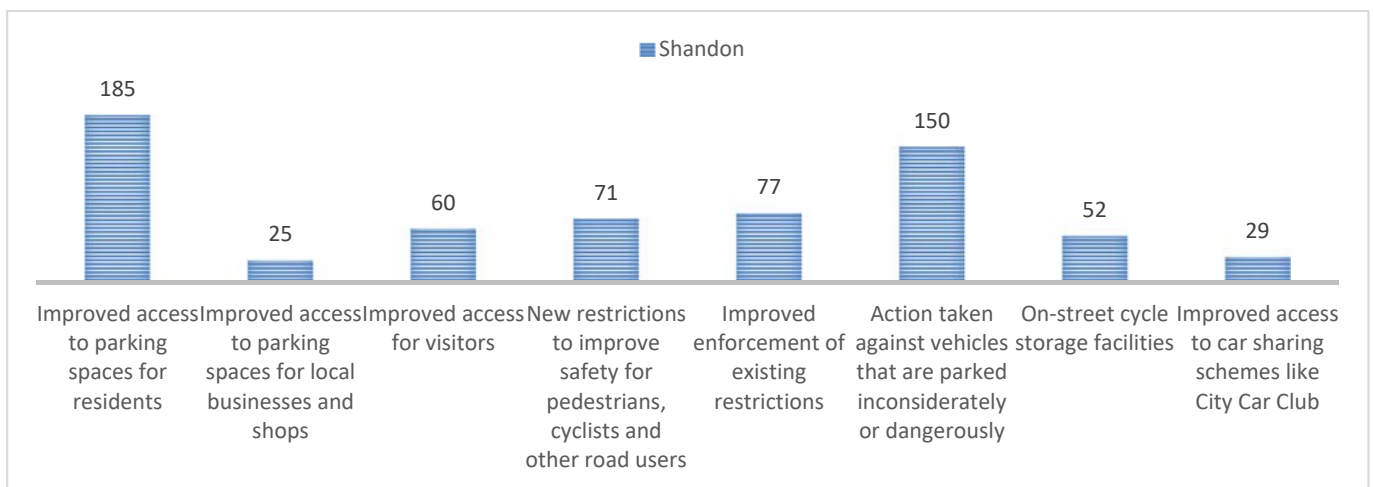
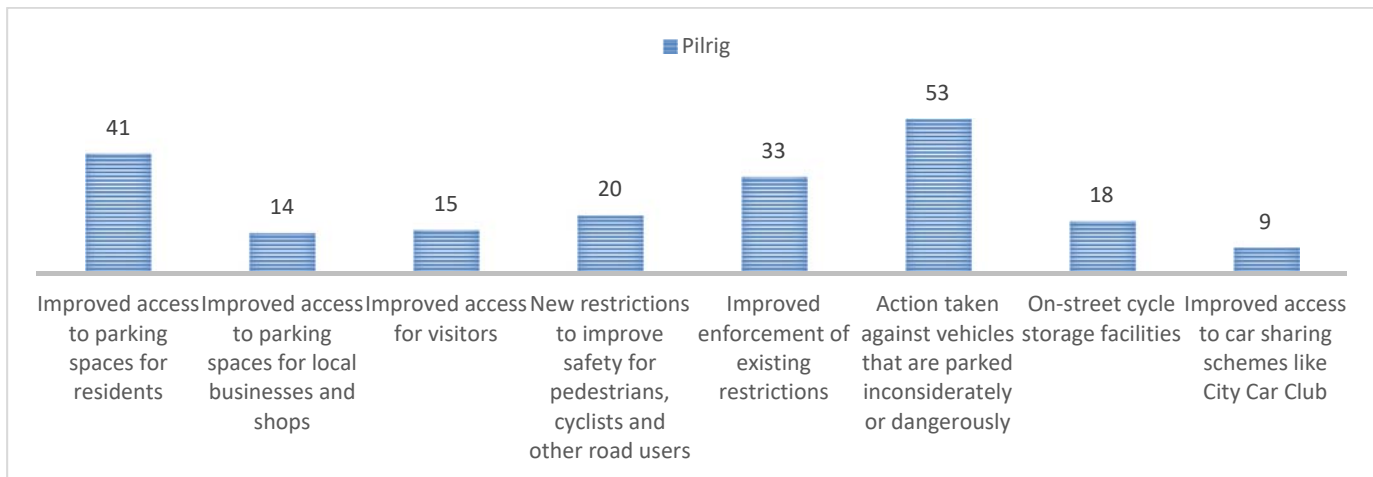
1.1.45 This was followed by 512 respondents (41%) who suggested improved access to parking spaces for residents would be helpful.

1.1.46 Below is a breakdown by each improvement divided by the area respondents stated they were concerned with.









1.1.47 The table below summarizes the responses above by the number of people which responded from each area. The percentage of respondents who selected each option in each area is provided.

Area	Improved access to parking spaces for residents	Improved access to parking spaces for local businesses and shops	Improved access for visitors	New restrictions to improve safety for pedestrians,	Improved enforcement of existing restrictions	Action taken against vehicles that are parked inconsiderately or dangerously	On-street cycle storage facilities	Improved access to car sharing schemes like City Car Club	Total respondents in each area
Abbeyhill	59%	8%	18%	33%	33%	54%	26%	15%	125
Craiglockhart	34%	8%	20%	20%	16%	56%	2%	4%	50
Gorgie	17%	4%	8%	11%	23%	42%	12%	6%	282
Gorgie North	30%	9%	15%	10%	10%	60%	9%	1%	67
Leith	36%	22%	20%	17%	33%	53%	13%	7%	161
Leith Walk	49%	19%	13%	22%	41%	63%	22%	10%	68
North Leith	30%	10%	14%	22%	32%	49%	23%	9%	99
Pilrig	48%	16%	17%	23%	38%	62%	21%	10%	86
Shandon	61%	8%	20%	23%	25%	50%	17%	10%	303
Unspecified Areas	28%	6%	17%	28%	28%	44%	11%	6%	18

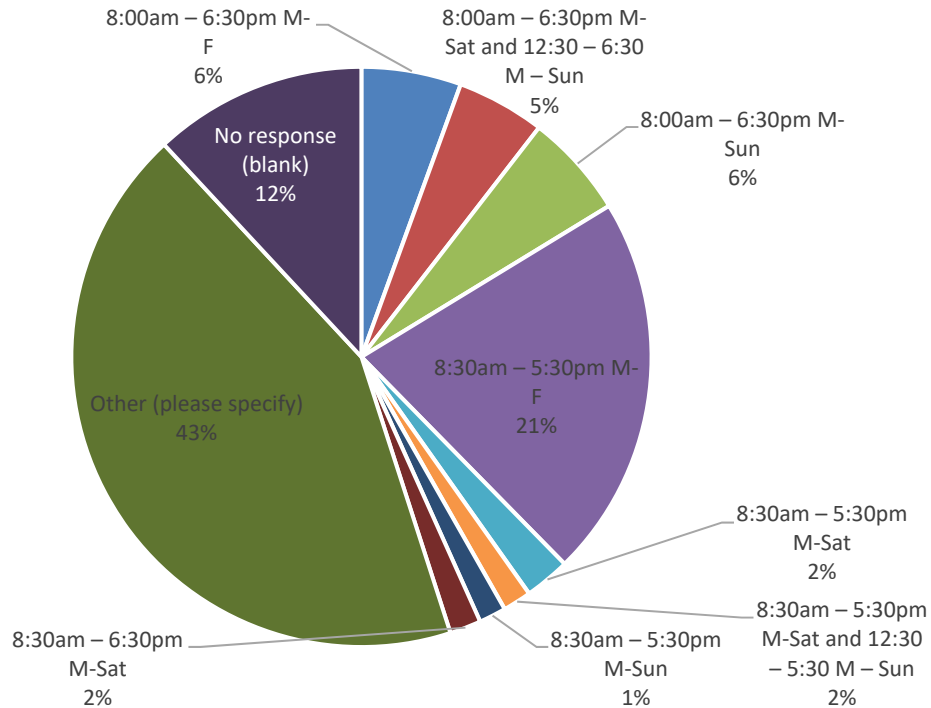
1.1.48 Action taken against vehicles parked dangerously has the highest percentage of responses from nearly all areas with the exception of Shandon and Abbeyhill. Regarding both these areas, respondents wanted to see improved access to parking spaces for residents slightly more. This was usually the second highest option for other areas.

1.1.49 Leith has the highest proportion of those who would like to see improved access for local businesses and visitors (22%). This was followed by respondents in Leith Walk (19%) and Pilrig (16%).

1.1.50 Over a quarter of Abbeyhill respondents (26%) would like to see on-street cycle storage facilities in the area. This was followed closely by North Leith (23%), Leith Walk (22%) and Pilrig (17%).

Q16. If parking controls were to be introduced, during what times do you think that they should apply?

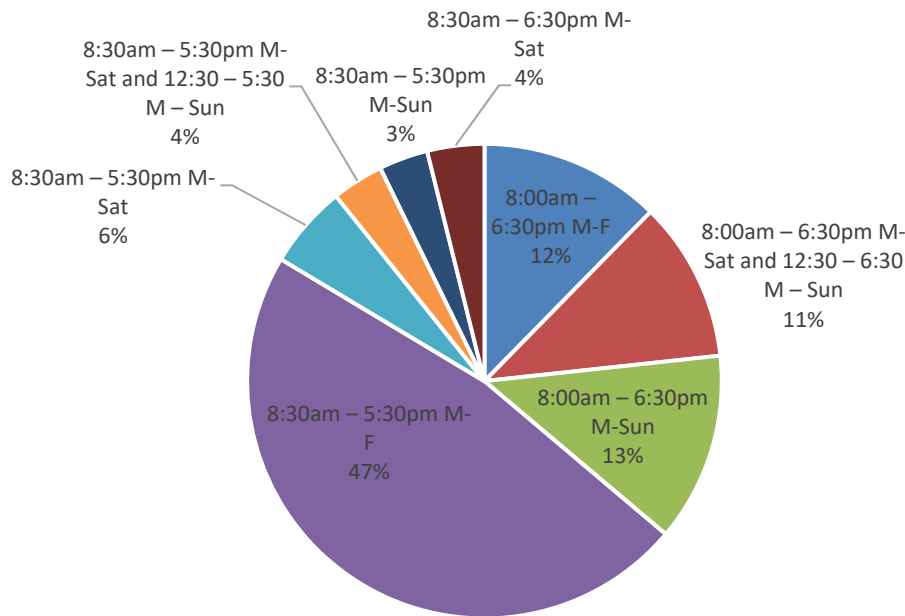
1.1.51 This question was asked to all respondents, asking what time they would like parking controls to be introduced – if they were being introduced. Only one selection could be made for each option.



1.1.52 43% (542) of all respondents made 'Other' comments. Similarly, 12% (150) of respondents left the question blank.

1.1.53 Just over one fifth of respondents suggested parking controls should be in place between 8:30am-5:30pm Mon-Fri.

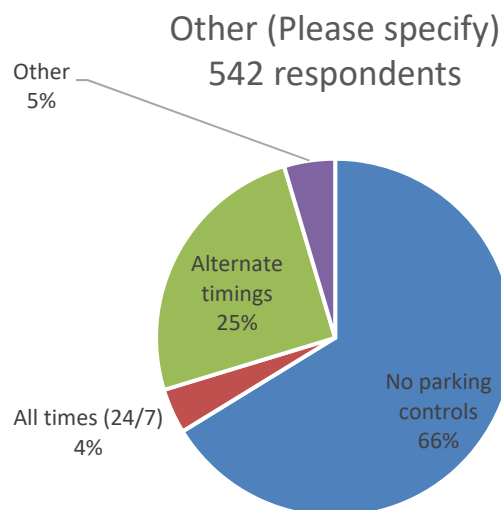
1.1.54 Below the pie chart looks at the given times without blank and 'Other' responses included in the data. In total, 567 people selected times listed on the survey.



Q16. If parking control were introduced..... (without blank and other responses)
Total responses: 567

1.1.55 When excluding blank and other responses, 47% (269 people) selected the 8:30-5:30pm M-F option. Second highest at 13% (73 people) was people who selected parking restriction times between 8:00am - 6:30pm M-Sun, this was followed closely by 8:00am - 6:30pm Mon-Fri option by 12% (70 people).

1.1.56 The chart below takes a look at the 542 'Other' comments respondents provided. Respondents were free to type in whatever they wanted. Below is an in-depth breakdown of all the comments.



1.1.57 Two thirds of the comments (359) were respondents who said they did not approve of any parking controls. Almost a quarter of comments (136) were respondents who provided alternative timings, while 5% (25) made other comments unrelated to timings.

1.1.58 4% of respondents (22) wanted parking restrictions to apply at all times.

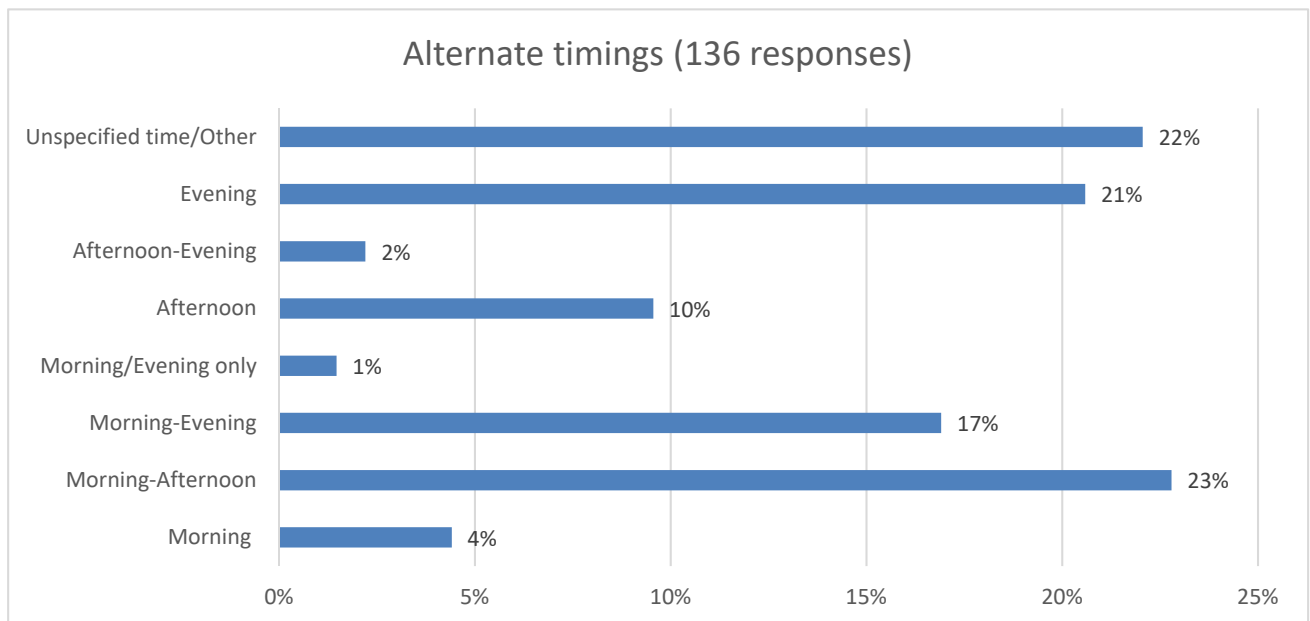
1.1.59 The table below summarizes the data for alternative and Other comments. In particular, specific days respondents said would like parking restrictions. Comments categorised as 'Alternative timings' (136 responses) and 'Other' categories (25 response). Together this accounts for a combined 161 responses.

Days mentioned	Unspecified days	Weekday	Sat + Weekday	Everyday	Saturday	Weekend	Sportsday parking restriction
No. of Responses	61	37	10	9	2	1	24
Percentage of all comments	11%	7%	2%	2%	0.4%	0.2%	4%

1.1.60 61 comments (11% of total) which mention a time they would like parking restrictions do not give the specific days they would like them implemented.

1.1.61 24 comments (4% of total) specifically mentioned sports day parking controls during football and/or rugby matches.

1.1.62 2 comments mentioned Saturday only, while 1 mentioned the weekend only. No reference to football/rugby or any event or reason were mentioned as reasons in either case.



1.1.63 A breakdown of all alternative timings is represented in the chart below

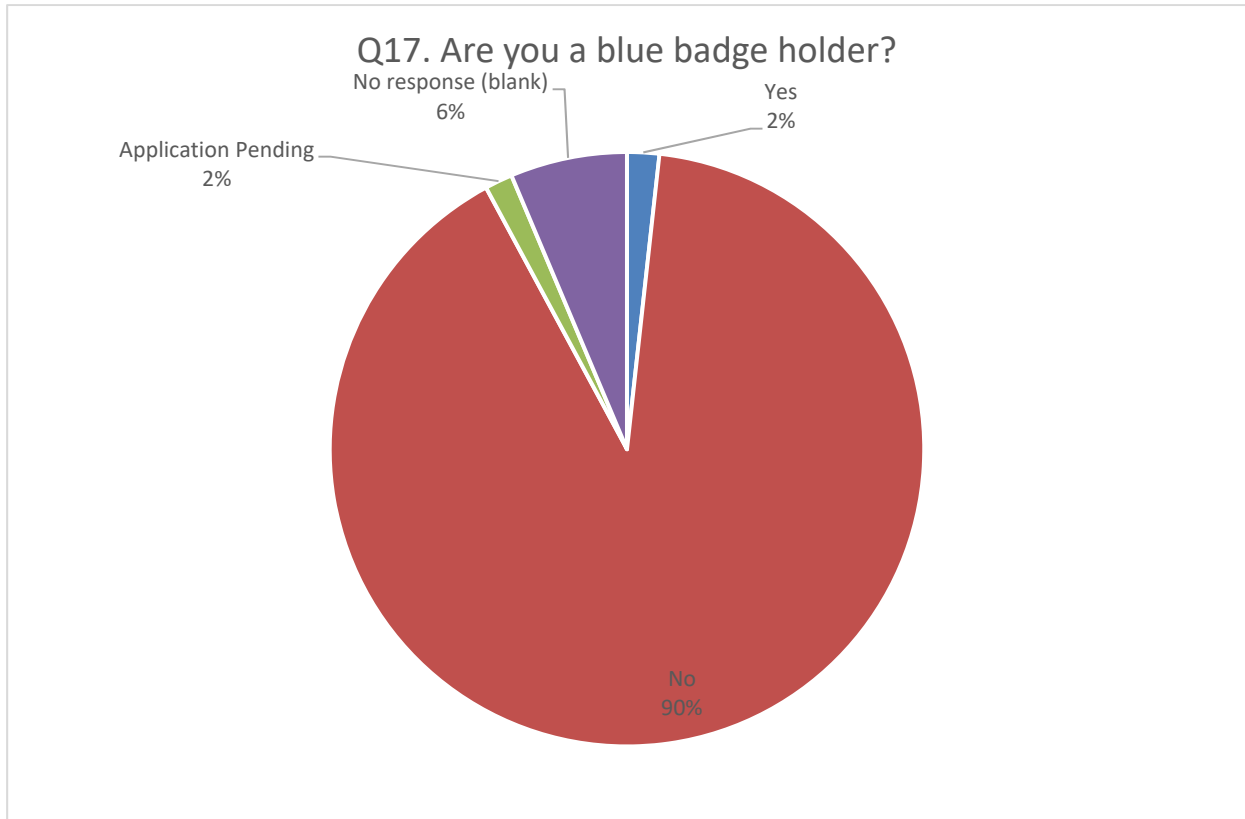
1.1.64 NOTE: Morning = 8am-12pm, Afternoon = 12pm-5pm, Evening = 5pm or later. When respondents mention times, which coincide with one of the three timeframes they are represented by both of them.

1.1.65 For example, 9am-2pm = Morning-Afternoon or 4pm-8pm = Afternoon-Evening, 10am-11am and 5pm-6pm = Morning/Evening only. Respondents saying 'overnight' were categorised as Evening.

1.1.66 As the graph above shows most respondents (31 people) preferred parking restrictions that included both morning and into the afternoon. Slightly less respondents (28 people) wanted evening parking restrictions only.

1.1.67 The 'Unspecified time/Other' category includes responses which range from those who mention they would like parking controls but gave no indication as to what time they would like restrictions to apply (e.g. short spell). Some mentioned football/rugby restrictions – but these respondents are represented in the table on the previous page above.

Q17. Are you a blue badge holder?



1.1.68 90% of respondents selected the No response. 2% said they were blue badge holder, while another 2% said their application was pending.

1.1.69 6% of respondents left the question blank.

Appendix 2 - Part B

Design Amendments and areas for further review

Arising From Engagement

Abbeyhill

- 1 Relocate the parking to the opposite side of the carriageway on Alva/Lady Menzies as residents are familiar with this set up.
- 2 Review Double Yellow Line (DYL) restrictions at southern end of Waverley Park Road and add more bays.
- 3 Check the public/private adoption records of Waverley Park Terrace parking area.
- 4 Consideration should be given to 'mews' parking for Abbeyhill Colonies. Amend design if required.

B8

- 5 Amend the restrictions on Craiglockhart Terrace to have Single Yellow Line (SYL) across driveways.

Gorgie North

- 6 Review DYL restrictions on Sauchiebank near junction with Russel Road to add more shared-use bays on the northern kerb.

Leith

- 7 Review the width of carriageway on Duncan Place and consider an increase in passing opportunities as the road is used as part of a bus route.
- 8 Amend the allocation of permit holder bays outside No. 2 to 6 Pattison Street to shared use.
- 9 Amend the allocation of shared-use parking outside No. 15 to 21 Pattison Street to permit holder.
- 10 Check the public/private adoption of carriageway and parking at Kirkgate House and amend design if required.

Leith Walk

- 11 For the motor repair business on Gordon Street who park customers vehicles on road prior to being taken into the workshop, separate consideration will be taken under the CPZ Phase 1 Industry Specific Parking Permits' analysis and report.
- 12 Remove end on bay outside No.9 Buchanan Street to create a turning head.
- 13 Amend the allocation of bays on Buchanan Street No. 19 to 23 from pay and display to permit holder.
- 14 Check public/private adoption of No. 6 to 8 Elliot Street parking bays and amend design if required.
- 15 Amend allocation of end on permit holder bays opposite No. 1 to 3 Elliot Street to shared use to allow access for resident with blue badge.
- 16 Amend the allocation of bays on Albert Street outside No. 160 from pay and display to permit holder.

North Leith

- 17 Make Hawthorn Bank Place a mews.
- 18 Remove parking bays opposite No.5 Largo Place to maintain access point to the park for emergency vehicles and maintenance vehicles.
- 19 Add additional permit holder and shared-use bays on Hopfield Terrace in place of some DYL.
- 20 Amend allocation of pay and display bays to shared use on Lindsay Road.
- 21 Amend DYL restrictions to additional permit holder bays 8 to 16 North Fort Street.

Pilrig

- 22 For the motor repair business on Spey Street and Spey Lane who park customers vehicles on road prior to being taken into the workshop, separate consideration will be taken under the CPZ Phase 1 Industry Specific Parking Permits' analysis and report
- 23 Check public/private adoption of Spey Street Lane, Springfield, Arthur Street Lane, Pilrig Heights and amend design if required.
- 24 Ensure the DYL's at Shaw Terrace and Shaw Place are returned around the junction radius.
- 25 Shorten the shared use bay and add DYL restrictions on Pilrig Gardens to accommodate access to and from private lane behind the properties on Pilrig Street.

Shandon

- 26 Introduce parking on both sides of Shandon Street and Shandon Road.
- 27 Review location of driveway at No. 4 Ashley Gardens and amend as required.
- 28 Review Ogilvie Terrace parking space provision and its location relative to the steps to canal.
- 29 Consider the addition of parallel bays behind the end on parking in Shaftsbury Park.
- 30 Review length of spaces between driveways on Ashley Drive with a view to replacing DYL restrictions with further permit holder and shared-use bays e.g., No. 2b, 7, 25.
- 31 Review DYL restriction lengths in the flower colonies with a view to reducing or removing these.
- 32 Consider Mews parking in Ivy Terrace and Daisy Terrace.
- 33 Check public/private adoption of Weston Gait and amend design if required.

Gorgie

- 34** Reduce length of permit holder bay opposite no.25 Hutchison Avenue to allow for driveway access/egress turning manoeuvre.
- 35** Reduce the length of DYL at C No.40 Hutchinson Avenue and add more permit holder parking.
- 36** Add permit holder bays perpendicular to the northern kerb on Chesser Crescent at the dead-end opposite the access to Pentland House, in place of DYL's.
- 37** Consider permit holder parking in place of DYL's outside No. 20 to 24 Chesser Crescent.
- 38** Introduce permit holder parking in place of DYL's along the south eastern kerblines at No. 65 to 67 Chesser Crescent.
- 39** Introduce permit holder bay at No. 27 to 29 Moat Street.
- 40** Check the public/ private adoption of Appin Place and amend design if required.
- 41** Introduce permit holder bays outside No.49 Eltringham Terrace in place of DYL's.
- 42** Remove the proposed Shared-use bay opposite No. 1 to 5 Eltringham Gardens and add permit holder bays between the driveway of No's. 1 to 11.
- 43** Change the proposed Permit Holder bay opposite No. 10-12 Eltringham Gardens to shared use.

Changes/Issues Identified Outwith Engagement

- 44** Amendments required due to Tram
- 45** Amendments required due to CBR
- 46** Amendments required due to cycle lockers
- 47** Amendments to accommodate any LTN/Active Travel schemes

Potential amendments identified/agreed by Council Officers

Abbeyhill

- 48 Detailed consideration to be given to potential mews status in Abbeyhill Colonies. To be undertaken prior to advertising of Order and outcome relayed to residents and Ward Councillors
- 49 Investigate potential for 9 hour parking provision in areas with lower residential demand
- 50 Add short stay parking in close proximity to local shops and businesses

B8

- 51 Add short stay parking (Craiglockhart Terrace and Colinton Road) to serve local shops and businesses.

Gorgie

- 52 Add short stay parking in close proximity to local shops and businesses

Gorgie North

- 53 Add short stay parking in close proximity to local shops and businesses

Leith

- 54 Add short stay parking in close proximity to local shops and businesses

Leith North

- 55 Add short stay parking in close proximity to local shops and businesses

Leith Walk

- 56 Add short stay parking in close proximity to local shops and businesses

Pilrig

- 57 Query regards Spey Street Lane. Confirmed as adopted road. No changes required.

Shandon

- 58 Amend design to accommodate parking on both sides of Shandon Road
- 59 Amend zone boundary with S4. New Zone to take part of Harrison Road and part of West Bryson Road in order to accommodate permit demand

Appendix 3: Phase 1 Proposal & Enforcement Options

This Appendix outlines the proposed parking controls for the Phase 1 area of the Strategic Review of Parking.

This Appendix is split into three parts:

- A. Proposal Outline
- B. Operational Recommendations – Report by The Project Centre
- C. Phase 1 Permit Holder Analysis – Report by The Project Centre

Part A – Proposal Outline

The described parking controls will apply to the following Review Areas:

Leith			Gorgie/Shandon		
Review Area	Rank	Parking Pressure	Review Area	Rank	Parking Pressure
Leith Walk	1	92	Shandon	3	89
Abbeyhill	4	86	B8	6	80
Leith	8	79	Gorgie North	13	75
Pilrig	12	75	Gorgie	22	62
North Leith	16	71			

1. Overview

- 1.1 The proposal for the Phase 1 area mirrors those controls and allowances currently in operation in both the Peripheral and Extended areas of the existing CPZ. Those controls generally 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; and
 - 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 (ie 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; and
 - 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 pay-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.
- 2.4 The layout that was consulted upon in late 2019 is being amended to accommodate other Council initiatives, such as Tram, the Communal Bin Review and the rollout of cycle storage. Those plans will, in accordance with legislative requirements, be made available to view online.
- 2.5 In recognition of the ongoing advice regards limiting the spread of Covid-19, and in line with the decision of the Council's Policy and Sustainability Committee in April 2020, those plans will not be placed on public deposit at Council offices.

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; and
 - Trades Parking Permits.
- 3.2 Reference should also be made to Appendix 4 of this report, where details of the proposed permit for businesses offering garage services can be found. This permit will, therefore, be a new addition to the above list of 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 10 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:
- 1 hour parking, limited to dedicated pay-and-display and in the vicinity of local shops and businesses;
 - 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; and
 - 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.

5. The Zones

- 5.1 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 1 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.
- 5.2 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.
- 5.3 The findings of that work can be found in Part C of this Appendix.
- 5.4 That work indicated that there was merit in amalgamating some of the Review areas so as to ensure the best allocation of space and to allow for sufficient space within the Zone boundaries to provide for expected demand.
- 5.5 While it is largely intended to accept the results and recommendations from the work carried out by our consultants, there is one change that is proposed to the arrangement of the proposed new zones. That change affects the Shandon area, where there had been previous discussions relating to the possibility of amending the current boundary with the adjoining S4 Zone.
- 5.6 That amendment would see the following roads, or parts of roads, moved from the current S4 zone into the new S5 zone:
 - Harrison Road, (from the bridge over the footpath linking Harrison Place to Dundee Terrace to the junction with Polwarth Terrace);
 - West Bryson Road, (from Harrison Road to a point south-west of the car park access between numbers 31 and 37 West Bryson Road); and
 - Harrison Lane, the whole road.
- 5.7 This change would further enlarge the S5 Zone, creating a zone that was materially larger than any of the existing or proposed Zones of the CPZ. The justification for an S5 zone that encompassed Shandon, Gorgie and Gorgie North was predicated on the need to allow sufficient space, recognising the likelihood that Shandon in particular could be oversubscribed.
- 5.8 However, an assessment of the impact of amending the Zone boundary of Zone 4 shows that the such an amendment would have the effect of providing sufficient space for a standalone Shandon Zone, while the associated figures for a Zone comprised of Gorgie and Gorgie North would also have sufficient space within it to cater for anticipated demand.
- 5.9 The Zone boundary amendment outlined above would move approximately 121 shared-use and permit holder parking places from S4 into the new S5. A total of 37 permit holders would also move from S4 into S5. The ratio of permits to spaces in S5 would be 0.94 permits per space.

5.10 On that basis it is now proposed that the Zones arising from Phase 1 of the Review should be as follows:

Review Area	Proposed Zone Reference
Abbeyhill	N6
Pilrig	N7
Leith Walk	
Leith	N8
North Leith	
Shandon (as amended)	S5
Gorgie	S6
Gorgie North	
B8	S7

6. Ticket issuing Machines

- 6.1 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.
- 6.2 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.
- 6.3 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.
- 6.4 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.
- 6.5 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.
- 6.6 The general finding from consideration of the available options was that greater emphasis should now be placed on cashless options.
- 6.7 With cashless payments now accounting for a significant majority 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.
- 6.8 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 1. 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.
- 6.9 All locations supported by cashless ticket machines will allow payment to be made via card reader, with payment also being possible by Ringgo.

7. Enforcement

- 7.1 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.
- 7.2 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.
- 7.3 The approach to enforcement in the proposed new zones will mirror this approach, targeting resources where they are most needed.

Part B – Operational Recommendations – Report by The Project Centre



CPZ Phase 1 Operational Recommendations

Days and Hours of Enforcement and Ticket Machine Options

Client Name: City of Edinburgh Council

Reference: 6737

Date: November 2020

DOCUMENT CONTROL

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

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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 1 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) as part of Phase 1 and designs were developed.

The Phase 1 designs were taken to an engagement consultation to allow residents to review the proposed designs and provide their feedback.

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 1 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 1 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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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 1 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 1 engagement 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 1 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.
- 1.2.4 Proposed CPZ designs for Phase 1 were developed and then taken to a public engagement consultation over a four-week period from 16 October to 12 November 2019. The public engagement provided residents with an opportunity to view, comment and advise upon the proposed designs at an early stage of the development.
- 1.2.5 The responses and feedback from the drop-in 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 1’
- 1.2.6 The basis of the consultation review has allowed for resident’s feedback to be incorporated into the new proposed enforcement recommendations for Phase 1 of the CPZ design.
- 1.2.7 Furthermore, from the consultation review, additional reports regarding business permits (CPZ Phase 1 Industry Specific Parking Permits) and permit holder space analysis (CPZ Phase 1 Permit Holder Analysis) have been produced.

METHODOLOGY

1.3 Parking Controls and Ticket Machines

- 1.3.1 The consultation responses were analysed and used to determine if there were any preferred recommendations for parking controls outlined by the respondents.
- 1.3.2 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 1.
- 1.3.3 Where there was a correlation between the consultation response for enforcement preferences and nearest existing CPZ operation, consideration was given to replicating the exiting CPZ restrictions.
- 1.3.4 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.
- 1.3.5 The P&D prices align with neighbouring existing CPZ areas. The City of Edinburgh Council updated their P&D prices in April 2020, as such, we have used those as the basis of our analysis.
- 1.3.6 Data was collected on potential generators of parking pressure such as places of business or transport routes. The specific business operation were 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.
- 1.3.7 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.
- 1.3.8 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

- 1.3.9 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.
- 1.3.10 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.
- 1.3.11 Cashless only machines have been proposed on low demand roads, that will mainly have residential parking only.
- 1.3.12 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.
- 1.3.13 The fourth option to be considered is that no ticket machines at all are provided. This option will be discussed in its own section.

ABBEYHILL

1.4 Existing Environment

- 1.4.1 Abbeyhill consists of numerous residential streets which lack access to off-street parking facilities, creating a high demand for parking spaces. In addition, Easter Road and London Road, have shops and businesses present, along with bus routes which operate regularly into the city centre, generating further parking pressure on the roads within the Abbeyhill area. Moreover, Abbeyhill neighbours existing CPZ N1.

1.5 Consultation Feedback

- 1.5.1 A total of 1,259 responses were recorded from the engagement consultation, with 125 respondents answering for Abbeyhill. The respondents were encouraged to pick when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.5.2 59 respondents stated that they cannot park near their home, with 47 (79%) selecting Monday – Friday morning and afternoon time periods, whilst 44 (74%) respondents chose Monday – Friday evening time.
- 1.5.3 32 respondents stated that they experience abandoned vehicles on their street, with 30 (93%) selecting Monday – Friday morning and afternoon time periods, whilst 29 (90%) respondents chose Monday – Friday evening time.
- 1.5.4 17 respondents stated that they experience commuter parking on their street, with 13 (76%) selecting Monday – Friday morning, 14 (82%) selected Monday – Friday afternoon, whilst only 10 (58%) respondents chose Monday – Friday evening time.
- 1.5.5 Monday to Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems mainly in the morning and afternoon time periods.

1.6 Proposed Enforcement Period

- 1.6.1 As Abbeyhill neighbours CPZ N1 and is mainly a residential area with limited access to off-street parking facilities, the maximum stay for Shared Use and P&D bays is 4 hours. These timings align with CPZ N1 and the shorter maximum stay for the bays will help deter any commuter parking and allows for permit holders to get parked.
- 1.6.2 Abbeyhill, Spring Gardens, London Road, Kirkwood Place and Lower London Road consist of a small number of residential properties, reducing the demand for permit holders. However, these roads have

generators of parking pressure present such as bus routes to the city centre. As such the maximum stay for these roads have been increased to 6 hours. This timing allows for bays to be used longer whilst still discouraging commuter parking.

- 1.6.3 CPZ N1 which neighbours Abbeyhill has its current parking restrictions from Monday – Friday, 8:30am – 5:30pm. After reviewing the engagement consultation results, residents expressed that they mainly experience parking problems between Monday – Friday morning and afternoon time periods. On this basis, the enforcement period for Abbeyhill will be Monday – Friday, 8.30am – 5.30pm aligning with CPZ N1 and consultation results.
- 1.6.4 As Abbeyhill is neighbouring CPZ N1, the ticket prices have been set at £2.40 per hour.

1.7 Ticket Machines

- 1.7.1 For Abbeyhill, the requirement number of machines for Option 1 (machines in all areas) would be 44.
- 1.7.2 Roads such as London Road, Rossie Place, Kirkwood Place, Lower London Road and Royal Park Terrace have been assumed as high demand as they have many generators of parking pressure in the vicinity. These generators include shops, businesses, bus routes or schools and churches so parking in the bays may not be mainly residential.
- 1.7.3 In total, 28 ticket machines would be required for the high demand areas (Option 2) in Abbeyhill.
- 1.7.4 Cashless ticket machines are required on streets such as Dalgety Avenue, Milton Street, Moray Park Terrace and Marionville Road 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 16 cashless machines are required for Option 3 with the other 28 accepting cash.

B8 (CRAIGLOCKHART)

1.8 Existing Environment

- 1.8.1 Craiglockhart Terrace and Meggetland Terrace are residential streets within B8 which have limited access to off-street parking facilities. Furthermore, Colinton Road also has residential properties present which have limited access to off-street parking. However, small businesses present and bus routes which operate regularly to the city centre, are located on Colinton Road.

1.9 Consultation Feedback

- 1.9.1 The total number of survey respondents for B8 was 50. Each of the respondents were encouraged to choose when they experience parking problems to various scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.9.2 12 respondents stated that they cannot park near their home, with 11 (91%) respondents selecting Monday – Friday morning, whilst all 12 (100%) respondents for this scenario chose Monday – Friday afternoon. Only 5 (41%) selected Monday- Friday evening time.
- 1.9.3 6 respondents stated that they experience abandoned vehicles on their street, with 5 (83%) selecting Monday – Friday morning time. Monday – Friday afternoon period received 100% of votes, whilst 3 (50%) respondents chose Monday – Friday evening time.
- 1.9.4 Generally, Monday – Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems the most in the afternoons, with mornings being an issue as well.

1.10 Proposed Enforcement Period

- 1.10.1 B8 consists of residential streets with limited access to off-street parking which neighbours CPZ S3, Colinton Road also has bus routes present which operate regularly to the city centre. On this basis, the maximum stay for Shared Use and P&D bays is 4 hours. This maximum stay period aligns with CPZ S3 parking restrictions and will reduce the commuter parking that appears to be an issue.
- 1.10.2 However, the P&D bay located on Colinton Road, is outside a small supermarket, so its maximum stay will be 1 hour.
- 1.10.3 The new days and timings for the parking controls of B8 align with neighbouring CPZ S3, 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.

1.10.4 B8 is neighbouring CPZ S3 so the ticket prices are £2.40 per hour.

1.11 Ticket Machines

1.11.1 For B8, only 6 ticket machines would be required for Option 1.

1.11.2 Colinton Road is the main road within B8 which has generators of parking pressure present including bus routes and shops. On this basis, Colinton Road has been assumed as high demand and requires 2 cash/cashless ticket machines (Option 2).

1.11.3 Parking on Craiglockhart Terrace and Meggetland Terrace will mainly be residential and as a result, the 4 cashless machines would be required for Option 3 with the other 2 accepting cash.

GORGIE

1.12 Existing Environment

- 1.12.1 Gorgie is primarily a residential area, with roads having varying access to off-street parking facilities. Slateford Road and Gorgie Road have many generators of parking pressure including shops, businesses, and bus routes which operate regularly to the city centre. Gorgie also neighbours existing CPZ S4.

1.13 Consultation Feedback

- 1.13.1 Total number of survey respondents for Gorgie was 282. Respondents were invited to choose when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.13.2 39 respondents stated that they cannot park near their home, with 17 (43%) selecting Monday – Friday mornings and 18 (46%) selected Monday – Friday afternoons. However, 29 (74%) respondents voted for Monday – Friday evenings.
- 1.13.3 16 respondents acknowledged that they experience abandoned vehicles on their street, with 9 (56%) respondents selecting Monday – Friday mornings and 8 (50%) choosing Monday – Friday afternoons. Although, 13 (81%) chose Monday – Friday evenings.
- 1.13.4 Monday – Friday evenings seems to be when respondents experience parking problems the most within the Gorgie Area.

1.14 Proposed Enforcement Period

- 1.14.1 As Gorgie neighbours CPZ S4 and is mainly a dense residential area with limited access to off-street parking facilities, the maximum stay for majority of the Shared Use and P&D bays is 4 hours. Offering shorter maximum stay hours will deter commuters and allow permit holders to have spaces as there is a high demand for parking in the area.
- 1.14.2 Slateford Road is the only road in Gorgie which has its maximum stay for Shared Use and P&D bays set at 2 hours. This enforcement period complies with the rest of the main road which falls within CPZ S4. Additionally, there are bus routes which operate regularly to the city centre, generating parking pressure.
- 1.14.3 CPZ S4 which neighbours Gorgie 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. On this basis, the days and timings of parking restrictions are Monday – Friday, 8.30am – 5.30pm.

- 1.14.4 As Gorgie is neighbouring CPZ S4, the ticket prices are £2.40 per hour.

1.15 Ticket Machines

- 1.15.1 With many Shared Use and P&D bays proposed in Gorgie, a total of 41 ticket machines would be required for Option 1.
- 1.15.2 Roads including Slateford Road, Stewart Terrace, Wardlaw Place, Moat Drive and Newton Street have been assumed as high demand as they have many generators of parking pressure in the vicinity. These generators include shops, businesses, bus routes or schools and churches so parking in the bays may not be mainly residential.
- 1.15.3 In total, 17 ticket machines would be required for the high demand areas (Option 2) in Gorgie.
- 1.15.4 Cashless ticket machines have been provided on streets that are mainly residential with few to no generators of parking pressure nearby, such as Hutchison Place, Hermand Street, Hermand Terrace and Appin Street. Parking on low demand streets will mainly be by permit holders so 24 cashless machines and 17 cash accepting machines would be the requirement for Option 3.

GORGIE NORTH

1.16 Existing Environment

- 1.16.1 The area of Gorgie North has a high demand for parking as there are numerous generators of parking pressure and many streets consist of residential properties with no access to off street parking facilities. Generator of parking pressure include Tynecastle Stadium, bus routes which operate regularly to the city centre, local shops and schools.

1.17 Consultation Feedback

- 1.17.1 The overall number of survey respondents for Gorgie North was 67. Each of the respondents were encouraged to select when they experience parking problems to various scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.17.2 13 respondents said that they cannot park near their home, 5 (38%) voted Monday – Friday mornings, 6 (46%) selected Monday – Friday afternoons, whilst 9 (69%) chose Monday – Friday evenings.
- 1.17.3 Only 3 respondents selected the scenario about experiencing abandoned vehicles on their street. 2 (66%) voted for Monday – Friday mornings, 1 (33%) selected Monday – Friday afternoons, whilst all 3 (100%) respondents chose Monday – Friday evenings.
- 1.17.4 The scenario regarding whether respondents experience commuter parking on their street, was not answered by the respondents from Gorgie North.
- 1.17.5 Generally, Gorgie North received varied votes, with Monday – Friday receiving the most votes and all timings through the day being selected.

1.18 Proposed Enforcement Period

- 1.18.1 As Gorgie North is neighbouring CPZ S4 and proposed CPZ area Gorgie, the enforcement restrictions align closely to both areas, while considering the consultation results.
- 1.18.2 As majority of the roads in Gorgie North are residential, the maximum stay of the Shared Use and P&D bays for majority of the area is 4 hours. This time allows for usage of the bays but will deter commuter parking, as there are many bus routes present on Gorgie Road and Westfield Road.
- 1.18.3 Wheatfield Road and Russell Road have maximum stay restrictions of 9 hours. These two roads consist of P&D bays, so there is no need to

allow spaces for permit holder parking. Having a long maximum stay on Wheatfield Road will provide parking facilities for customers visiting the shops and businesses present on Gorgie Road. Additionally, the longer maximum stay on Russell Road will provide parking facilities for users of the industrial estates.

- 1.18.4 CPZ S4 which neighbours Gorgie North 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. However, no time suggestions received a significant vote.
- 1.18.5 On this basis, the days and timings of parking restrictions are Monday – Friday, 8:30am – 5:30pm. These restrictions align with CPZ S4 and consultation review.
- 1.18.6 As Gorgie North is neighbouring CPZ S4, the ticket prices are set at £2.40 per hour for bays which have maximum stay 4 hours. Bays which have maximum stay of 9 hours, their ticket prices will be £1 P/h for 4 hours thereafter £4 up to 9 hours, aligning with CPZ S4.

1.19 Ticket Machines

- 1.19.1 The total number of required ticket machines for Option 1 in Gorgie North would be 18.
- 1.19.2 Many roads within the area that have been assumed as high demand including Wheatfield Road, Wheatfield Place, Smithfield Street and Mcleod Street are all located within the vicinity of Tynecastle Stadium and Gorgie Road.
- 1.19.3 In total, 12 ticket machines would be required for the high demand areas (Option 2) in Gorgie North.
- 1.19.4 Cashless ticket machines have been provided on streets that are mainly residential with few to no generators of parking pressure nearby, such as Stevenson Road, Westfield Avenue, Westfield Road and Alexander Drive. Parking on low demand streets will mainly be by permit holders so 6 cashless machines and 12 cash accepting machines would be the requirement for Option 3.

LEITH

1.20 Existing Environment

- 1.20.1 Leith has several generators of parking pressure on Great Junction Street and Constitution Street consisting of bus routes which run regularly to the city centre, and shops and businesses. Additionally, Leith Links Park will generate extra parking pressure. However, the majority of the roads in Leith are residential with limited access to off-street parking.

1.21 Consultation Feedback

- 1.21.1 From the consultation review, a total of 161 responses from 1,259, were in relation to Leith. The respondents were encouraged to pick when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.21.2 37 respondents stated that they cannot park near their home, 29 (78%) voted Monday – Friday mornings, 30 (81%) selected Monday – Friday afternoons, whilst 28 (75%) chose Monday – Friday evenings.
- 1.21.3 16 respondents selected the scenario about experience abandoned vehicles on their street. 14 (87%) voted for Monday – Friday mornings, 15 (93%) selected Monday – Friday afternoons, whilst 13 (84%) chose Monday – Friday evenings.
- 1.21.4 Only 5 respondents stated that they experience commuter parking on their street, with 4 (80%) selecting Monday – Friday mornings. Monday – Friday afternoons was chosen by all 5 (100%) respondents, whilst Monday – Friday evenings was selected by 2 (40%) respondents only.
- 1.21.5 Generally, Leith received varied votes, with Monday – Friday morning and afternoon time periods receiving more votes over the evenings.

1.22 Proposed Enforcement Period

- 1.22.1 Leith does not neighbour any existing CPZ's, however, the closest CPZ is N1 and Leith also neighbours two other investigation areas, Leith North and Leith Walk. To align closely with CPZ N1 and neighbouring areas, the parking restrictions for maximum stay for majority of Shared Use and P&D bays is 4 hours. Furthermore, as Leith is mainly residential, these restrictions will suit residents and deter any commuter parking.

- 1.22.2 However, the maximum stay for Taylor Gardens is 2 hours. The P&D bays can only accommodate 6 vehicles at a time, as there are many generators of parking pressure located on Great Junction Street, shorter maximum stay hours will allow for more usage and turnover of the bays.
- 1.22.3 Roads in Leith which have very few residential properties present including Duncan Place, Johns Place, Links Gardens, Bath Road and Salamander Street have parking restrictions of maximum stay 6 hours. These roads have longer maximum stay hours as there is not a high demand for parking spaces by permit holders. However, keeping the maximum stay at 6 hours, will deter commuter parking.
- 1.22.4 As the results of the consultation review varied and no major concerns were outlined from the responses, the days and timings of the enforcement period is Monday – Friday 8:30am – 5:30pm. These restrictions align with Leith North and CPZ N1.
- 1.22.5 Leith is neighbouring Leith North and Leith Walk, so the ticket prices have been set at £2.40 per hour.

1.23 Ticket Machines

- 1.23.1 Leith is a large area in comparison to the other areas with many Shared use & P&D bays, therefore for Option 1, 39 ticket machines would be required.
- 1.23.2 Roads which have been assumed as high demand include Duncan Place, Salamander Street, Henderson Street, Taylor Gardens and Academy Street. These roads have many generators of parking pressure present which include bus routes, businesses, schools, and churches. In total, 26 ticket machines would be required for Option 2.
- 1.23.3 For roads within Leith which have a lower demand and will mainly be used by permit holders, have cashless machines only provided. Pattison Street, Mitchell Street, Cables Wynd and Pillans Place consist mainly of residential properties and so are assumed as low demand. In total, 13 cashless machines and 26 cash accepting machines would be required for Option 3.

LEITH NORTH

1.24 Existing Environment

- 1.24.1 Leith North located near the Albert Dock Basin, comprises of residential streets with many having limited access to off-street parking facilities. Many generators of parking pressure are present in the area including Leith Public Library, Leith Theatre and The Scottish Government Building. Additionally, Commercial Street, North Junction Street and Ferry Road have several bus routes operating on them regularly to the city centre.
- 1.24.2 Leith North does not neighbour an existing CPZ, however the closet zone is CPZ N1. The neighbouring areas of Pilrig and Leith both have parking restrictions, so Leith North will align closely to the neighbouring areas.

1.25 Consultation Feedback

- 1.25.1 North Leith received a total of 99 responses from the consultation review. The respondents were encouraged to pick when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.25.2 18 respondents had indicated that they cannot park near their home, 10 (55%) voted Monday – Friday mornings, 7 (38%) selected Monday – Friday afternoon, whilst 11 (61%) chose Monday – Friday evenings.
- 1.25.3 7 respondents stated that they experience abandoned vehicles on their street, with 5 (71%) selecting Monday – Friday morning and afternoon time periods, whilst 6 (85%) respondents chose Monday – Friday evenings.
- 1.25.4 The scenario based on if respondents experience commuter parking on their street, only received two votes. Monday – Friday morning, afternoon and evening time periods all received one vote each.
- 1.25.5 Overall, North Leith received the highest responses for each scenario over Monday – Friday.

1.26 Proposed Enforcement Period

- 1.26.1 As Leith North is mainly a residential area with limited access to off-street parking facilities, together with main roads which have bus routes present, the maximum stay for Shared Use and P&D bays is 4 hours for majority of the area. These restrictions align with Pilrig and Leith. The shorter maximum stay for the bays will help deter any commuter parking.

- 1.26.2 North Leith Mill has Shared Use bays located at the north west end of the road. These bays are located near North Junction Street and Commercial Street which have bus routes businesses and residential properties present. As such to discourage commuter parking, the maximum stay of these bays is 2 hours.
- 1.26.3 Commercial Street mainly consists of businesses which have private parking facilities and there are bus routes also present which operate regularly to the city centre. However, as there are few residential properties present, the maximum stay restrictions for the Shared Use bays is 9 hours.
- 1.26.4 Victoria Quay consist of P&D bays outside the entrance of the Scottish Government Building. As this building has its own private car park and there are no residential properties nearby, the maximum stay for these bays is 9 hours.
- 1.26.5 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 Leith and similarly to CPZ N1.
- 1.26.6 The ticket prices are set at £2.40 per hour which aligns with neighbouring areas of Pilrig and Leith.

1.27 Ticket Machines

- 1.27.1 Regarding Leith North, the requirement number for ticket machines for Option 1 would be 35.
- 1.27.2 Roads including Commercial Street, Lindsay Road, Shore and North Fort Street have been assumed as high demand as they have many generators of parking pressure nearby. These include bus routes, shops, businesses, churches, and schools. In total, 20 ticket machines would be required for Option 2.
- 1.27.3 Cashless ticket machines are required on streets which will mainly be used by residents. These streets include Portland Street, Prince Regent Street, Admiralty Street and Nichollfield. In total, 15 cashless machines and 20 cash accepting machines would be required for Option 3.

LEITH WALK

1.28 Existing Environment

- 1.28.1 The majority of Leith walk area consists of terraced residential streets which have no access to off-street parking facilities, creating a high demand for parking spaces. Additionally, there are numerous generators of parking pressure located on A900 Leith Walk and Easter Road, including shops, businesses and bus routes which operate regularly into the city centre. Also, Leith Walk neighbours existing CPZ N1.

1.29 Consultation Feedback

- 1.29.1 From the consultation review, 68 responses were recorded for Leith Walk. The respondents were encouraged to pick when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.29.2 23 respondents stated that they cannot park near their home, with 16 (69%) selecting Monday – Friday mornings, 17 (73%) selected Monday – Friday afternoons, whilst 20 (86%) chose Monday – Friday evenings.
- 1.29.3 13 respondents stated that they experience abandoned vehicles on their street, with 13 (100%) selecting Monday – Friday mornings, 12 (92%) selected Monday – Friday afternoons, whilst 11 (84%) chose Monday – Friday evenings.
- 1.29.4 Additionally, 10 (76%) respondents stated that they experience abandoned vehicles on their street on Saturday mornings and 9 (69%) respondents selected Saturday afternoons.
- 1.29.5 Only three respondents stated that they experience commuter parking on their street. However, all three respondents selected Monday – Friday, morning, afternoon, and evening time periods.
- 1.29.6 Overall, Monday – Friday, morning, afternoon and evening time periods and Saturday mornings and afternoons received high votes from the respondents for Leith Walk.

1.30 Proposed Enforcement Period

- 1.30.1 As the area of Leith Walk is highly residential with no access to off-street parking, there is a high demand for parking spaces. As a result, the maximum stay for Shared Use and P&D 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 is many bus routes present in the area, along with shops and businesses.

- 1.30.2 Crown Place, Jameson Place and Smith's Place are small narrow residential streets located off A900 Leith Walk. As these streets have a very high demand for parking spaces, the maximum stay for the bays has been reduced to 2 hours.
- 1.30.3 The period of enforcement for Leith Walk is Monday – Friday, 8:30am – 5:30pm. These restrictions align with neighbouring CPZ N1, Leith and Pilrig.
- 1.30.4 As Leith Walk is neighbouring CPZ N1, Leith, and Pilrig, the ticket prices are £2.40 per hour.

1.31 Ticket Machines

- 1.31.1 In total, Leith Walk would require 29 ticket machines for Option 1.
- 1.31.2 Majority of the roads in Leith Walk such as Albert Street, Easter Road, Lorne Street, and Iona Street have been assumed as high demand due to the generators of parking pressure present. As a result, 24 ticket machines would be required for Option 2.
- 1.31.3 Cashless ticket machines are needed on streets which are mainly residential and are away from generators of parking pressure including Buchanan Street, Halmyre Street and Dickson Street. Parking on these streets will mainly be permit holders so 5 cashless machines and 24 cash accepting machines would be required for Leith Walk.

PILRIG

1.32 Existing Environment

- 1.32.1 Pilrig which is located close to the city centre and is adjacent to Leith Walk, is primarily a residential area, with very limited access to off-street parking facilities. A900 Leith Walk consists of many shops and businesses and has bus routes present which run regularly into the city centre. Pilrig Street also has bus routes present, generating additional parking pressure. Jane Street Industrial Estate is in Pilrig, which will generate additional parking pressure to surrounding roads.

1.33 Consultation Feedback

- 1.33.1 A total of 1,259 responses were recorded from the engagement consultation, with 86 respondents responding for Pilrig. Each respondent was encouraged to pick when they experience parking problems to scenarios from Monday to Sunday. Between morning, afternoon, evening, and overnight time periods.
- 1.33.2 The first scenario asked respondents to express when they cannot park near their homes, which received 31 responses in total. 25 (80%) selected Monday – Friday morning, 28 (90%) respondents out of the 31 voted Monday – Friday afternoon. Furthermore, Monday – Friday evenings was selected by 21 (67%) respondents.
- 1.33.3 In total, 24 respondents answered the scenario based on whether they experience abandoned vehicles on their street. 20 (83%) respondents selected Monday – Friday mornings, 22 (91%) selected Monday – Friday afternoons, whilst the evening time between Monday – Friday had a lower selected with 19 (79%) respondents.
- 1.33.4 The third scenario asked respondents if they experience commuter parking, which 6 answered for Pilrig. 6 (100%) selected Monday – Friday morning and afternoon time periods. 5 (83%) respondents chose Monday – Friday evenings.
- 1.33.5 Generally, Monday to Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems mostly in the morning and afternoon time periods.

1.34 Proposed Enforcement Period

- 1.34.1 As access to off-street parking is limited in Pilrig, the maximum stay for Shared Use and P&D bays is 4 hours for the majority of the bays, aligning with CPZ N1.

- 1.34.2 The 4-hour maximum stay restrictions on Pilrig Street will help deter commuter parking, but this could potentially have an impact on B&B's which do not have access to private parking. To help support the B&B's a combination of 4-hour and 9-hour maximum stay restrictions could be provided, however, this would be confusing for motorists.
- 1.34.3 Jane Street and Tennant Street located through Jane Street Industrial Estate, consists of P&D bays. These bays have a longer maximum stay of 6 hours, as there is little requirement for residential parking for permit holders. The longer hours allow for users of the industrial estate to attend for longer in a designated space.
- 1.34.4 However, as Jane Street and Tennant Street are close to Leith Walk which as bus routes present to the city centre, the maximum stay hours are kept at 6, to deter many commuter parking.
- 1.34.5 CPZ N1 which neighbours Pilrig, currently has parking restrictions from Monday – Friday, 8:30am – 5:30pm. As residents expressed highly that they mostly experience parking problems between Monday – Friday afternoons, the days and timings of the enforcement period for Pilrig are Monday – Friday 8:30am – 5:30pm.
- 1.34.6 Ticket Prices are set at £2.40 per hour which aligns with neighbouring areas of Leith Walk, Leith North and CPZ N1.

1.35 Ticket Machines

- 1.35.1 If ticket machines were to be placed in all areas of Pilrig, then 41 would be the requirement. This means that there is a ticket machine within 100m distance of each Shared Use and P&D bay.
- 1.35.2 Within Pilrig, a selection of roads including Pilrig Street, Spey Street, Junction Place and Casselbank Street 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.
- 1.35.3 In total, 18 ticket machines would be required for the high demand areas (Option 2) in Pilrig.
- 1.35.4 Cashless ticket machines have been located mainly on residential streets including Arthur Street, Cambridge Avenue, New Orchardfield, Springfield Street and Spey Terrace. Residential streets require cashless machines as users of the bays will generally be permit holders, so 23 cashless machines and 18 cash accepting machines are required for Option 3 for Pilrig.

SHANDON

1.36 Existing Environment

- 1.36.1 Shandon is a highly residential area which has a high demand for parking due to lack of off-street parking availability for the majority of the roads. Slateford Road is likely generating additional parking pressure in the area as there are bus routes present, which operate regularly to the city centre. Shandon neighbours existing CPZ S3 and S4.

1.37 Consultation Feedback

- 1.37.1 303 responses from the consultation review were made concerning Shandon. The respondents were encouraged to select when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.37.2 In total, 157 respondents stated that they cannot park near their home, with 84 (53%) selecting Monday – Friday morning, 82 (52%) voted for Monday – Friday afternoons. However, 143 (91%) respondents chose Monday – Friday evenings.
- 1.37.3 74 respondents indicated that they experience abandoned vehicles on their street. 58 (78%) selected Monday – Friday mornings, 56 (75%) voted for Monday – Friday afternoons, whilst 66 (89%) respondents chose Monday – Friday evenings.
- 1.37.4 37 respondents confirmed that they experience commuter parking on their street. Monday – Friday evenings received the highest number of votes with 32 (86%) respondents selecting this period. 29 (78%) selected Monday – Friday mornings, whilst 25 (67%) chose Monday – Friday afternoons.

1.38 Proposed Enforcement Period

- 1.38.1 As Shandon is mainly a residential area with limited access to off-street parking facilities and neighbours existing CPZ S3 and S4, parking controls will align closely with these areas, while considering the consultation responses.
- 1.38.2 The maximum stay for Shared Use and P&D bays in Shandon is 4 hours for the majority of the bays. These restrictions align with neighbouring CPZ S3 and S4 and with the Gorgie investigation area. As the majority of the streets consist of terraced residential properties with no access to off-street parking, the shorter maximum stay for the bays will help deter commuter parking and allows time for permit holders to get parked.

- 1.38.3 Ashley Drive consists of residential properties which have access to off-street parking facilities. As the only generator of parking pressure in the area is Craiglockhart Primary School, the maximum stay for the Shared Use bays on Ashley Drive is 6 hours.
- 1.38.4 Ogilvie Terrace and Harrison Gardens are the only two roads in Shandon which have maximum stay restrictions of 9 hours. The Shared Use bays on Ogilvie Terrace and Harrison Gardens are located along Harrison Park. These restrictions align with the same restrictions present on Harrison Road in CPZ S4.
- 1.38.5 CPZ S3 and S4 which neighbour Shandon, currently has parking restrictions from Monday – Friday, 8:30am – 5:30pm. After reviewing the consultation results, residents voiced highly that they mostly experience parking problems between Monday – Friday. On this basis, the enforcement period is Monday – Friday, 8.30am – 5.30pm.
- 1.38.6 As Shandon is neighbouring Gorgie and CPZ S3 and S4, the ticket prices are £2.40 per hour for P&D.

1.39 Ticket Machines

- 1.39.1 For Option 1, if cash/cashless machines were to be placed in all areas of Shandon, then the requirement would be 20.
- 1.39.2 As the majority of the roads are mainly residential, only a few have been assumed as high demand. Merchiston Grove, Ivy terrace, and Primrose Terrace are roads included as high demand because they are located near Slateford Road which has bus routes operating regularly and shops and businesses present. In total, 9 ticket machines would be required for the high demand areas of Option 2.
- 1.39.3 Cashless ticket machines are required on streets which are mainly residential and are away from generators of parking pressure including Ashley Drive, Ashley Grove and Shandon Crescent. Parking on these streets will mainly be permit holders or visitors so 11 cashless machines and 9 cash accepting machines are needed for Option 3.

TICKET MACHINE COSTS

1.40 Overview

- 1.40.1 The cost of the ticket machines based on the three potential scenarios have been calculated.
- 1.40.2 The cost of an individual ticket machine which also includes installation is £4,100. The price of the machine remains the same, no matter what type of machine is required.

1.41 Option 1

- 1.41.1 Option 1 was based on a scenario of placing Cash/Cashless ticket machines everywhere within the Phase 1 enforcement areas. As a result, a total of 273 Cash/Cashless Machines would be required for the areas of Phase 1.
- 1.41.2 The cost of needing Cash/Cashless Machines everywhere is £1,119,300.

1.42 Option 2

- 1.42.1 Option 2 was offered as a scenario where Cash/Cashless Machines would only be placed in high demand areas within the Phase 1 enforcement areas. In total, 156 ticket machines would be required for Option 2.
- 1.42.2 The cost of providing Cash/Cashless Machines in high demand areas only is £639,600

1.43 Option 3

- 1.43.1 The scenario for Option 3 was based on Cash/Cashless Machines being placed in high demand areas only. In addition, Cashless Machines only, would be applied to low demand areas. As a result, 117 Cashless Machines and 156 Cash/Cashless machines would be required for Option 3.
- 1.43.2 The cost for providing Cashless Machines in low demand areas is £479,700. Whilst the total cost of providing Cash/Cashless Machines in high demand areas is £639,600

1.44 Option 4

- 1.44.1 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.

CASHLESS TICKET MACHINES OPPORTUNITIES

1.45 Introduction

- 1.45.1 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.
- 1.45.2 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.

1.46 Opportunities

- 1.46.1 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.
- 1.46.2 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.
- 1.46.3 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 parking is being offered. It highlights places where empty spaces are most likely to be found and then allows motorists to navigate to their chosen location with spoken directions.
- 1.46.4 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.

1.47 Benefits

- 1.47.1 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.

- 1.47.2 Additionally, using cashless payments provides a single source of enforcement data, leading to enforcement efficiencies and increased opportunities for ANPR usage.
- 1.47.3 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.
- 1.47.4 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.

1.48 Case Study

- 1.48.1 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.
- 1.48.2 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.
- 1.48.3 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.
- 1.48.4 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.
- 1.48.5 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.

- 1.48.6 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.

NO TICKET MACHINE PROVISION

1.49 Introduction

- 1.49.1 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.
- 1.49.2 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.
- 1.49.3 Using no ticket machine options such as RingGo provides many benefits including cost savings, improving street appearance and increases data and knowledge.

1.50 Benefits

- 1.50.1 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.
- 1.50.2 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.
- 1.50.3 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.
- 1.50.4 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.

1.51 Challenges

- 1.51.1 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.

- 1.51.2 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.
- 1.51.3 Edinburgh is a major tourist destination. Due to mobile phone roaming charges, some tourists may be discouraged from using their mobile phones while abroad.

1.52 Conclusion

- 1.52.1 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.
- 1.52.2 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.
- 1.52.3 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.

RECOMMENDATIONS

- 1.52.4 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.
- 1.52.5 Cashless payment options allow for councils to save money and provides touch free parking, creating a safer and healthier environment for users.
- 1.52.6 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
- 1.52.7 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.
- 1.52.8 It is recommended that the existing CPZ and new CPZ areas of Edinburgh have an in-depth review of all enforcement controls.
- 1.52.9 With the 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.
- 1.52.10 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 Leith Walk, Gorgie and Shandon 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.

CONCLUSION

- 1.52.11 The primary aim of the project was to review the engagement consultation results and to propose parking enforcement recommendations for Phase 1.
- 1.52.12 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 1. The results have considered both consultation results and neighbouring CPZ, making sure there is a link between both.
- 1.52.13 The requirement 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 2 to 44 dependant on the Option chosen.
- 1.52.14 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.
- 1.52.15 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.
- 1.52.16 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.

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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Part C – Phase 1 Permit Holder Analysis – Report by The Project Centre



CPZ Phase 1 Permit Holder Analysis

Client Name: City of Edinburgh Council

Reference: 6754

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DOCUMENT CONTROL

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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 1 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 1 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 residents 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 1 Areas

Area	
Leith Walk	Shandon
Leith	Gorgie North
North Leith	Gorgie
Pilrig	B8
Abbeyhill	

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, these roughly 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, a 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 30th 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. Leith.

Table 2: Area Specific Permit Uptake Ratios

Area	Uptake ratio
Shandon	0.60
B8	0.60
Leith Walk	0.60
Pilrig	0.55
North Leith	0.50
Gorgie	0.50
Gorgie North	0.50
Abbeyhill	0.55
Leith	0.50

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 three areas where the permit uptake ratio is above 1.0 meaning the demand for a permit will be higher than the number of parking spaces available. These areas are Gorgie North, Leith, and Shandon. There are no areas with an overall ratio lower than 0.86. The average permit uptake ratio across all phase 1 areas is 0.97.
- 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 on the following categories; Green (0-0.74) low demand, Orange (0.75-0.99) medium demand and Red (1+) high demand area. This data is presented in heatmaps which can be found in Appendix A.
- 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
Abbeyhill	793	426	1053	0.86
B8	67	55	118	0.97
Gorgie	944	403	1271	0.94
Gorgie North	236	127	376	1.03
Leith	620	406	1097	1.07
Leith Walk	831	198	922	0.90
North Leith	473	21	745	0.99
Pilrig	696	280	855	0.88
Shandon	487	229	750	1.05

3.2 Abbeyhill

3.2.1 Overview

Map 1 in the appendix displays the ratio of permits required against available spaces. Overall the Abbeyhill area requires a medium demand for permits with a permit uptake ratio of 0.86. Breaking the area down into street specific data outlines possibilities for strain on specific streets. Areas of green and orange on the heat map indicate there is more spaces provided than potential permits required.

3.2.2 High Demand Areas

The high demand area between Lower London Road and Stanley Place currently has no proposed parking restrictions in place as the area is under review to be prospectively adopted. In this instance if parking enforcement was introduced it would reduce the parking pressures within this particular cluster of streets as these addresses have been included within the analysis. Another high demand area concerns Dalgety Street, Dalgety Avenue and Dalgety Road which are highlighted in red in Map 1 of appendix A. The availability of parking on Marionville Road and Wishaw Terrace can provide relief for over capacity streets, as well as, Dalgety Road having private parking for properties on the north side. These factors reduce the overall strain on the individual streets and provide adequate parking facilities for residents.

3.3 B8

3.3.1 Overview

B8 area consists of three streets which overall maintain a 0.97 permit uptake ratio. The area of concern is Meggetland Terrace which has 2.08 permits required per space provided. A factor which has not been included within the calculation of demand is the availability of driveways for residents. The majority of homes have the capacity to park a minimum of one vehicle off-street, which will reduce the demand on parking spaces provided in the initial design. As such, in reality, the space provided across the area is likely to be sufficient to meet resident demand when visitor/commuter parking is considered. Map 2 in the appendix outlines the demand on the streets in the area.

3.4 Gorgie

3.4.1 Overview

Gorgie has a permit uptake ratio of 0.94 and has the potential to be grouped together with Shandon and Gorgie North to reduce parking pressures on all areas. The majority

of streets within Gorgie are flats which means a greater residential density resulting in more permits being required per street than individually housed streets, such as the properties on Hutchison Road. This information is displayed in Map 4 of the Appendix.

3.4.2 High Demand Area

The high demand areas in Gorgie are predominantly on the southeast boundary of the area. The streets of high demand such as Hermand Crescent, Hermand Street and Hermand Terrace which are cul-de-sac roads accessed directly off Slateford Road have private parking facilities for some residents within the street. The availability of private parking for residents here will result in less permit holder uptake on these streets which will reduce the pressure on the area. It's likely that some residents on Slateford Road will also use the publicly available parking in these streets.

Appin Place, Appin Street and Appin Lane have similar arrangements where there is mix of public and private parking. The demand for parking on Slateford Road here can be split between the Appin roads and on Moat Drive and Hutchison Crossway which are predicted to be underutilised due to vehicle ownerships levels. The high demand for permits predicted on Chesser Crescent also does not factor in the availability of off-street parking like driveways for the residents in the area.

As overall the predicted permits required to spaces provided ratio is below 1.00 above only highlights some apparent individual street issues and notes mitigating factors as the area as a whole can cope with the demand.

The data shown in Gorgie is represented as 0.5 uptake ratio, this results in an overall demand for permit uptake below 1.0. The area is regularly busy with commuters visiting local shops and the data does not represent this it only presents figures concerning the predicted permit holder uptake from permanent residents.

3.5 Gorgie North

3.5.1 Overview

Gorgie North is over capacity for permit holder uptake at 1.03. Main areas of high demand include Stevenson Avenue, Stevenson Road, Stevenson Terrace and Stevenson Grove which are located at the north west of the area. These can be seen in red on Map 3 in the appendix. This area is heavily populated with households which have access to driveways. This can help reduce the demand on the area as it is not accounted for within the demand analysis.

Other areas of high demand are Wheatfield Road and Gorgie Road, which can be supported by areas of lower capacity of permit holder uptake.

3.6 Leith

3.6.1 Overview

Leith has a permit uptake ratio greater than 1, this is due to the densely populated areas on the west side of the area. Combining Leith with North Leith to make one larger Zone is an option to reduce demand on the area. The east side of the area which surrounds the Leith Links parks such as Links Gardens and Duncan Place have available spaces within the streets to allow for overflow of nearby streets.

3.6.2 High Demand Areas

Mill Lane, Cables Wynd and Yards Head located on the west of Leith are areas of high demand and have further demand from residents living on Great Junction Street which has no spaces available. Maritime Lane and Maritime Street are also areas of high demand both surpassing 2 permits required per space provided. There is availability of nearby streets within the area to reduce demand on them. As the area around Maritime Street and Maritime Lane has private parking for residents this will also reduce the demand for on-street spaces.

3.7 Leith Walk

3.7.1 Overview

Leith Walk has more spaces than permits required at a ratio of 0.90. The majority of streets are highlighted in green on Map 5 in the appendix, with only a minority having pressures. Gordon Street has high demand, however there is capacity in neighbouring streets. Lorne Street also has high demand for parking, however like Gordon Street the demand in surrounding streets allows the neighbouring streets to adopt some of the parking pressures.

As this is a busy commercial area and commuter route into the City, it is likely that there will be a high demand for the shared-use spaces in this area which will impact upon the availability of space for residents.

3.8 North Leith

3.8.1 Overview

North Leith has a permit uptake ratio of 0.99. The north west side of the zone has the least demand for parking permits as can be seen in Map 6 of appendix A.

3.8.2 High Demand Areas

The streets adjacent to Coburg Street have the highest demand for parking. The limited parking availability on Coburg Street, Couper Street and Sandport Place create

the largest strain on the area. Coburg Street requires parking from side roads to accommodate residents as it is the street with the highest demand in North Leith. The neighbouring streets provide some relief for residents.

Portland Street requires 1.08 permits per space provided. However, the surrounding streets as seen in Map 6 of appendix A, have the capacity to accommodate overflow from Portland Street.

3.9 Pilrig

3.9.1 Overview

Similar to Leith Walk, Pilrig has less of a demand for permit spaces. The permits required to spaces provided ratio is 0.88. The areas of high demand to the west of the zone which include Dryden Gait and Hawthorne Place are private parking for residents, with capacity for overflow on Dryden Street. Springfield Street and Jane Street which are highlighted in red on Map 8, found in the appendix, are only just over 1.00 permits required to spaces provided and have nearby streets supporting the parking demand.

3.10 Shandon

3.10.1 Overview

Parking permit demand for Shandon is high, as seen in Map 9 of appendix A. The predicted permit holder uptake to spaces provided ratio is 1.05. By combining the area with Gorgie and Gorgie North there is the option to reduce overall parking demands in the enlarged Zone. Shandon has been allocated a 0.6 permit uptake ratio. The area could have a higher uptake ratio, however, an average of 0.6 has been agreed due to the differing property types in the area. There is a split of residential flats and houses with homeowners on Ashley Gardens, Ashley Drive, Ashley Grove and Cowan Road having access to driveways and garages. These streets make up a large portion of the area.

3.10.2 High Demand Areas

The five streets which extend off Shaftsbury Park are all deemed to be high demand, however, Shaftsbury Park has no residential properties. The over capacity of the streets can be dispersed into Shaftsbury Park which has 31 parking spaces available to residents. This will reduce the demand on the area and assist to reduce parking pressures.

The parking demands on Ashley Drive and Cowan Road are deemed as high upon initial analysis of census data, however, this does not account for the availability of driveways and off-street parking available to residents. With these factors and the capacity on Ashley Gardens the pressures may be reduced.

4. RECOMMENDATIONS

- 4.1.1 The findings of the results have shown the need to address areas such as Gorgie North, Leith and Shandon due to the demand exceeding a permit uptake ratio of 1. The recommended changes to the boundaries of the Phase 1 areas have been outlined below.
- 4.1.2 To reduce the high levels of demand in the areas above a required permit ratio of 1 the boundaries of Shandon, Gorgie and Gorgie North have been merged to create one large area named Zone S5. The merging of the boundaries reduces the permit uptake ratio to 1 as shown in Table 4 below.

Table 4: Proposed New Zone S5

Zone S5	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Shandon	487	229	750	1.05
Gorgie	944	403	1271	0.94
Gorgie North	236	127	376	1.03
Area	1667	759	2427	1.00

- 4.1.3 The proposed Zone S5 has a much larger coverage than the other areas in Phase 1, however, combining the areas will allow underutilised permit holder and shared use spaces in Gorgie to be used by residents in the Gorgie North and Shandon area. Currently residents would not be able to park their vehicle in a neighbouring area so the amalgamation of Zone S5 would disperse the high demand for parking space in Gorgie and Shandon as residents within Zone S5 are able to park their vehicle anywhere in the larger area if their street is over capacity. It is anticipated that an overall permit ratio of 1 will be sufficient to accommodate residents needs when it is considered that private parking availability has not been measured within this analysis. Recommendations for future could include combining Shandon area with the neighbouring CPZ zone S4 which will reduce pressure further in the potential S5 area.

Table 5: Proposed New Zone S6

Zone S6	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
B8	67	55	118	0.97

4.1.4 Zone S6 consists of B8 alone, this is due to currently there being no neighbouring controlled parking zone to link the area with. There is potential for this to be combined with forthcoming areas of study such as Craiglockhart, 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 falls below 1.0.

Table 6: Proposed New Zone N6

Zone N6	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Abbeyhill	793	426	1053	0.86

4.1.5 Abbeyhill like B8 stands alone and has no proposed CPZ areas close by. However, with future areas of consideration there is potential for neighbouring controlled parking zones such as Willowbrae North which borders the Abbeyhill boundary to be merged to form one zone. There is low demand for parking permits in the area with a permit ratio uptake of 0.86.

Table 7: Proposed New Zone N7

Zone N7	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Leith Walk	831	198	922	0.90
Pilrig	696	280	855	0.88
Totals	1527	478	1777	0.89

4.1.6 Zone N7 is made up from Leith Walk and Pilrig. The demand in the area of Leith Walk and Pilrig is low which can be due to a number of factors such as proximity to the city centre and ample availability of bus routes. A total permit uptake ratio of 0.89 for the zone has been calculated which provides capacity for a potential future increase in demand for permit uptake in the area.

Table 8: Proposed New Zone N8

Zone N8	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
North Leith	473	281	745	0.99
Leith	620	406	1097	1.07
Totals	1093	687	1842	1.03

4.1.7 North Leith and Leith are combined to make the final area Zone N8. There is a high demand for parking permits within these areas with a permit uptake ratio of 1.03 combined. Despite the final figure for Zone N8 being higher than 1.0 it is unlikely uptake will be as high. Factors that could contribute to this include proportions of the zones not being adopted by the CPZ and being deemed as private parking for residents.

5. CONCLUSION

- 5.1.1 Following the analysis of permit holder spaces required for the Controlled Parking Zone area 1, 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 of above 1, this is not any 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 below or closer to 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 best for Zone S5 as it reduces two areas which have a higher demand to a ratio of 0.99. The zones also provide assistance for streets which are close to the boundary and open up further parking opportunities if the street they are trying to park is at capacity.

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.



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Appendix 4 – Industry Specific Parking Permits

This appendix provides detail on the issues relating to the operation of certain types of business within the CPZ.

1. Introduction

- 1.1 During the informal consultation exercise carried out in late 2019, concerns were raised by a number of businesses offering garage or vehicle maintenance-related services within the general Leith Walk/Leith area.
- 1.2 Through discussions with several such businesses it became apparent that further consideration was required in terms of how the proposed parking controls would impact on the ability of those businesses to continue to operate and whether there was scope to offer a solution that both served to manage the use of the space whilst offering the opportunity for those businesses to continue to have vehicles parked on-street whilst awaiting work and/or collection.
- 1.3 A report was commissioned through our Consultants, to consider the information gathered as a result of the discussions with affected businesses, to look at other examples of solutions used by other local authorities and to suggest a solution tailored to Edinburgh.
- 1.4 This appendix is, therefore, split into two constituent parts:
 - 1) The report commissioned by the Council
 - 2) The conclusions and recommendations arising from consideration of that report.

Appendix 4 – Industry Specific Parking Permits

Part One: Report prepared by The Project Centre



CPZ Phase 1 Industry Specific Parking Permits

Client Name: City of Edinburgh Council

Reference: 6736

Date: December 2020

DOCUMENT CONTROL

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

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Reason	First draft	Second draft	Client Comments
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EXECUTIVE SUMMARY

In response to City of Edinburgh residents' concerns about the lack of parking control near their homes, the City of Edinburgh Council (CEC) appointed Project Centre Limited (PCL) to undertake a citywide assessment of parking pressures. This parking pressure assessment was then analysed to identify the potential need for parking controls in different areas of the City.

Phase 1 Controlled Parking Zone Designs were developed to address some of the areas most affected by parking pressure. Public engagement on the layouts was undertaken over a four-week period, from 16 October to 12 November 2019.

During the engagement exercise, the introduction of parking controls in close proximity to mechanic garage businesses was considered to have the potential to significantly impact local businesses. Due to the nature of these businesses, vehicles are parked in close proximity to the working areas and this facility is crucial to the continued viability and operation of these local businesses. CEC are looking into addressing this issue through the possibility of providing garage businesses with industry specific parking permits.

The purpose of this report is to undertake a study to identify ways to mitigate the impact that the extended CPZ may have on mechanic garage businesses. The report identifies and analyses relevant case studies, provides an overview of CEC's existing operational parking permits and examines, through qualitative assessment, the business owners' concerns. The study identifies four options to help mitigate the impact of CPZ implementation on garage businesses and further considers these options in 2 sample areas that have a number of these business types within the areas.

Whilst this study confirmed the suitability of options within the areas explored, the study also recommends that area specific consideration is essential in order to ensure the most appropriate option is developed and deployed.

The information contained within this report was accurate at time of writing, however, it should be noted that CEC are currently introducing changes to their permits, charging structures and prices as part of the Parking Action Plan (PAP).

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1. CLIENT REQUIREMENTS

1.1 Brief

1.1.1 The City of Edinburgh Council (CEC) commissioned Project Centre Limited (PCL) to:

- Undertake research to determine if there are any local authorities that operate an industry specific business parking permit. Should any other schemes be identified these will be presented as case studies.
- Identify how other authorities, if any, manage industry specific business permits and how this could be specifically applied to mechanics garages.
- Provide an overview of how business parking permits operate generally across other local authorities.
- Undertake a qualitative assessment of the business responses that CEC have been provided with to determine what the businesses' current parking requirements are.
- Examine, through this report, four options for the implementation of an industry specific parking permit scheme. Discuss whether each option is operationally achievable and will align with existing parking operations within CEC.

1.2 Tasks

1.2.1 In order to provide the information, the following study was split into the following tasks:

Table 1 Tasks for PCL to undertake Work

Task	Detail
Task 1- Market Research	<ul style="list-style-type: none"> ● Identify, where possible, local authorities with Garage Business Parking Permits (GBPP). ● Identify local authorities that have industry specific business parking permits and what type of industry specific parking permits are in place (e.g. retail and trade). ● Review the current operational business parking permit schemes for other local authorities.

<p>Task 2- Analyse business responses</p>	<ul style="list-style-type: none"> ● Qualitative assessment of the business responses. ● Establish the key constraints of the different permit parking schemes identified during the desktop analysis including industry specific permits structure, how the business needs will correlate with the number of permits given per business, etc. ● Identify shared concerns by businesses with permits
<p>Task 3- Develop 4 options</p>	<ul style="list-style-type: none"> ● Based on the market research undertaken and consideration of the results of the qualitative assessment, PCL will provide four options, with reference to the specific items from the brief, for the implementation of an industry specific permit scheme. ● Each option will be operationally achievable and will align with existing parking operations within CEC. ● Gather evidence-based information about performance, effectiveness and limitations for the applicability of the different options proposed. ● Identify the potential for compatibility of the system with other uses such as permit holder bays, shared use bays and pay and display bays. ● Strategic fit or how well the options meet the agreed objectives ● Provide a model for number of parking permits allocated per business. ● Qualifying criteria for premises to be issued with permits ● Operational details for GBPPs ● Permit Prices/structure of rates.

Task 4- Report

- Identification of key features
- Recommendation of favourable option
- How well this addresses the business concerns

2. BACKGROUND

- 2.1.1 Residents of the City of Edinburgh have expressed their concerns to CEC about the lack of parking control and the accompanying issues it causes by non-residential parking which impacts their ability to find parking places near their homes.
- 2.1.2 In response to those concerns, the Council appointed PCL to undertake a citywide assessment of parking pressures. The city was divided into areas and surveys were carried out to measure parking pressure on every street. Each area was then assessed to identify its potential need for parking control.
- 2.1.3 Areas most impacted by parking pressure were to see parking controls proposed in a phased manner. The Phase 1 Controlled Parking Zone Design was developed, and public engagement was undertaken over a four-week period, from 16 October to 12 November 2019.
- 2.1.4 It was suggested that mechanic garage businesses would be significantly impacted should parking controls be introduced around their businesses. Due to the nature of the business, they require vehicles to be worked on to be parked in close proximity to the premises. As few of the businesses, if any, have forecourt or private parking available, the ability to park vehicles on street in the vicinity of the premises is crucial to their operation and viability. As a result, CEC were asked to explore this issue with the possibility of providing garage businesses with industry specific parking permits.

3. DESKTOP ANALYSIS OF RELEVANT CASE STUDIES

3.1 Overview

3.1.1 A desktop analysis was carried out to identify parking schemes that are industry specific, in other local authorities throughout Scotland specifically and, the UK in general. Furthermore, an overview of the existing parking schemes in Edinburgh was provided to emphasise the structure of permit holder allocation in terms of number of spaces per business, property, tradesman etc and associated fees.

3.2 Leicester City Council

3.2.1 Leicester City Council supply eligible businesses with the opportunity to apply for an industry specific parking permit under the name 'Garage Customer Parking Permits'.

3.2.2 Residents' Parking Schemes (RPS) were introduced in Leicester in 2007 as a response to the residents' needs for reasonable access to premises. An experimental phase of the scheme was rolled out and a public consultation was held that resulted in the scheme becoming permanent.

3.2.3 Through time, it emerged, through business owner complaints, that mechanical garage businesses were negatively impacted, with the parking restrictions having a detrimental effect on their business. Leicester City Council responded with an Industry Specific Parking Permit for the said mechanical garages.

3.2.4 A garage business may apply for two types of parking permits in Leicester:

3.2.4.1 Business Parking Permit

- This permit is bound by a Vehicle Registration Number (VRN) and used by staff. Business permits allow the permit holder to park in residential bays within the zone they are eligible for. A permit is valid for 12 months and costs £100 per permit.

3.2.4.2 Garage Customer Parking Permit

- This type of permit does not rely on the VRN and is for use on customers' vehicles only. Garage customer permits are eligible to park on residential bays within the zone specified on the permit. They are valid for 12 months and cost £150 per permit.

3.2.5 A garage may apply for a maximum of 4 parking permits only and in any combination of the two types. Furthermore, a business may not apply for visitor scratch cards for their customers if they need more parking spaces. Visitor scratch cards are exclusively for residents.

3.2.6 The criteria put forth for a garage customer parking permit consists of four main factors:

- Anyone with a garage business within an RPS is eligible to apply for a parking permit.
- Parked vehicles must be properly insured and taxed.
- Parked vehicles must always be secured to prevent theft.
- Any works done on the vehicle must be carried out in the garage and not on the road and when the vehicle is moved to the parking bay, it must be in a safe state.

3.2.7 A garage business owner is responsible for a customer's vehicle when parked using their issued permit. Once a customer parks their vehicle, they have 5 minutes to walk into the establishment, acquire the appropriate permit and walk back to their vehicle before an enforcement officer issues a Penalty Charge Notice (PCN). The garage business owner must ensure that the vehicle is parked appropriately and in the correct bay within the white markings and specified zone.

3.2.8 The permit must be displayed on the vehicle's windscreen, so that the details of the permit are easily visible from the front of the vehicle windscreen. A permit will have 3 main pieces of information on it:

1. Expiration Date- a civil enforcement officer uses the permit's validity to identify whether a vehicle is parked legally in a bay as no VRN is associated with the vehicle.
2. Eligible Zone- each business will be bound by the zone its business is in.
3. Permit Reference Number- used by civil enforcement officers to issue PCNs. The council then uses the Permit Reference Number on the PCN to identify the business associated with it and issue them a fine.

3.2.9 Garage customer parking permits are issued on an annual basis and are valid 365 days per year, 24 hours per day. They allow a permit holder to park on any residential bay within the specified zone and within the white markings on the road. Garage customer parking permits cannot be used in pay and display or disabled bays.

3.2.10 There are 2 levels of charges for PCNs in Leicester Residential Permit zones as shown below: Lower Level Contraventions (LLC) and Higher Level Contraventions (HLC). LLCs such as parking for longer than restrictions permit are issued a fine of £50, whereas HLCs such as parking on double yellow lines are issued £70 fine. The parking fine is reduced by 50% if it is paid within 14 days.

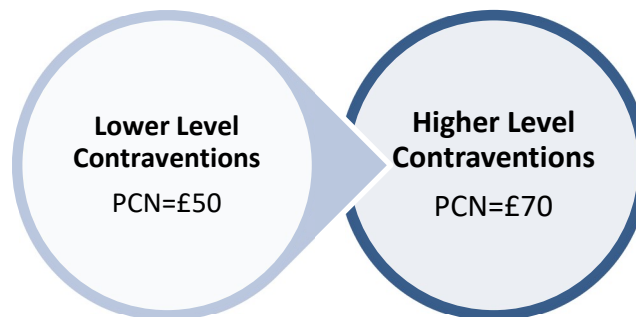


Figure 1 Levels of PCN Charges in Leicester City

3.3 Alternative Approaches

3.3.1 Leicester City Council was the only local authority identified that have garage customer parking permit schemes in operation. However, local authorities throughout the UK have responded to a variety of similar parking issues associated with different industries. Through review, two of these solutions (Business Visitor Permits and Hotel/Guesthouse Permits) were similar to the garage customer parking in that they do not require the permit to be bound by the VRN.

3.4 Permits that do not Require a VRN

Permits that do not rely on the VRN are transferable and may be used by any vehicle where that permit is valid. Some local authorities require the business name and address to be displayed on the permit where others identify the permit holders through a permit reference number.

3.4.1 General Business Parking Permits

3.4.1.1 In Aberdeen City, these types of non-VRN specific permits are called Flexible permits, whereas VRN-specific permits are called Fixed permits. In zones A to G, only fixed permits are issued with a maximum of one per resident. In all other zones either two fixed or one fixed and one flexible permit may be purchased. Each permit costs £135 for 3 months, £260 for 6 months and £500 for 12 months.

3.4.1.2 The Highlands Council issues one Business Visitor Permit (BVP) to each business in a residents parking zone or street. This permit will include the name of the zone and, in some cases, the street name that the vehicle can park in. BVPs are valid for 12 months and cost £185.

3.4.1.3 Business Customer Permits are issued by Winchester City Council to businesses in parking permit zones. Businesses in the Inner Area may apply for only one customer permit where businesses in the Outer Area may apply for up to 5 customer permits. Customers are not permitted to park longer than 4 hours in any one day. The cost of a customer permit is £75 each per year.

3.4.1.4 Bristol City Council uses the same calculations to allocate Customer Parking Permits as they do for Hotel/Guesthouse Parking Permits as shown in section 3.4.2.1 below. If a business has a premise in a Residential Parking scheme area, they can apply for business and customer parking permits. The council allows for a maximum of 7 parking permits in total in any combination with Business Parking Permits.

3.4.2 Hotel and Guesthouse Parking Permits

3.4.2.1 The hospitality sector in Clifton Village, Bristol, specifically hotels, can apply for parking permits for their customers. The number of permits they can apply for can be based on either of the following:

- Number of permits equivalent to 40% of the number of bedrooms available for guests or
- Number of permits on the same basis as larger organisations

The number of permits for large organisations, depends on a number of factors:

1. Parking Capacity

The area within which the premises are located are investigated to identify the available space for parking. The council allows 35% of the total nearby parking bay length to be allocated for large organisations. That number is then divided by 5 metres per car to establish the number of permits.

2. Full time equivalents (FTEs)

Larger organisations can apply for one permit for every five FTEs and up to a maximum of 30 permits per organisation.

Finally, the parking capacity and FTE result are added together to decide how many permits can be granted to an organisation.

3.4.2.2 In York, owners of guest houses and small hotels can apply for guest house parking permits which are also known as 'guest house authorisation cards'. Permits allow guests to park in the residents' priority parking zone where the guest house is located. The number of permits depends on both the number of guest rooms and the number of off-street

parking spaces the establishment already has. The table below is a representation of the fee structure for such permits.

Table 2 Fee Structure for Hotel and Guesthouse Parking Permits in York

Number of Months	Permit Cost
3 months	£107.50
6 months	£215.00
9 months	£322.50
12 months	£430.00

- 3.4.2.3 In Gloucestershire, there is a Hotel Voucher scheme which allows hotels to book on-street parking for their guests. There is a charge per day per vehicle and the vouchers are limited to one vehicle per hotel room.
- 3.4.2.4 Bath and North East Somerset Council allow registered hotels or guest houses located within a residents' parking zone to apply for a Hotel/Guest House Permit. The number of permits issued will depend on the number of rooms and off-street parking places available. Eligible establishments can apply for up to a maximum of 15 permits per property.

Table 3 Bath and North East Somerset Council Fee Structure for Hotel/Guesthouse Parking Permits

Number of Permits	Price per Permit
1 to 5	£80
5 to 10	£105
11 to 15	£160

Hotels and guesthouse parking permits are industry specific and require permits that are not bound by the VRN. Such permits are transferable but are also connected with the business they belong to.

3.5 Permits that Require a VRN

Permits that do require a VRN are not transferable and may not be used by any vehicle that does not have its VRN on the permit.

3.5.1 Industrial Zone Permits

3.5.1.1 Newham Council have designated industrial parking zones (IPZ) for which industrial parking permits are issued to eligible businesses. The council had introduced 5 IPZs as a response to issues regarding parking in what were uncontrolled areas near industrial premises. This parking permit can be used in any shared use bay in the IPZ. The purpose of this scheme was to reduce the number of commuter and visitor vehicles that park within those areas during the hours of operation.

3.5.1.2 Newham Council operates both Industrial Zone and Business permits. The 'shared use' bays allow visitors to park for up to 4 hours whereas both Industrial Zone and Business permits allow parking for an unlimited time. IPZ permits are valid only in their designated IPZs whereas Business Permits are valid in Residential Parking Zones (RPZ) as well as IPZs. Table 4 below shows the permit fee structure for both permit schemes. Both permit schemes are vehicle specific and require Vehicle Registration Number to be displayed on the permit.

3.5.1.3 The City of Westminster issues trade parking permits to be used in paid-for parking and shared use bays within the zone specified between the hours of 8:30 a.m. and 6:30 p.m. Vehicles displaying a trade parking permit may be parked in a resident's bay within the specified zone only, between the hours of 8:30 a.m. and 5:30 p.m. This permit is VRN specific and not transferable. The charge ranges from £17-£49 per day depending on the zone.

Table 4 Newham Council's Fee Structure for Industrial Parking Zones Permits

Permit Scheme	Industrial Zone Parking Permit	Business Parking Permit
3 months	£75	£175
6 months	£150	£350
12 months	£300	£600

4. CEC CURRENT OPERATIONAL PARKING PERMITS AVAILABLE

4.1 Residential Parking Permits

- 4.1.1 A residents' parking permit may only be issued to a qualifying resident in possession of a qualifying vehicle. A 'qualifying resident' is defined as:
- a) A person who is solely or mainly resident at a premises; or
 - b) A medical practitioner with consulting rooms the postal address of which is in such a road described in a road specified in the Order; or
 - c) Any person who owns or leases, on a long-term basis, any residential property the postal address of which is in a road described in a road specified in the Order, where the said property is not the sole or main place of residence and is used as a second home or holiday home;
 - d) A mews resident.
- 4.1.2 Each resident is entitled to one residents' permit. There is a maximum limit of two permits per household. However, in situations where the residential property is not the sole or main place of residence and is being used as a second home, only one permit will be issued for said property.
- 4.1.3 A maximum of two vehicles can be registered to any permit (a merged permit), where both vehicles must be registered to qualifying residents at the same address. Both vehicle registration numbers will be provided on one permit only.
- 4.1.4 Charges for residents' parking permits are based on either the vehicle's CO₂ emissions (g/km) or cylinder capacity (cc). This depends on when the vehicle was registered. If the vehicle was registered before 1 March 2001, the cylinder capacity is used. If the vehicle was registered on or after 1 March 2001, the CO₂ emissions is used. There is an additional charge on second permits in a household.
- 4.1.5 A residents' permit is only valid for parking in permit holders only or shared use parking places within the zone or sub-zone, numbered parking place or Priority Parking Area referenced on the permit.

4.2 Qualifying Vehicle Requirements

4.2.1 A qualifying vehicle is defined as:

- a) A passenger vehicle constructed or adapted solely for carrying no more than 12 passengers (excluding the driver), and their effects and not drawing a trailer,
- b) A goods vehicle, not drawing a trailer,
- c) A motorcycle,
- d) An invalid carriage, not drawing a trailer.

In all cases, no permits shall be issued for any vehicle the height of which exceeds 2.5m.

4.3 Visitor's Parking Permits

4.3.1 Visitors' parking permits can be applied for online by residents if the applicant lives in:

- Zone 7 - Dumbiedykes area only
- N1 to N5
- S1 to S4
- Priority Parking Areas (PPA) B1 to B10.

However, Visitor's Parking Permits will be introduced in all areas in early 2021.

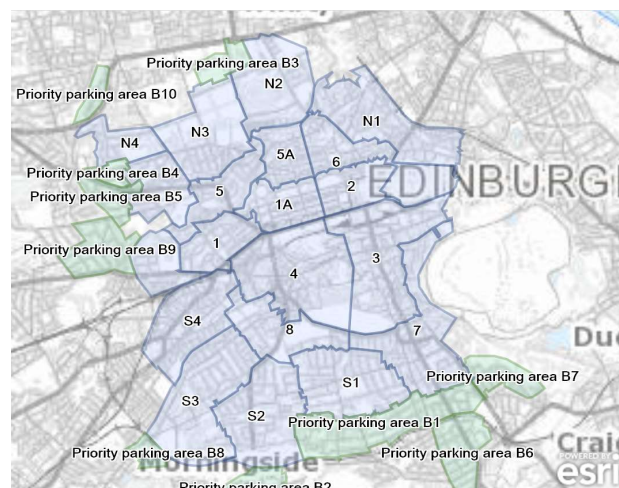


Figure 2 City of Edinburgh Council's Zone Map for Residents' Parking

4.3.2 Blue Badge holders can apply for more permits at a cheaper price.

4.3.3 Visitors' parking permits do not guarantee the holder a parking place. Current Visitors' prices per permit can be found in the table below.

However, it should be noted that these charges are about to change as part of a review under the Parking Action Plan.

Table 5 City of Edinburgh Council's Fee Structure for Visitors' Parking Permits

Permit Type	Price
Peripheral (Zone 7 - Dumbiedykes and Pleasance area only)	60p
Extended Zones (N1-N5 & S1-S4)	£1.45
Extended Zones - blue badge holders	72p
Priority Parking Areas (B1-B10)	£1.00
Priority Parking Areas - blue badge holders	60p

4.3.4 Permits are sold in books of ten. One permit provides 90 minutes of parking in permit holders' or shared use parking places or for the full controlled period in a PPA. Permits cannot be used in mews areas.

4.3.5 If an applicant lives in Zone 7 or an extended zone, they can purchase 150 permits per year. Blue badge holders may buy 300 permits per year. Residents in a PPA can buy 30 permits per year, equal to 30 days of parking.

4.3.6 To use visitors' parking permits scratch out:

- The hours and minutes to the next nearest five minutes
- Day, date, month and year.

4.3.7 Six boxes on each permit must be scratched out to validate parking: hours and minutes to the nearest five minutes, day, date, month and year. If a visitor is staying for longer than 90 minutes, in N1 to N5 and S1 to S4, the same six boxes on each permit are to be completed. One permit in a PPA is required as the controls only last 90 minutes.

4.4 Retail Parking Permits

4.4.1 To qualify for a retail parking permit a 'business' is defined as having a business premise which undertakes a Class 1 retail activity as specified in the Town and Country Planning (Use Classes) (Scotland) Order 1997. Only businesses located within a Peripheral Parking Zone (Zones 5 to 8) are entitled to a retailers' parking permit.

4.4.2 There is a limit of one permit per business premise. A single retailers' permit may be used by several vehicles, however, only one vehicle may

use the permit at any given time. The business name will be printed on the permit. Annual retailers parking permits for a Peripheral Controlled Parking Zone cost £450.

- 4.4.3 There are specific vehicle requirements to qualify for a retail parking permit, these are:
- Be permanently liveried (business name and contact details must be clear and legible from 20m).
 - Be essential to the daily operation of the business.
 - Be insured for business use.

4.4.4 The retailers' permit is only valid for parking in Residents' or Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force. Retailers' permits do not allow parking in any other designated parking bays or restricted areas and vehicles must always obey the relevant parking restrictions. A retailers' permit does not guarantee the holder a parking space.

4.5 Business Parking Permit

4.5.1 To qualify for a Business Parking Permit, a 'business' is defined as having a business premise which undertakes a Class 2 business activity as specified in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

4.5.2 Only businesses located within an Extended Parking Zone (Zones N1 to N5 & S1 to S4) are entitled to a business parking permit. There is a limit of two permits per business premise. A maximum of two vehicles can be registered to any permit. The vehicle registration numbers will be printed on the permit. Annual business permits for an Extended Controlled Parking Zone cost £350.

4.5.3 The applicant must pay non-domestic rates for the business premises. Any business claiming small business relief should indicate this on the application form in the space provided. The business must undertake a Class 2 business activity as specified in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

- 4.5.4 The vehicle must:
- Be less than 3.2m high, less than 6.5m long and less than 5 tonnes in weight.

- Not be built to carry 12 or more passengers and cannot be drawing a trailer when using a business permit.
- Be owned or hired/leased to the business or applicant.
- Be insured for business use.
- Be essential to the daily operation of the business.

4.5.5 The business permit is only valid for parking in Residents' or Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force. Business permits do not allow parking in any other designated parking bays or restricted areas and vehicles must obey the relevant parking restrictions at all times. A business permit does not guarantee the holder a parking space.

4.6 Trade Parking Permits

4.6.1 To qualify for a Trade Parking Permit, a 'business' is defined as a trade involving workers who are engaged in activities such as, decorating, plumbing, kitchen and bathroom installations etc, which require their attendance for lengthy periods at premises which are not their permanent place of employment, and for which their vehicle is an essential base for materials and equipment throughout the working day. There is no restriction as to the location of the business or the number of trades' permits that a business may apply for.

4.6.2 Monthly Trades Permits that are applied for from 1 to 9 months inclusive cost £125 per month. Annual Trade Permits that are valid from 10 to 12 months inclusive cost £1,300 per annum.

4.6.3 Any vehicle displaying a Trade Parking Permit must be permanently liveried (business name and contact details must be clear and legible from a distance of 20m), be essential to the daily operation of the business, be less than 3.2m high, less than 6.5m long and less than 5 tonnes in weight, not be built to carry 12 or more passengers and cannot be drawing a trailer when using a retailers' permit, be owned or hired/leased to the business or applicant and be insured for business use.

5. QUALITATIVE ASSESSMENT OF BUSINESS RESPONSES

5.1 Response source

5.1.1 CEC was provided with responses that were collated by one individual business owner through discussions with other business owners. This information has been supplied to PCL to analyse.

5.1.2 PCL were only provided with the content of the replies and no information linking those responses to individuals or businesses was included. However, the content did, in some cases, indicate the location of the business.

5.1.3 As the information collected was not a formal survey, the data available is limited and provided in varying degrees of detail. Responses have been provided from 9 garage business owners.

5.1.4 A qualitative assessment was carried out and several key factors and patterns were identified.

5.2 Concerns

5.2.1 All 9 business owners have expressed concerns about the proposed restrictions near their businesses. Words like “worried”, “unviable business” and “seriously detrimental” were evident throughout the responses.

5.2.2 Over 87% of the responses have shown concerns and expressed that the proposed restrictions will have a negative impact on their business’s. The remaining businesses did not comment on the impact of the proposed plans.

5.3 Suggested Solutions

5.3.1 Some solutions were suggested by three of the business owners. One owner recommended at least one space to be designated for the business near its entrance whereas two owners had suggested that 2 spaces be allocated for a garage near its entrance.

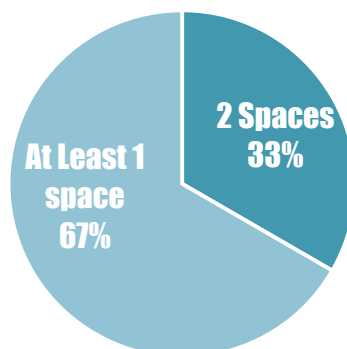


Figure 3 Suggested Solutions from Garage Business Owners' Survey Responses

5.4 Services Offered by Garages

5.4.1 The garage businesses cover a range of services from general vehicle repairs, body work, servicing, welding and diagnostics to M.O.T work and M.O.T testing.

5.4.2 A variety of specific services offered by the garages were categorized into the aforementioned general groups. Car Repairs may cover anything from exhaust, clutches and breakdowns. Garages may offer more than one specific service.

5.4.3 As seen from the image below, most garages offer services that cover general car repairs, M.O.T preparation work and servicing. One garage specializes in body works and only one garage runs M.O.T testing on site.

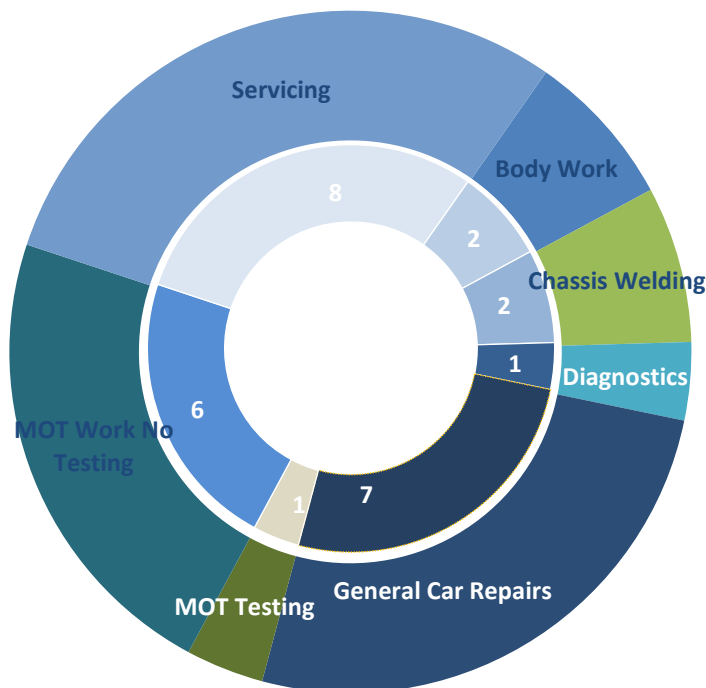


Figure 4 Services Offered by Garage Business Owners' Survey Responses

5.5 Customer Cars Parked per Day

5.5.1 An assessment of the responses has shown that 4 of the businesses have 6 or less customer cars parked during any given day while 4 of the businesses may each have anywhere from 7 to 15 cars being worked on per day.

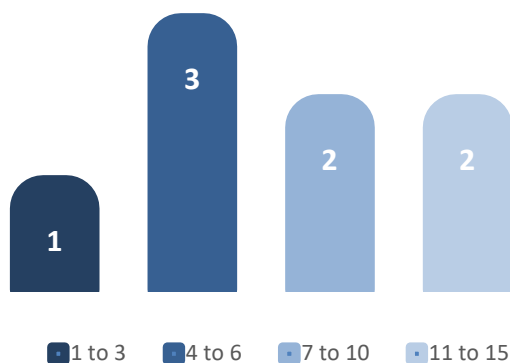


Figure 5 Customer Cars Parked per Day from Garage Business Owners' Survey Responses

5.5.2 It is not clear from the responses whether these cars remain parked in the vicinity of the garage all day or if they are parked in shifts as the cars are worked on inside the garage and customers pick them up.

5.5.3 For example, 1 of the garages has disclosed that they can see 7-10 vehicles on any given day and up to 15 vehicles on busy days. A review of the street the garage is located on, shows that the street is narrow and vehicles are parked half on the footway. There are other businesses and some residential flats on the same street and some of these vehicles would naturally belong to them. As such, at this stage it is assumed, that the number of vehicles seen per day are most likely at the premises in shifts, where some vehicles are worked on in the garage while others are parked outside and then a rotation of the vehicles carries on throughout the day based on the needs of customers, time to complete works and the availability of parts.

5.6 Overnight Parking

5.6.1 In some instances, more than a day’s work may be required on a vehicle. This may be due to a garage waiting on a part or the vehicle requiring extensive works.

5.6.2 In these cases, a vehicle may need to be parked in the vicinity of the garage overnight. The likelihood of this is provided in responses from 5 businesses as shown below.

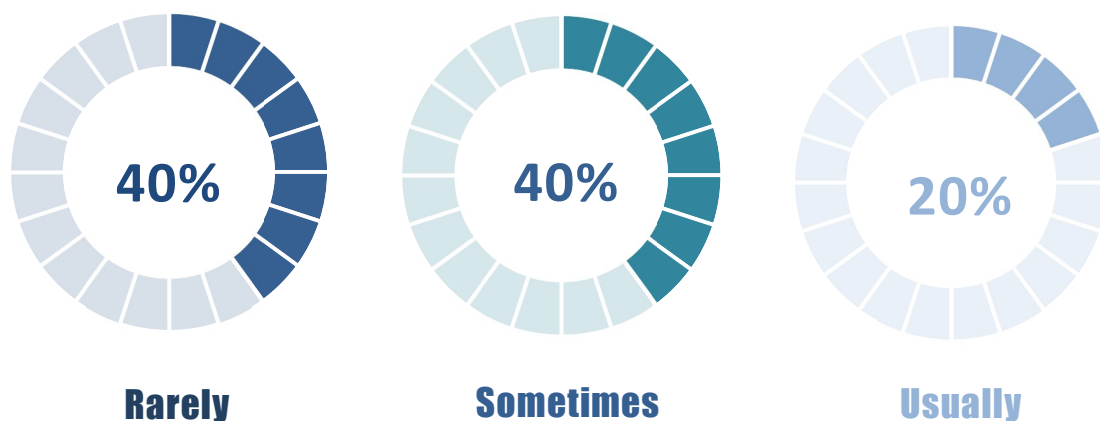


Figure 6 Overnight Parking from Garage Business Owners' Survey Responses

5.7 Car Pick up & Drop Off Hours

5.7.1 5 Businesses have responded with usual drop off and pickup hours. 60% of vehicles are dropped off around 8:30 a.m., 20% are dropped off earlier at 7:30 a.m. and 20% are dropped off at 8:00 a.m. 40 % of vehicles are usually picked up at 5:30 p.m. and the remaining 60% is shared equally with cars being picked-up at 4:30 p.m., 5:00 p.m. and 7:00 p.m.

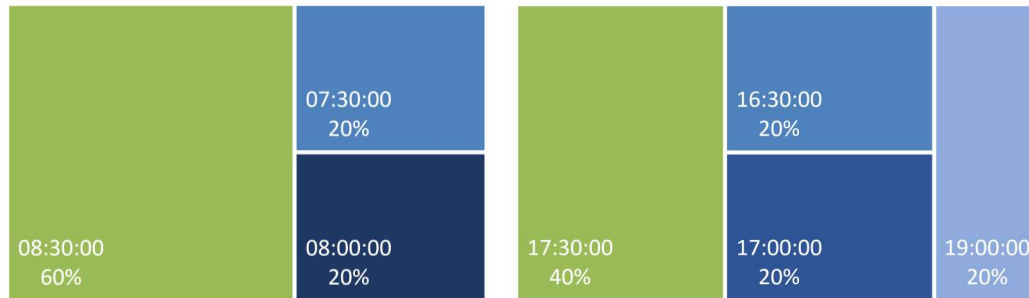


Figure 8 Car Drop-off Hours

Figure 7 Car Pick-up Hours

5.7.2 These hours suggest that vehicles are usually dropped off before work and picked up after work. This suggests that most of these cars may be booked and not brought in on an ad hoc basis.

5.8 Identification of Locations of Areas with Garages in Edinburgh

5.8.1 A few locations of mechanics garages were identified through Phase 1 of the Strategic Review of Parking. Two of these locations have been used as examples for the development of options. These locations have several mechanics garages that would be collectively affected by the proposed extended Controlled Parking Zone.

5.8.2 This study focuses on Arthur Street and Manderston Street. They were used as models for the assessment of the proposed options and an analysis was carried out to measure the effectiveness of each proposal.

6. OPTIONS FOR GARAGE CUSTOMER PARKING PERMITS

- 6.1.1 Four Options are provided below as a response to the garage business owner's unique situation. Garage businesses naturally require vehicles to be parked near their establishments and businesses see different cars each day, hence permits issued to these businesses will not be VRN specific.
- 6.1.2 The 4 options are:
1. Specific Allocated Parking Spaces.
 2. Parking Permits that allow the use of Shared Use Parking Spaces.
 3. Parking Permits that allow the use of Permit Holder bays and Shared Use bays.
 4. Specific allocated parking spaces and use of Shared Use Parking Spaces.
- 6.1.3 None of the options presented are intended to provide spaces specifically for business employees. The intention is to provide space for vehicles that are to be worked on.

6.2 Proposed Parking Restrictions Overview

- 6.2.1 Arthur Street, in the Pilrig area, is a side street that extends northeast from Pilrig Street to Leith Walk.
- 6.2.2 Manderston Street, in the Leith Walk area, is a side street that extends east from Leith Walk and feeds into Gordon Street.
- 6.2.3 Arthur Street and Manderston Street were both used as case studies to reflect how each option could react with the proposed options. Design and analysis based on the option's criteria were carried out and presented in this report as a visual tool.
- 6.2.4 For this study, it has been necessary to create a basis for Garage Business Parking Permit (GBPP) demand to be measured against. As such, the number of accesses that a garage has, has been used for this purpose as described below.
- 6.2.5 If it were assumed that garages with one door have 2 workstations and garages with two doors have 4 workstations, then the demand for Garage Business Parking Permits (GBPP), based on two spaces per workstation, is calculated as seen in the next two sections. The assumption that there is correlation between the garage door and number of workstations has been used purely to provide some basis for analysis. If any system were implemented, this information would need to be captured by way of application form or some other means.

6.2.6 Arthur Street

6.2.6.1 Arthur Street has 3 mechanical garage businesses lined up on its East side, two of which have two garage doors. Therefore, Arthur Street's demand for GBPPs was assumed to be 10.

6.2.6.2 The street's proposed plan includes 3 Shared Use bays, one running 26 metres, another 35 metres and a third 27 metres long, or 17 parking spaces. It also includes a collective 108 metres of Permit Holder parking bays, or 21 parking spaces as seen below.

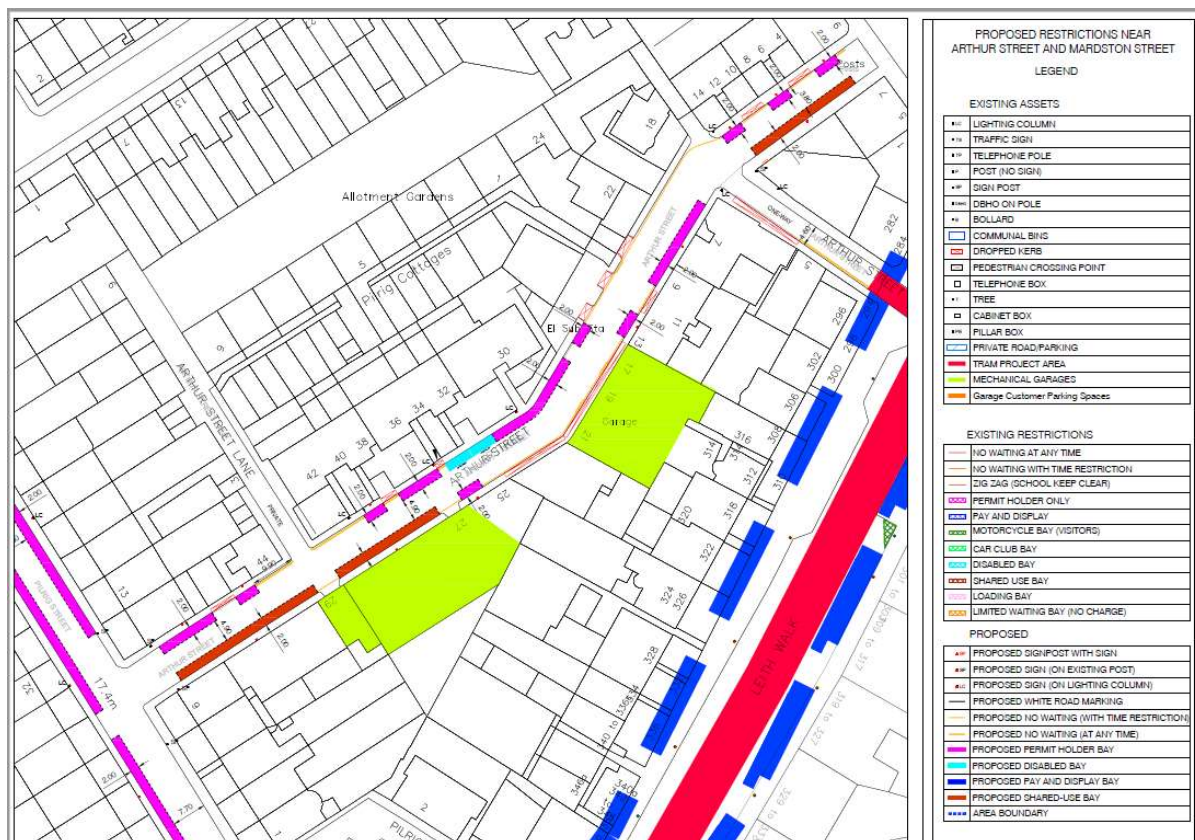


Figure 9 Proposed Plans for Arthur Street

6.2.7 Manderston Street

6.2.7.1 Manderston Street has around 12 mechanical garage businesses lined up on its South side; 11 of which have single access and one business has a double access. Therefore, Manderston Street's demand for GBPPs was assumed to be 26.

6.2.7.2 The street's proposed plan includes two Shared Use bays, one running 20 metres and another 23 metres long, or 8 parking spaces in total. It also includes 3 Permit Holder parking bays, one 47 metres and another 34 metres long, or 15 parking spaces and a third with 16 perpendicular parking places as seen below bringing the total to 31 parking spaces.

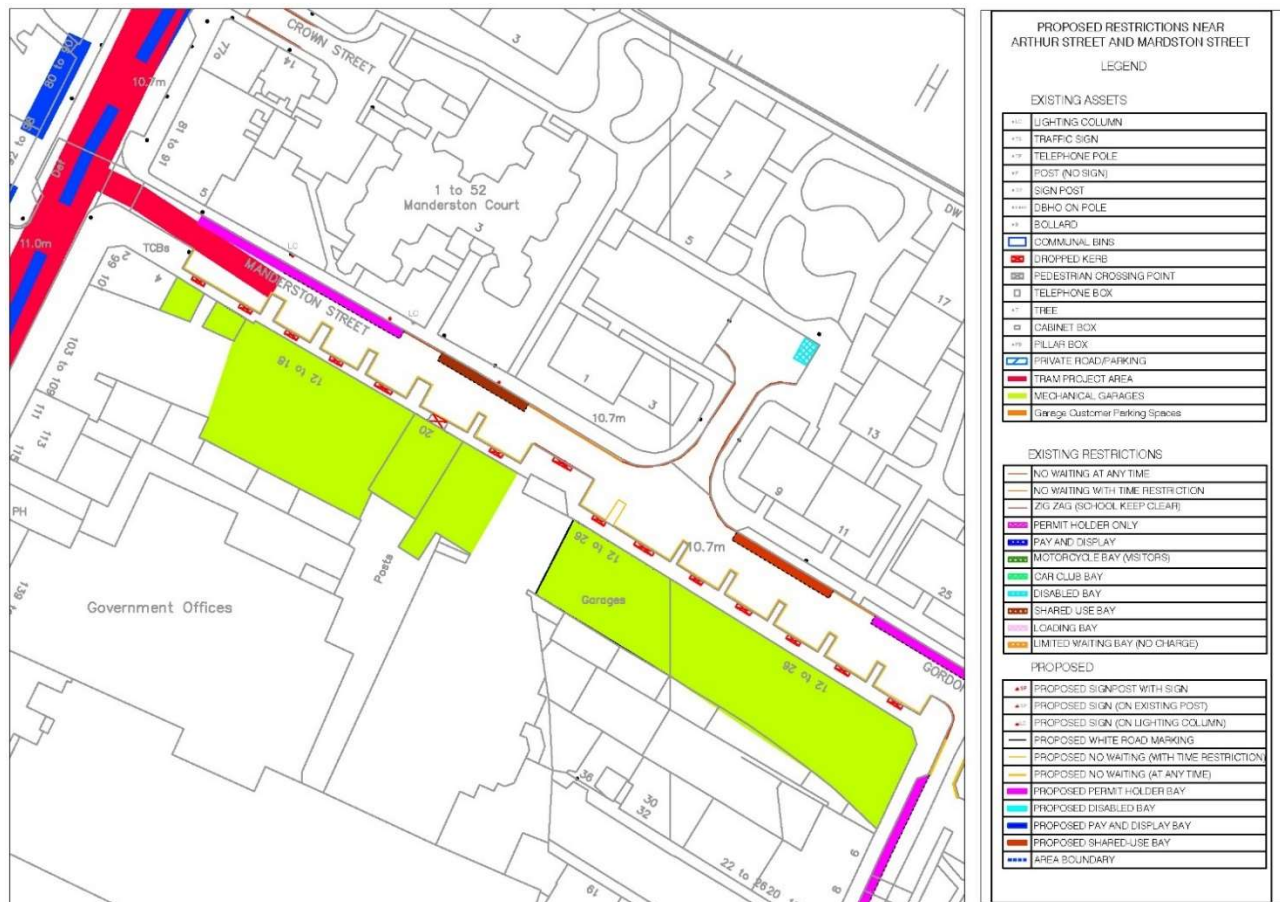


Figure 10 Proposed Plans for Manderston Street

6.3 Option 1: Specific Allocated Parking Spaces

6.3.1 The first option involves the allocation of specific parking spaces for garage businesses. These parking spaces will be solely for the use of garage business customers.

6.3.2 An analysis of proposed or existing restrictions, on Arthur Street and Manderston Street, was carried out to better understand how to re-allocate road space and how these changes would affect residents, visitors and existing businesses.

6.3.3 The proposed plans show that there are two possible solutions for the allocation of spaces:

1. Converting the required amount of permit holder and/or shared use parking bays in the vicinity of the garage, to garage customer parking bays.
2. Removing Single Yellow Lines (SYL), where safe to do so ensuring this doesn't introduce an obstruction to traffic flow or access, and/or replacing SYL's across business accesses with dedicated bays.

6.3.4 Arthur Street

6.3.4.1 The first solution, to convert bays, can be applied to both the shared use bay outside 27 Arthur Street and the permit holder bay across the street from 17 Arthur Street. This conversion allocates 10 garage parking spaces by reducing the amount of proposed permit holder spaces by 5 and proposed shared use spaces by 5.

6.3.4.2 However, if garage customer parking bays were put in place of the SYL across the garage accesses, this would increase the number of potential available spaces for garage businesses by 9. By utilising this solution, only one of the bays (the permit holder bay north of the northern garage) would be required to convert to garage business spaces.

6.3.4.3 Combining solution 1 and 2 as described in 6.3.3 will allow supply to meet assumed demand with minimal changes to the proposed plans and permit/shared use holders bays as seen in Figure 11 below.

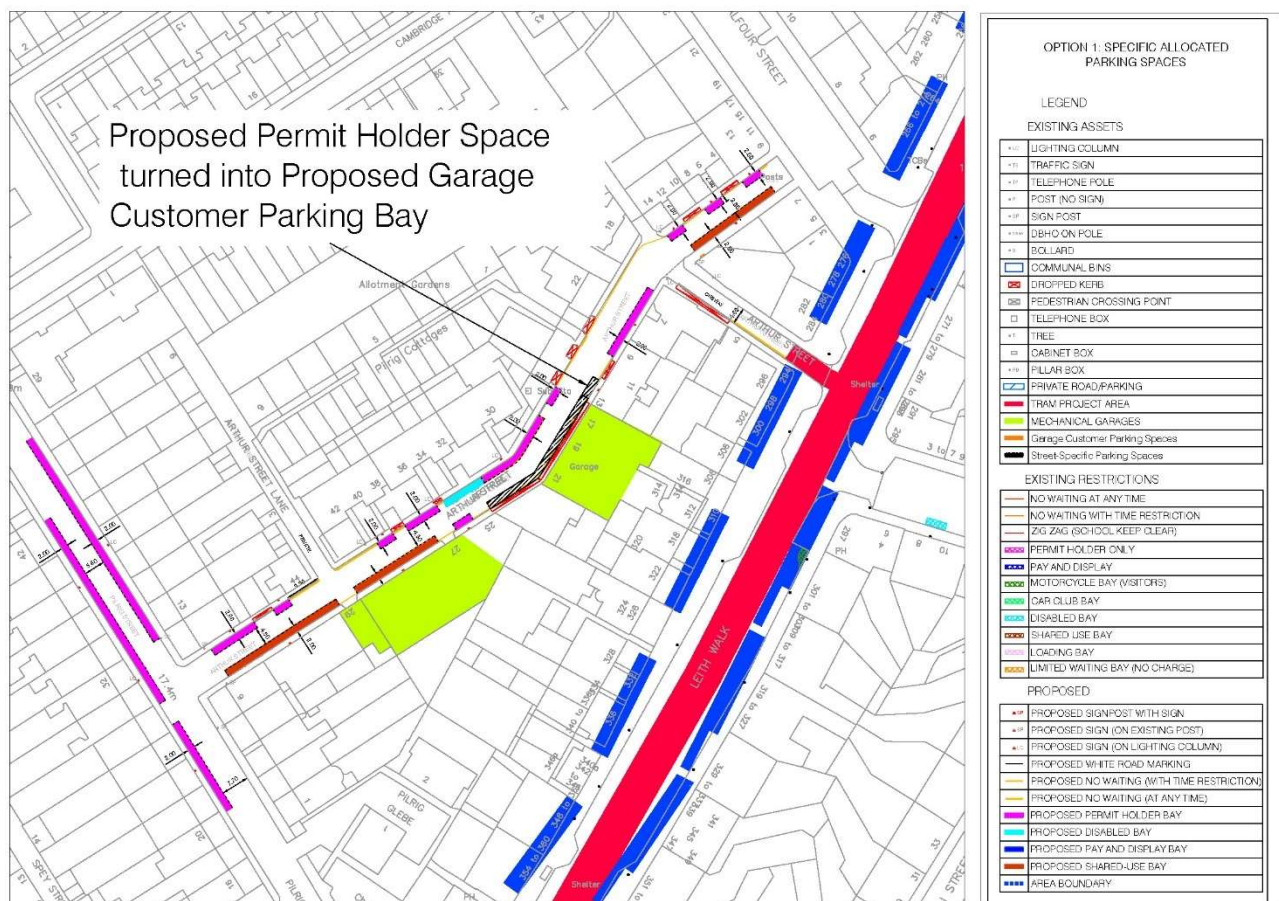


Figure 11 Option 1 for Arthur Street

6.3.5 Manderston Street

6.3.5.1 Solution 1, to convert bays could provide 26 spaces but would reduce the number of spaces available to Permit and Shared Use bay holders by 26.

6.3.5.2 Solution 2, to utilise SYL's can be used to good effect in Manderston Street. There are proposed SYL restrictions on the southern side of Manderston Street that can be safely converted to parking spaces. This would introduce 54 potential parking spaces as shown in Figure 12 below. This alone would provide more than double the assumed number of spaces required.

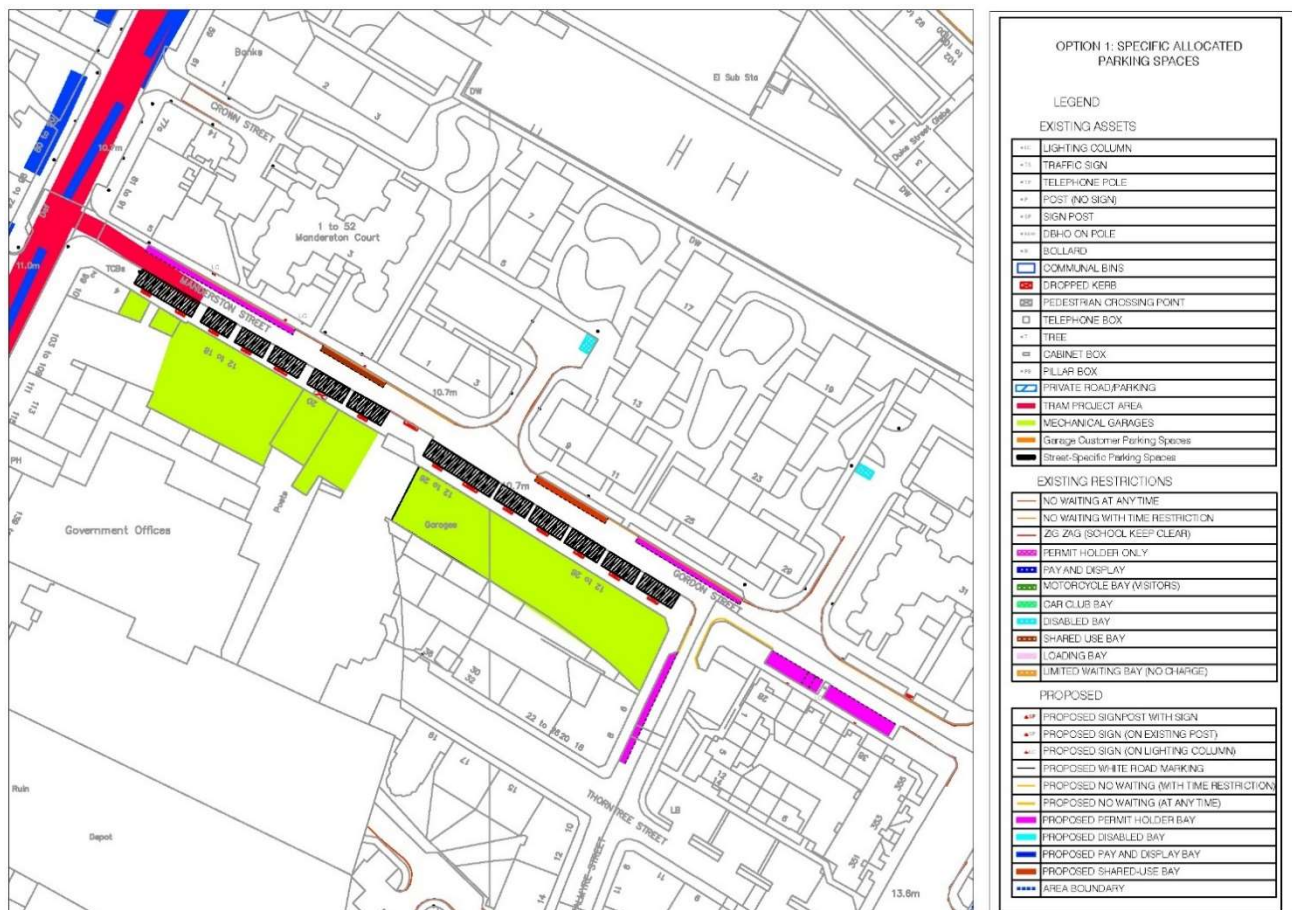


Figure 12 Option 1 for Manderston Street

6.4 Option 2: Parking Permits Valid to Use in Shared Parking Spaces Only

6.4.1 Option 2 allows garage customers to park in shared use bays. The proposed plans show that there are two steps for the allocation of spaces for Option 2:

1. Calculating the supply and demand of shared use parking bays on the street the garage business is on.
2. Convert, if required, proposed SYL's, where safe to do so ensuring this does not introduce an obstruction to traffic flow or access, to Shared use bays, and/or Permit Holder Spaces.

6.4.2 Arthur Street

6.4.2.1 There are 17 proposed Shared Use bays on Arthur Street and 21 permit holder spaces. The number of shared use spaces available exceeds garage business parking spaces' assumed demand by 7 spaces.

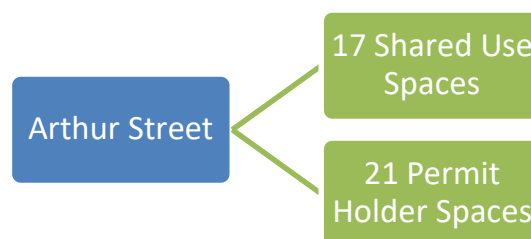


Figure 13 Proposed Bays Available Spaces for Arthur Street

6.4.2.2 As the number of proposed Shared Use bays exceeds the assumed demand by garage businesses, the proposed design meets the business requirements, should the garage businesses be allowed to utilise the Shared Use bays.

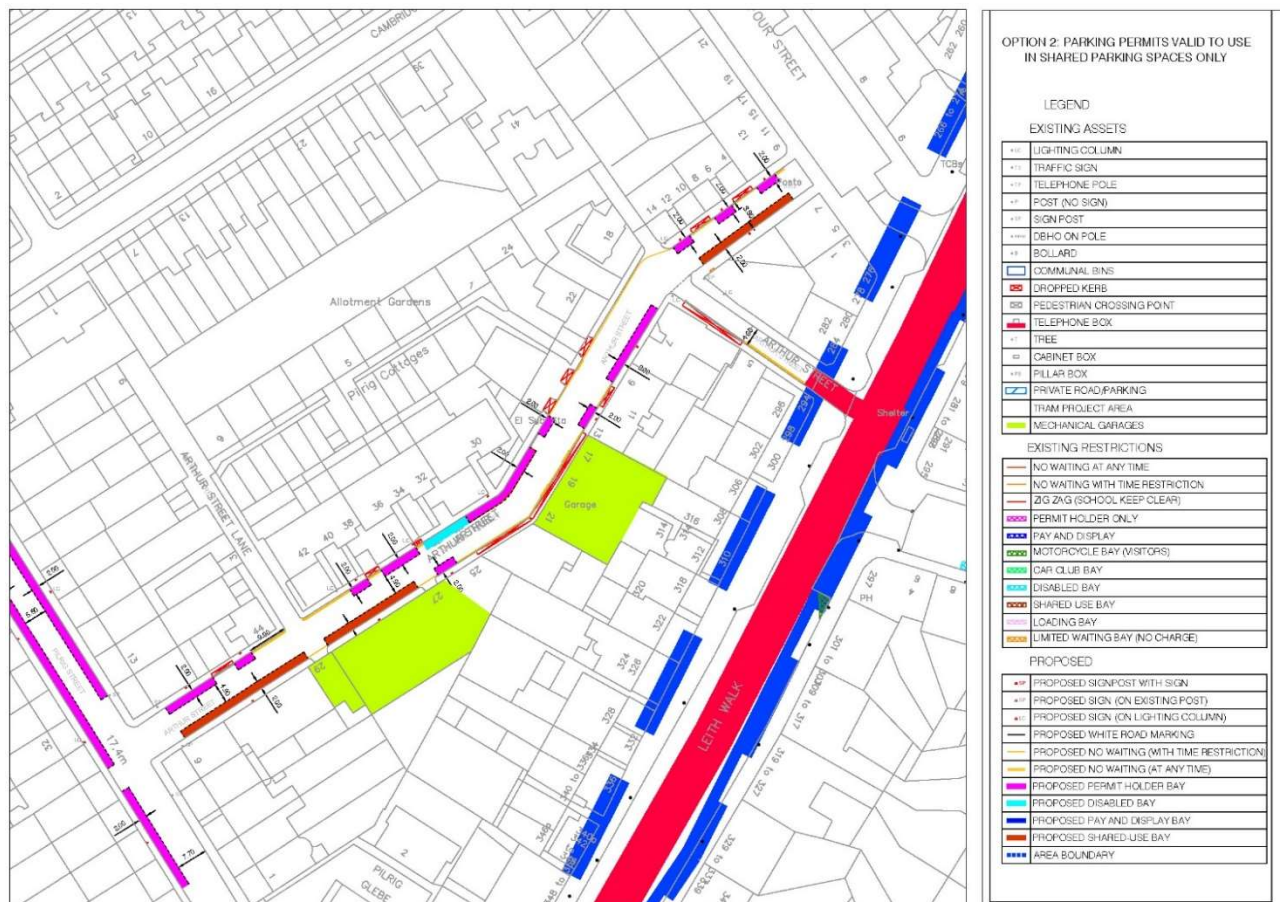


Figure 14 Option 2 for Arthur Street

6.4.3 Manderston Street

6.4.3.1 There are 8 proposed Shared Use bays on Manderston Street and 31 permit holder spaces.

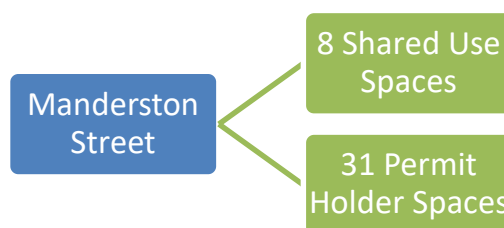


Figure 15 Proposed Bays Available Spaces for Manderston Street

6.4.3.2 This option on the proposed plans will see a shortfall of 18 shared use parking spaces based on the assumed garage demand. In order to cater for garage demand, 15 permit holder spaces adjacent to the business frontages could be converted to Shared Use spaces, which would still leave a shortfall of 3 spaces based on assumed demand.

6.4.3.3 This would reduce the availability of dedicated spaces for residents from 31 spaces to 16. The impact on residents is discussed further in Section 8.2.

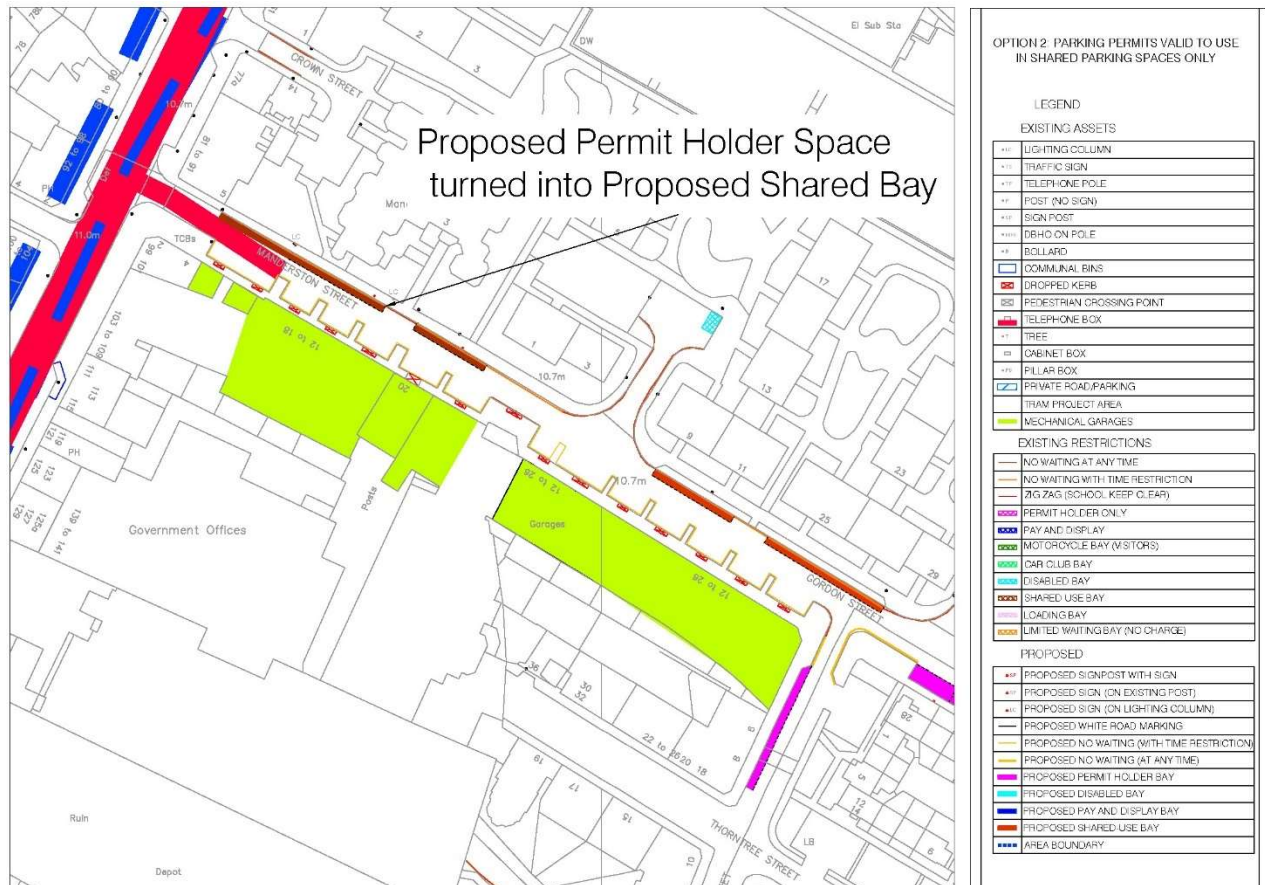


Figure 16 Option 2 for Manderston Street

6.5 Option 3: Parking Permits Valid to use in Shared Use Parking Spaces and Permit Holder Parking Spaces

6.5.1 The third option allows garage customers to park in both permit holder and shared use bays. The proposed plans show that there are two steps for the allocation of spaces for Option 3:

1. Calculating the supply and demand of permit holder and shared use parking bays on the street the garage business is on.
2. Adjusting, if required, proposed Single Yellow Lines (SYL), where safe to do so ensuring this doesn't introduce an obstruction to traffic flow or access, to increase the number of Permit Holder and/or Shared Use bays to meet the demand by residents, businesses and garages.

6.5.2 Arthur Street

6.5.2.1 Arthur Street has 38 proposed parking bays available for Option 3 formed of 17 Shared Use bays and 21 permit holder spaces. The assumed demand would take up almost 27% of the available spaces.

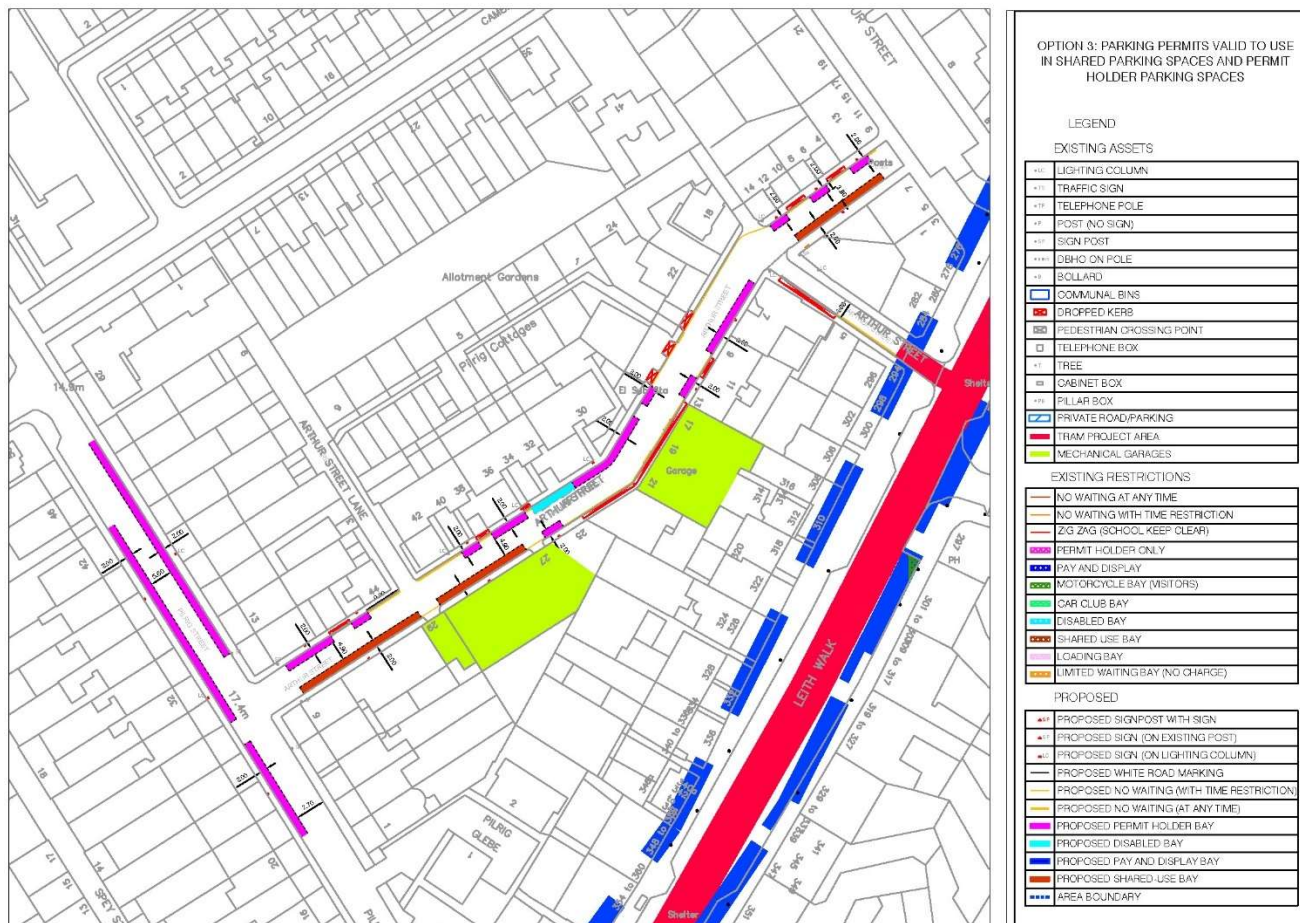


Figure 17 Option 3 for Arthur Street

6.5.3 Manderston Street

6.5.4 The current proposal introduced 8 Shared Use spaces and 31 Permit Holder spaces for Manderston Street. With 26 GBPPs required and 39 permits available across all bays to be shared with the GBPP holders, 67% of available spaces would be taken up by the GBPP holders.

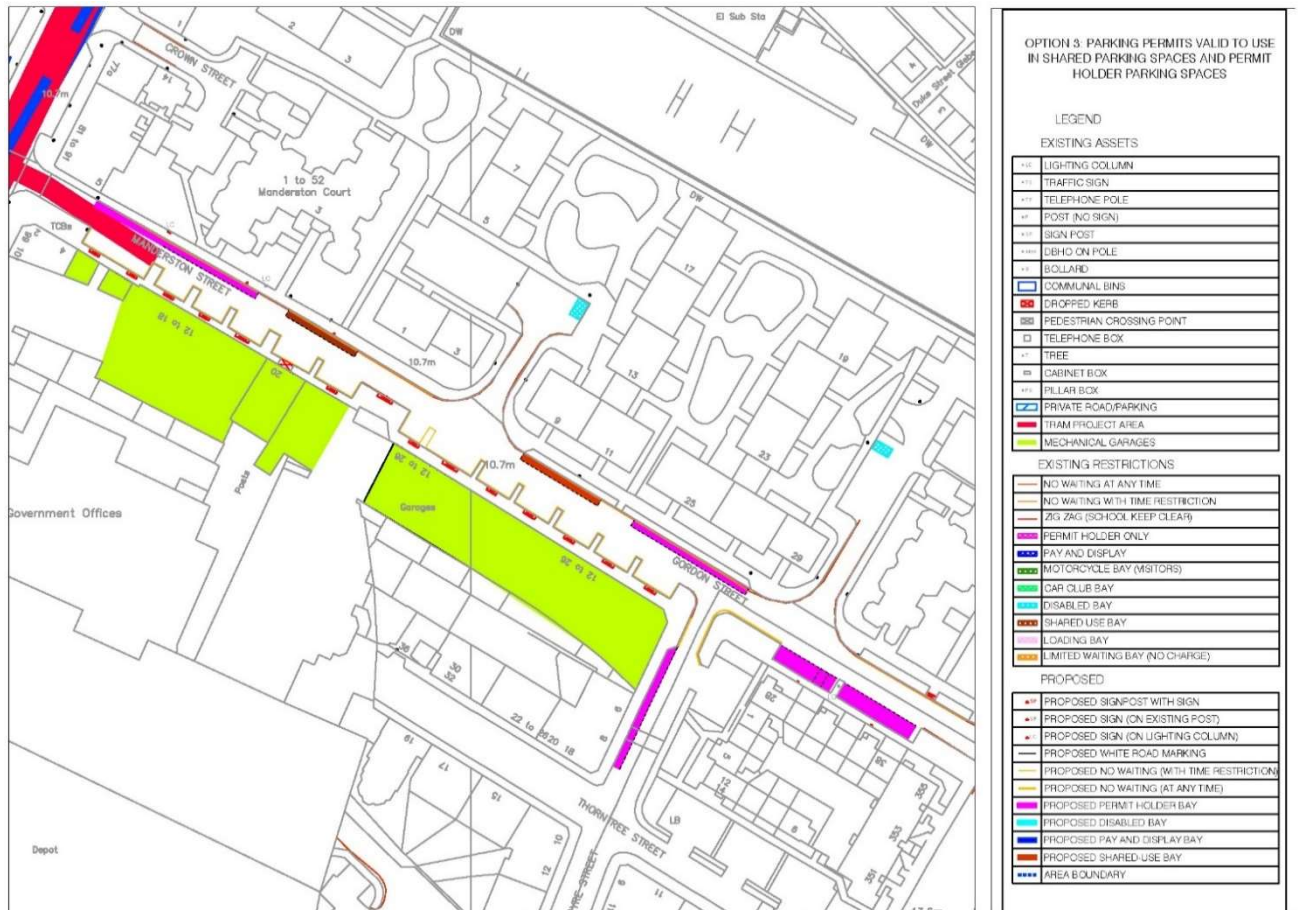


Figure 18 Option 3 for Manderston Street

6.6 Option 4: Parking Permits Valid to use in Shared Use and Specific Allocated Parking Spaces

6.6.1 The fourth option involves the allocation of specific parking spaces as well as the use of Shared Use parking bays for garage businesses.

6.6.2 Option 4 is a combination of Options 1 and 2 where GBPP allow garage customers to park in both specific spaces and shared use spaces as seen below.

6.6.3 Arthur Street

6.6.3.1 As detailed in Option 1 in section 6.3.4 above, providing dedicated bays in Arthur Street resulted in a shortfall of 1 space based on assumed demand. Previously, to accommodate this shortfall, a Permit Holder bay was converted to a dedicated bay.

6.6.3.2 However, should GBPP's allow the use of dedicated bays and Shared Use bays, there will be no need to make changes to any of the currently proposed bays. The shortfall is catered for across the 17 Shared Use bays as seen in Figure 19 below.

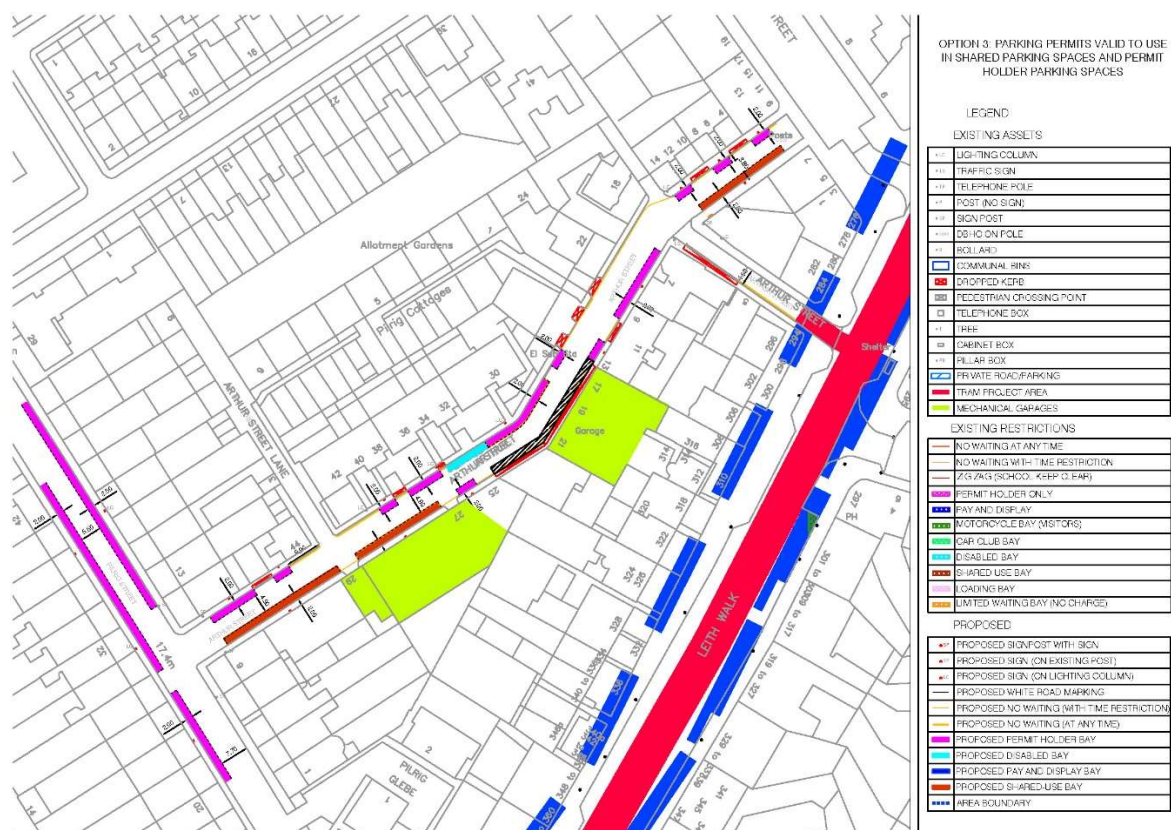


Figure 19 Option 4 for Arthur Street

6.6.4 Manderston Street

6.6.4.1 As identified in Option 1 above in 6.3.5, providing dedicated space on Manderston Street was able to deliver 54 spaces where demand was only assumed to be 26.

6.6.4.2 Allowing GBPP's to use both dedicated and Shared Use bays would provide businesses in Manderston Street with access to a total of 62 bays.

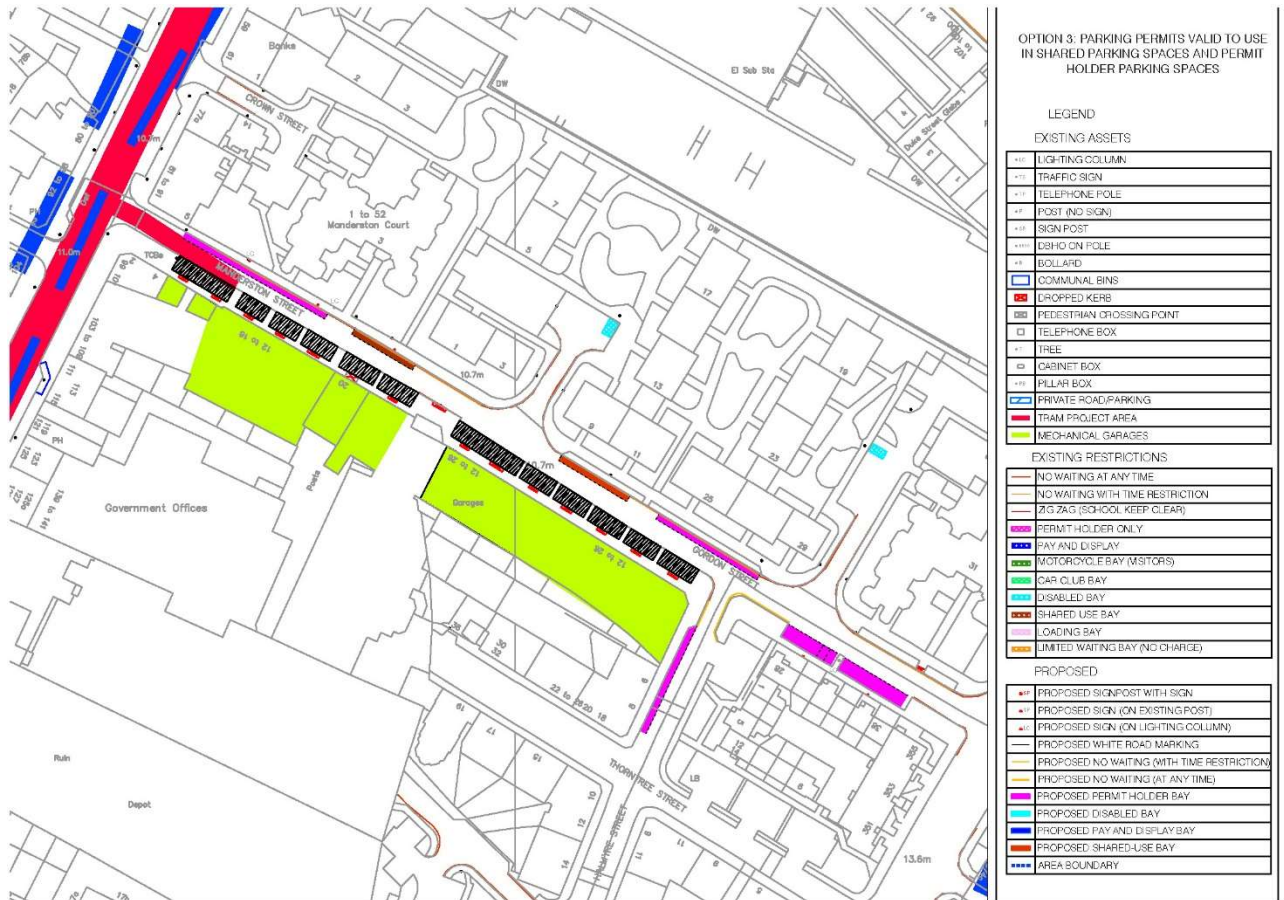


Figure 20 Option 4 Manderston Street

7. MAXIMUM NUMBER OF PARKING PERMIT SPACES

7.1 Method of Permit Provision

- 7.1.1 The simplest method to understand and, administer as an operational scheme, is to allow a garage business to apply for a maximum number of garage business parking permits (GBPP) which would need to be determined on a site by site basis.
- 7.1.2 The number of Garage Business Parking Permits (GBPP) a garage business could apply for could depend on a few factors and may differ from zone to zone, street to street, and, in some cases, business to business.
- 7.1.3 It is proposed that the maximum number of available permits is adjusted to accommodate the parking situation the business is in, to try and minimise the effect it will have on residents and visitors, while taking into consideration the garage business's need for these parking permits to sustain their business.

7.2 Calculating the Maximum Number of Parking Permits per Garage Business

- 7.2.1.1 The table below shows how permitting a maximum of 4 permits per business would impact upon the parking space availability across the options previously described in sections 6.4-6.6 above.

Table 6 Summary of Results for Method 1 for Options 2,3 and 4 (4 permits max)

	Available Space	Full Up-take	Percentage of Available space Used by GBPPs
Arthur Street			
Option 1	10	12	120%
Option 2	17	12	71%
Option 3	38	12	32%
Option 4	26	12	46%
Manderston Street			
Option 1	54	48	89%
Option 2	23	48	209%
Option 3	39	48	123%
Option 4	62	48	77%

7.2.1.2 If each business were eligible to apply for up to 10 permits, and purchased these, there would be a significant under provision of spaces across most options as shown in the table below.

Table 7 Summary of Results for Method 1 for Options 2, 3 and 4 (10 permits max)

	Available Space	Full Up-take	Percentage of Available space Used by GBPPs
Arthur Street			
Option 1	10	30	300%
Option 2	17	30	176%
Option 3	38	30	79%
Option 4	26	30	115%
Manderston Street			
Option 1	54	120	222%
Option 2	23	120	522%
Option 3	39	120	308%
Option 4	62	120	188%

7.2.1.3 Designating a maximum number of permits on a case by case basis to satisfy demand allows for a more effective distribution of spaces.

7.2.1.4 Applying a tiered pricing structure to the permits may help to manage demand in areas.

8. IMPACT OF OPTIONS ON PERMIT HOLDER ANALYSIS

8.1 Permit Holder Ratio

- 8.1.1.1 Information on the anticipated permit holder uptake was taken from the “CPZ Phase 1 Permit Holder Analysis” report, reference number 6754.
- 8.1.1.2 The results of the level of vehicle ownership and corresponding demand for permit uptake are shown in Table 3 of the “CPZ Phase 1 Permit Holder Analysis” report, reference number 6754. Based on the results of the analysis there are three areas where the permit uptake ratio is above 1.0 meaning the demand for a permit will be higher than the number of parking spaces available. These areas are Gorgie North, Leith, and Shandon. There are no areas with an overall ratio lower than 0.86. The average permit uptake ratio across all phase 1 areas is 0.97.
- 8.1.1.3 In order to visualise the data the calculated permit uptake ratio has been mapped on to the individual streets in the areas based on the following categories; Green (0-0.74) low demand, Orange (0.75-0.99) medium demand and Red (1+) high demand area. This data is presented in heatmaps which can be found in Appendix A.
- 8.1.1.4 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, in practice, the permits to design ratio presented will be higher than shown.
- 8.1.1.5 The Permit Ratio (permits per space) is identified for each zone, area and/or street based on the number of resident permit holders for an area compared to the available space. Permit Ratio (PR) is categorized into 3 main bands: Low, Medium and High.

$$PR = (\text{Known or Likely Number of Permits}) / (\text{Total Shared and Permit Holder Spaces})$$

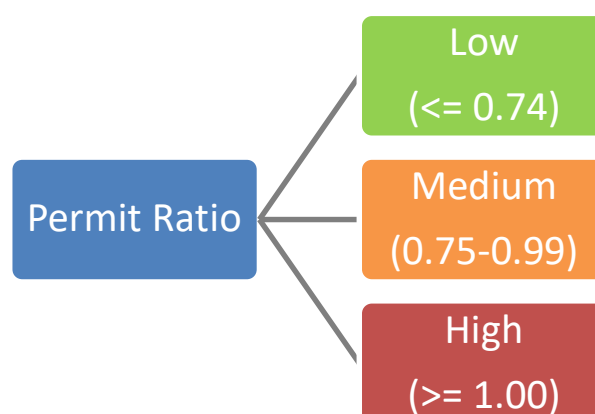


Figure 21 Permit per Space Ratio (PR)

Table 6 below shows the PR ratio for the areas under study. Leith walk has a PR of 0.90 and is categorized as medium. Pilrig has a PR Ratio of 0.88 and is therefore categorized as medium.

8.1.1.6 For the case of this study, it is assumed that both areas make up one zone with an average PR of 0.89 (medium PR).

Table 8 PR Ratio for Pilrig and Leith Walk Areas

Area	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Leith Walk	831	198	922	0.90
Pilrig	696	280	855	0.88
Totals	1,527	478	1,777	0.89

8.2 Direct Impact of Options on Permit Holders

8.2.1 Arthur Street

8.2.1.1 The number of GBPPs to be introduced in Arthur Street was assumed to be 10. Hence the number of permits required for the area rises from 855 to 865 for Options 2, 3 and to 856 for Option 4.

8.2.1.2 Option 1 for Arthur Street reduces the amount of Permit Holder spaces by 1. Table 10 below shows the impact of introducing GBPP's.

Table 9 PR Ratio Impact for Arthur Street

Area	Permit Holder Spaces	Shared Use Spaces	No. of Resident Permits	Number of GBPP Permits	Total No. of Permits Required	Permit Ratio
Proposed Plan	696	280	855	0	855	0.876
Option 1	695	280	855	NA	855	0.876
Option 2	696	280	855	10	865	0.886
Option 3	696	280	855	10	865	0.886
Option 4	696	280	855	1	856	0.877

8.2.1.3 It was found that Option 4 results in a 0.001 increase in the PR ratio for Pilrig, whereas options 2 and 3 result in a 0.01 increase in the PR ratio.

8.2.1.4 The increases across all of these options still maintain the Pilrig area in the medium demand category for Permit Holders.

8.2.1.5 However, while the impacts across all options is negligible across the area as a whole, the impact at the individual street level is more severe across options 2 and 3.

8.2.2 Manderston Street

8.2.2.1 The number of GBPPs to be introduced in Manderston Street was assumed to be 26. Hence the number of permits required for the area rises from 922 to 948 for Options 2 and 3.

8.2.2.2 Options 1 and 4 for Manderston Street do not affect the amount of Permit Holder spaces and thus do not impact the Permit Holder PR ratio.

Table 10 PR Ratio Impact for Manderston Street

Area	Permit Holder Spaces	Shared Use Spaces	No. of Resident Permits	Number of GBPP Permits	Total No. of Permits Required	Permit Ratio
Proposed Plan	831	198	922	0	922	0.896
Option 1	831	198	922	NA	922	0.896
Option 2	816	213	922	26	948	0.921
Option 3	831	226	922	26	948	0.921
Option 4	831	198	922	NA	922	0.896

8.2.2.3 It was found that options 2 and 3 result in a 0.025 increase in the PR ratio, while option 4 has no impact on the PR ratio.

8.2.2.4 The increases across all of these options still maintain the Leith Walk area in the medium demand category for Permit Holders.

8.2.2.5 However, while the impacts across all options is negligible across the area as a whole, the impact at the individual street level is more severe across options 2 and 3.garage business parking permits

8.3 Operational Details for each Option

8.3.1 Option 1: Specific Allocated Parking Spaces

8.3.1.1 In Option 1, specific bays were allocated for garage businesses based on the assumed demand. In Arthur Street, one proposed Permit Holder bay was affected whereas in Manderston Street there was no impact on the proposed bays.

8.3.1.2 If specific garage parking bays are introduced this will remove any competition between business and residents in either shared use or permit holder bays.

- 8.3.1.3 GBPPs would not allow vehicles to be parked in shared use or permit holder bays or restricted areas and vehicles must always obey the relevant parking restrictions.
- 8.3.1.4 Garage customer parking bays' operational times would be expected to match the times and days for the wider CPZ. However, consideration could be given to extending those arrangements to include Saturdays if there was a demand to do so.
- 8.3.1.5 Different charges relative to the days of operation and the additional enforcement requirements should be considered as a result of any extended restrictions.
- 8.3.1.6 A GBPP would not guarantee the holder a parking space.
- 8.3.2 Option 2: Parking Permits Valid to Use in Shared Parking Spaces Only
 - 8.3.2.1 The GBPP is only valid for parking in Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force.
 - 8.3.2.2 GBPPs would not allow parking in any other designated parking bays or restricted areas and vehicles must always obey the relevant parking restrictions.
 - 8.3.2.3 A GBPP would not guarantee the holder a parking space
- 8.3.3 Option 3: Parking Permits Valid to use in Shared Use Parking Spaces and Permit Holder Parking Spaces
 - 8.3.3.1 The GBPP is only valid for parking in Permit Holder or Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force.
 - 8.3.3.2 A GBPP would not guarantee the holder a parking space
- 8.3.4 Option 4: Specific Allocated Parking Spaces and Parking Permits Valid to Use in Shared Parking Spaces
 - 8.3.4.1 The GBPP is only valid for parking in specific parking spaces and/or Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force.
 - 8.3.4.2 GBPPs do not allow parking in any other designated parking bays or restricted areas and vehicles must always obey the relevant parking restrictions.

8.3.4.3 A GBPP would not guarantee the holder a parking space

8.3.5 Permit Fees

8.3.5.1 The proposed permit structures is based closely on that of the Business Parking Permits (£350 annually) the City of Edinburgh Council issue for businesses in extended controlled parking zones and are recommended to be tiered with an incremental 10% increase as seen in the tale below.

8.3.5.2 It is anticipated that a tiered pricing structure will serve to better manage demand for permits to what is actually required.

Table 11 Proposed Garage Business Parking Permit Fees and Fee Structure

Validity	1 st Permit	2 nd -4 th Permits	5 th -7 th Permits	8 th -10 th Permits
12 Months	£350	£385	£425	£470

9. CONCLUSION AND RECOMMENDATIONS

9.1 Local Objectives

- 9.1.1 The business owners' feedback on the proposed controlled parking zones was clear about the negative impact the lack of allocated space for garage customers is on the viability of the business.
- 9.1.2 The four options proposed meet the requirements of the garage business demands and accommodate, in turn, the residents in the vicinity of the premises.
- 9.1.3 While each area should be considered on its own merits, from the analysis undertaken, the most space efficient option is likely to be option 1. This provides a good level of dedicated provision while still allowing Shared Use spaces to be used as overflow but with likely minimal impact upon the availability of space for residents.

9.2 Recommendations

- 9.2.1 Based on the options presented and the analysis undertaken the following recommendations are made:
- 9.2.2 Surveys are undertaken of all areas that CPZ's are to potentially be introduced to identify the location of any mechanic garage businesses.
- 9.2.3 Once businesses are identified, further analysis is undertaken to better understand the working capacity and any private parking/vehicle storage space each premises may have.
- 9.2.4 Streets with garage businesses be assessed on a case by case basis to determine the best option to use in allocating spaces for garage businesses.
- 9.2.5 A garage business be eligible to apply for a maximum number of GBPPs to be determined on a site by site basis.
- 9.2.6 The allocation of GBPPs balances both the demand from the garage businesses with the demand from the permit holders and shared use permit holders (minimal impact on PR Ratio).
 - 9.2.6.1 Garage parking bays are expected to reflect the operational time and days of the wider CPZ. However, consideration should be given to the local conditions which may require some deviation from this, such as extended hours or days of operation

Quality

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

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

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

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

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



Award Winning



Certifications



Accreditations



Memberships



Contact

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Appendix 4 – Industry Specific Parking Permits

Part Two: Conclusions and Recommendations

1. Consideration of Project Centre report

- 1.1 The report provides a comprehensive overview of the particular challenges faced by businesses offering garage-type services in the broader context of parking controls. The feedback provided to us by those businesses likely to be affected was key to understanding those issues and allowing Project Centre to fully consider both the implications and the potential solutions.
- 1.2 It is also apparent that other authorities have faced similar issues and that different approaches have been taken as a means of addressing those issues. The brief given to Project Centre was a broad one in that they were asked to look at a range of options based not only on the permits currently offered in Edinburgh, but to look elsewhere for examples of approaches taken.
- 1.3 While the initial aim of this exercise was to identify solutions associated with Phase 1 of the Strategic Review of Parking, it was also necessary to look for solutions that were flexible enough to be applied generally or in part in other parts of the CPZ, whilst recognising that there are different pressures on space in different areas.
- 1.4 The Project Centre report offered four solutions based on their investigation and consideration of the issues. Those four solutions can be summarised as:
 - 1) Parking permits for use in Specific Allocated Parking Spaces only;
 - 2) Parking Permits for use in Shared-Use spaces only;
 - 3) Parking permits for use in Permit Holder and Shared-Use spaces only; and
 - 4) Parking permits for use in Specific Allocated parking Spaces and Shared-use spaces only.
- 1.5 The report concludes that Option 1 offers the best overall solution. Ideally, this approach would be the preferred solution, as it would confine parking for such businesses to defined areas and negate any further impact on the availability of parking in the immediate area. That approach also addresses any possible issues that might arise from wider use of the permits beyond their intended purpose.
- 1.6 It is, however, also accepted that it may not always be practical to allocate space to a particular use, especially in areas of either limited parking availability or in areas of higher parking demand. To address that issue would potentially require an acceptance that garage permit holders would also require access to other parking, either shared-use or permit holder.
- 1.7 Allowing garage permit holders access to permit holder spaces would, however, place them in direct competition with residents. As this situation is already likely to be the source of some concern in areas where such businesses operate, that approach would be difficult to support.
- 1.8 Allowing garage permit holders access to shared-use parking raises similar concerns, although the design and layout of parking spaces can be managed to

ensure that any impact on residents is minimised. Similarly, rather than allowing access to shared-use bays across a zone, limiting the use of shared-use bays based on location could also act to address any concerns that might arise.

2. Proposal

- 2.1 Having considered the options put forward by Project Centre, it is now proposed to introduce a permit designed to be used by businesses carrying out garage services. This permit will be known as the **Garage Services Permit**.
- 2.2 As a broad indication of the types of business that may apply for the new permit, it is anticipated that the permit will be available to businesses undertaking work either solely or primarily on vehicles and where said work involves:
 - MOTs
 - Mechanical repairs
 - Electrical repairs
 - Welding or bodywork repairs
 - Valeting or car washing
- 2.3 It is also proposed to adopt a flexible approach to the accommodation of those permits, generally in line with Option 4 in Project Centre's report. That would see a combination of Specific Allocated Parking Spaces and access to shared-use parking places being offered to holders of Garage Services Permits.
- 2.4 However, the application of the approach is proposed to be based on a case by case basis, with the preferred solution in each case being to accommodate the demand for business-related parking within Allocated Spaces. In situations where there is no possibility of allocated space, the approach will be to allow use of shared-use space only. For situations where some allocated space can be provided, but where the business or businesses have need of additional parking, a combination of allocated space and additional access to shared-use will be applied.
- 2.5 In cases where a business or businesses are offered access to shared-use parking, that access will be restricted to the general vicinity of the business as a means of managing the use of the permits.
- 2.6 Allocated spaces will be marked on-street and will be signed in a way that links them to specific permits, ensuring that the spaces provided can only be used by businesses in that vicinity. In the case of locations with multiple businesses, this is expected to mean that all permits issued to businesses at that location will bear permits with similar reference numbers, allowing all businesses to make use of the available space.
- 2.7 It is proposed that Allocated Spaces will operate during the same hours as the surrounding CPZ. Further work will be undertaken to identify any potential need for different hours or different days of operation.
- 2.8 The report recommends permit charges that use business and retail permits as a starting point, with additional permits being subject to an increase in price. This approach will help to manage the number of permits that any business is likely to

apply for, and is in line with the aspirations of CPZ, to manage demand for a finite amount of kerbside space.

- 2.9 However, it is proposed to take a slightly different approach to the pricing structure, as follows:

Validity	Permits 1 to 3	Permits 4 - 7	Permits 8 +
12 months	£370	£440	£510

- 2.10 Each business will be allowed to purchase a maximum number of permits based on the availability of space, the number of vehicles that can reasonably be accommodated within the vicinity of the business, whilst also taking into account the individual business needs. As is stated within the report, the aim will be to balance the needs of the business whilst avoiding situations where permit issue has a detrimental impact on residents and/or visitors in the surrounding area.

3. Next Steps

- 3.1 The report recognises that not all locations will be similar in nature, layout or parking pressure levels to the examples used (Arthur Street and Manderston Street) and recommends further survey work that would identify garage business locations. That information would then be used to determine a recommended course of action on a case by case basis.
- 3.2 That survey work is now largely complete for Phase 1, with further processes being undertaken as part of ongoing work in the remaining planned phases to identify locations where consideration should be given to Garage Services Permit provision.
- 3.3 Additional work will then be undertaken to determine the individual requirements of each business, with a view to establishing levels of space requirement. For locations like Manderston Street, this is likely to result in a collective requirement that meets the overall needs of the businesses at that location.
- 3.4 The design of the Phase 1 measures will be amended to include Allocated spaces where required.

Appendix 5 – Permit Restrictions

This Appendix details the changes proposed to the existing restrictions on the issue of permits to residents of the Controlled Parking Zones (CPZ).

These changes have been largely necessitated by virtue of the proposed expansion of the CPZ as a result of the Strategic Review. The opportunity has also been taken to update some of the wording used to clarify certain aspects of the restrictions.

For existing properties within those Zones currently in operation there will be no change to the number of permits that residents, or future residents, are entitled to.

1. Background

- 1.1 In February 2010 the Transport, Infrastructure and Environment Committee approved the introduction of restrictions on permit issue within the Controlled Parking Zones (CPZ). These restrictions recognised the existing pressures on parking spaces within some of the most heavily populated areas of the city and the impact of additional parking pressures arising from both new development and the redevelopment of existing properties.
- 1.2 The approved restrictions made provision for situations where the issue of permits to specific types of property would either be restricted in number or, in some instances, where no permits would be issued.
- 1.3 At its meeting of 4 June 2013, the Transport and Environment Committee approved the recommendations in a further report proposing minor changes to the previously approved restrictions. The restrictions that are currently in place can be found at the end of this Appendix, labelled “Current Restrictions”.

2. Proposed amendments

- 2.1 The current permit restrictions are specific to the existing zones of the CPZ, indicating what restrictions apply to the Central, Peripheral and Extended areas. As the Council prepares for the possibility of extending the area covered by CPZ restrictions, the permit restrictions must also be amended to reflect the addition of new zones.
- 2.2 It is also considered that the restrictions on permit issue should be extended to apply to all Priority Parking Areas (PPAs). While eight of the ten existing PPAs are included in a proposed phase of the Strategic Review, further PPAs are expected to be introduced in later Phases of the Review. It is also possible that planned monitoring could identify additional areas that might benefit from such controls.

- 2.3 It is, therefore, considered appropriate at this time to take steps to minimise the potential for development within PPAs to have long-term impacts on permit demand. This approach will protect those areas from potential over-subscription and protect residents of existing properties. For those PPAs expected to transfer to CPZ, it will also support the application of the Council's parking standards and assist in supporting alternative modes of travel whilst reducing reliance on private vehicles.
- 2.4 The revised restrictions also include minor wording updates, the majority of which will have little or no impact on permit eligibility in the existing zones. One change worth mentioning is the intention to not issue permits to premises where a proposed change of use or redevelopment would result in the loss of an off-street parking space. This change recognises that there is an existing presumption that the conversion of an existing garage space, for example, would allow a successful permit application made to replace the off-street provision with on-street demand.
- 2.5 While these changes are being made in expectation that the CPZ will be extended, these changes will apply equally to all areas subject to existing parking controls. It is anticipated that the impact on any existing CPZ or PPA will be minimal, with restrictions primarily applying to new development.

3. Timescale for implementation

- 3.1 The proposed changes do not rely on a legal process and can therefore be implemented immediately.
- 3.2 It is, therefore, proposed that the revised restrictions should be put in place with immediate effect.

Current Restrictions

References to “Existing” and “Proposed” refer to restrictions applying from February 2010 and June 2013 respectively

Categories of property: Existing and proposed eligibility for permits

Property category		Permits Per household		Exceptions ¹ See note 1 for general exceptions
		Existing	Proposed	
Residential properties in the central and peripheral Controlled Parking Zone (CPZ) Zones 1 to 8 - intended for general use.				
A	New build	None	None	Properties being constructed on a narrow ² ‘gap’ site which makes provision of on-site parking either impractical or undesirable. In this case Residents would be entitled to 1 permit per household.
B	Newly sub-divided or converted , utilising buildings that either: a. were originally dwellings; or b. have the character of dwellings ³ ; and/or c. are listed buildings.	One	One	Properties where there is scope to provide sufficient off –street car parking to provide 1 space per dwelling without compromising other Planning policies. No entitlement in these cases.
C	Newly sub-divided or converted , utilising buildings that do not fall into any of the categories set out in B above.	None	None	Properties on a narrow ² ‘gap’ site which makes provision of on-site parking either impractical or undesirable. As A above.
Residential properties in the extended CPZ - intended for general use.				
D	New build	One	One	None
E	Sub divided, or converted	One		None
New build and converted student housing⁴ in the central, peripheral and extended Controlled Parking Zone (CPZ)				
F	All student housing ⁴	None	None	None

Notes.

1. General exceptions
 - a) Disabled drivers or live-in carers of a disabled person exempt from restrictions. Other carers of disabled people dealt with on a case by case basis
 - b) Where a developer is providing on-street parking or improving the layout of existing on-street spaces. Such developments will be dealt with on a case by case basis.
2. ‘Narrow’ will be defined on a site by site basis. In these cases, the usual position will be to allow one permit per household.
3. For example, buildings that may have been built all or part as offices or shops that are in buildings similar in character to primarily residential properties on the same street.
4. Student housing was not discussed separately in the February 2010 proposals. Permits are not currently issued for this type of housing.

Revised Restrictions

Categories of property: Existing and proposed eligibility for permits

Property category	Permits Per household	Exceptions ¹ See note 1 for general exceptions
Residential properties in the central and peripheral Controlled Parking Zone (CPZ) Applies generally to all properties ² within Zones 1 through 8 inclusive.		
A New build	None	Properties being constructed on a narrow ³ 'gap' site which makes provision of on-site parking either impractical or undesirable. In this case the allowance is 1 permit per household.
B Newly sub-divided or converted, utilising buildings that: a. were originally dwellings; or b. have the character of dwellings ³ ; and/or c. are listed buildings.	One	1. Properties where there is scope to provide sufficient off-street parking to provide 1 space per dwelling without compromising other Planning policies. 2. Where conversion of any listed building or any part of a listed building results in the removal of off-street parking provision. No entitlement in these cases.
C Newly sub-divided or converted, utilising buildings that do not fall into any of the categories set out in B above.	None	Properties on a narrow ² 'gap' site which makes provision of on-site parking either impractical or undesirable. As A above.
Residential properties in all other zones of the CPZ and all Priority Parking Areas (PPAs) Applies generally to all properties.		
D New build	One ⁴	None
E Sub divided, or converted	One ⁴	None
All student housing - Applies to all new build and converted student housing in all Zones (CPZs) and Priority Parking Areas (PPAs).		
F All student housing	None	None

Notes.

1. General exceptions
 - a. Drivers who hold a current blue badge;
 - b. Live-in carers of a disabled person exempt from restrictions. Other carers of disabled people dealt with on a case by case basis
 - c. Where a developer is providing on-street parking or improving the layout of existing on-street spaces. Such developments will be dealt with on a case by case basis.
2. "Narrow" will be defined on a site by site basis. In these cases, the usual position will be to allow one permit per household, provided that the site has been identified during the planning process as qualifying for "narrow" status, otherwise the general provision of **no permits** will apply.
3. Applies, for example, to buildings that may have been built all or part as offices or shops that are in buildings similar in character to primarily residential properties on the same street.
4. More onerous restrictions may be applied to any property, properties or development in any of the above categories through the Planning process or retrospectively, on a case by case basis, in support of Council policies and objectives.

Appendix 6 – Revised Priority Plan

This appendix provides an updated version of the Priority/Phasing plan that was submitted to Committee in September 2019.

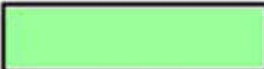

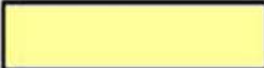

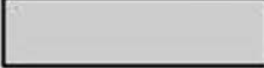
1. Background

- 1.1 Following discussions that arose out of the September 2019 Committee report, two modifications have now been made to the Phasing of the Review.

2. Modifications

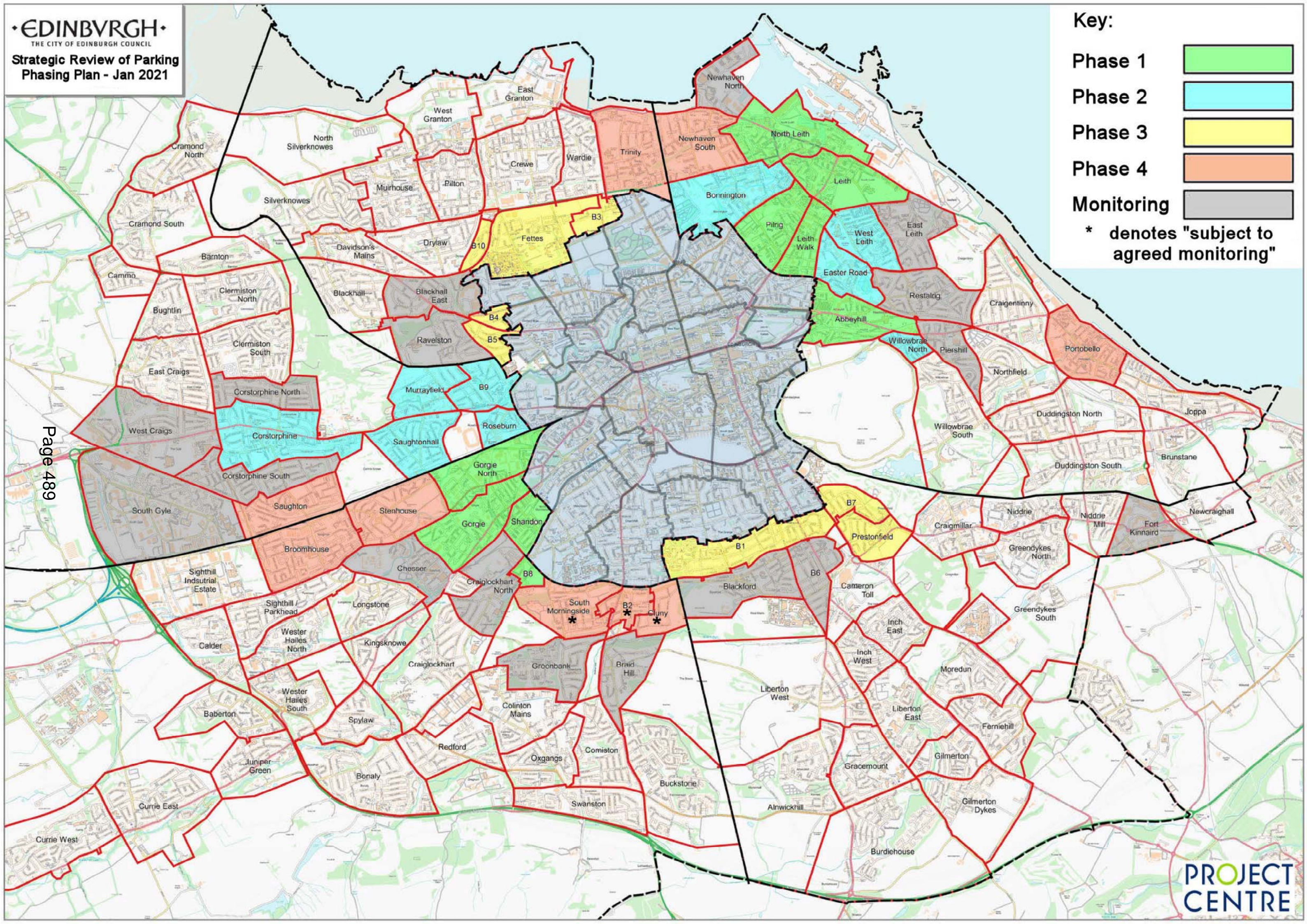
- 2.1 The Murrayfield Area has been added to Phase 2 of the Strategic Review. This addition creates a consistent corridor of proposed controls along the A8 route.
- 2.2 The Blackhall East area has been added to those areas that are to be subject to monitoring. This addition recognises concerns of residents and local Councillors related to potential migration from neighbouring areas.

Key:

- Phase 1 
- Phase 2 
- Phase 3 
- Phase 4 
- Monitoring 

* denotes "subject to agreed monitoring"

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Appendix 7: Consultation Proposals

This Appendix outlines the proposed methodology for continuing consultation and engagement exercises within the context of the ongoing situation with Covid-19.

This Appendix contains:

- A. Report by The Project Centre



Phase 2: Strategic review of parking consultation

For areas 3 and 4

City of Edinburgh Council

January 2021

Created by
[Jess Cully](#)

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1. STRATEGIC REVIEW – PHASE 2 CONSULTATION

Edinburgh City Council is undertaking a strategic review of parking in the city and the proposals include exploring the implementation of controlled parking zones across the city.

Phase 1 of this initiative was undertaken in October and November 2019 and the draft consultation report is pending sign off from Edinburgh City Council. This proposal is for Phase 2 which the Council would like to commence in February 2021 and covers eight areas of the city as listed below.

Phase 2	
Area 3	Area 4
Roseburn	Willowbrae North
Corstorphine	Bonnington
Saughtonhall	West Leith
B9 (West Murrayfield)	Easter Road

This document outlines the methodology of engagement aspect of the proposals.

1.1 COVID-19: Our approach to engagement

Due to the ongoing Covid-19 pandemic, the face-to-face engagement undertaken during Phase 1 would not be appropriate or permissible following government guidance and is likely to be the case for the foreseeable future. With that in mind, our proposal for Phase 2 outlines a programme of digital and virtual engagement to ensure the proposals are shared with the community effectively and there is an opportunity for all those impacted to provide their feedback. We will continue to revise and adapt our approach as we go through the process and undertake a mid-point review during the consultation process to ensure effectiveness.

1.2 Methodology

- Project Centre will use its in-house TOMS (Traffic Order Management System) to generate the drawings with the proposed amendments to parking restrictions. These will then be adapted using Adobe software for public presentation
- Creation of webpages including a main 'landing' page with sub-pages for each individual area on Project Centre's consultation platform, Engagement HQ
- These web pages will contain all information pertaining to the proposals for each area along with interactive maps that responders can plot their comments on

- A survey will be created to gather opinions on the scheme proposals – responders will be asked to which area they wish to respond with the questions remaining generic
- Leaflets will be created for each area (x8) containing information pertaining only to that area. These will be distributed by a local 3rd party distribution company
- Update of existing FAQ to be included on the web page
- Stakeholder communications – Project Centre will collate a stakeholder list in conjunction with the council's own internal consultee list to ensure robust coverage of all groups within the areas and who would be potentially affected by any changes
- Email address EdinburghConsultation@projectcentre.co.uk to be used for correspondence throughout the process for wider communications and responses to enquiries about the proposals
- Virtual drop-in sessions will be offered, one am and one pm session, for each area. These sessions will be conducted by Project Centre over Microsoft Teams with the support from CEC staff. These sessions will be recorded and short summary reports will be provided. There will be scope to hold additional sessions, should there be demand for them
- Monitoring – weekly updates will be provided to CEC, documenting the number of responses and general headline figures
- Evaluation - Following closure of consultation:
 - Analyse free text comments received through the website.
 - Identify thematic elements and report on broad statistics regarding response themes
- Report – Full summary report will be provided, in the same style as Phase 1, for review by the client. Amends and suggestions to be collated and applied before sending final copy of the report

1.3 Drop-in session summary:

Drop-in session details will be included in the leaflets which will request any interested parties to pre-register to attend a session. Invites will be sent out to registered stakeholders 2 days prior to the event date and will include an Eventbrite link, for people to apply for a space to the chosen session time. Eventbrite offers event creation without charging participants to attend. Interested parties will need to 'purchase' a free ticket to the event and will need to give their full name to take part. Event numbers can be capped so that sessions are not over-subscribed and are manageable. If there is a high level of interest, we may look to hold additional sessions.

One or two days prior to the workshop, an email will be sent out to registered attendees which will include a Teams link for the presentation, their group number allocation, and a virtual session code of conduct.

The sessions will be held on Microsoft Teams. Upon joining the Teams link at the time of the drop-in, all attendees will view a live presentation elaborating on the designs / plans for the area and next steps in the programme. Following the presentation, each allocated group will be sent a different link to join a smaller group (of maximum 8 capacity plus 2 facilitators) via the chat.

Once in the smaller Teams calls, one team member will facilitate the discussion within each exercise, while the supporting staff member will take notes of the discussion points and control the group chat.

All attendees will be sent a link to complete a feedback survey in their own time after the session.

Example workshop schedules:

Date of Workshop	Time of Workshop	Stakeholders	Staff
TBC	Presentation: 6:00pm – 6:15pm	All	1x Presenter All facilitators
	3-4 Small group workshops: 6:15pm – 7:15pm	Max. 8 per group Resourced: 6 groups (max 48 attendees)	2x (1 Facilitator, 1 note taker)
TBC	Presentation: 1:00pm – 1:15pm	All	1x Presenter All facilitators
	3-4 Small group workshops: 1:15pm – 2:15pm	Max. 8 per group Resourced: 4 groups (max 32 attendees)	2x (1 Facilitator, 1 note taker)

Format:

Email sent out linking to Eventbrite registration site – these will be capped at 8 people per group, depending on how many facilitators there are.
Email sent out 2 days before workshops with link to presentation, allocated workshop group, and virtual workshop code of conduct
Workshop facilitator will be the organiser of each group call – can see and permit all attendees.

Part 1: Presentation (15 mins)

- Presentation
- Split into allocated groups

Part 2: Discussion groups (1 hour)

- Brief intros of team
- Area drawings / plans to be displayed, invitation for people to comment
- Send link to workshop feedback survey for any extra notes and next steps (5 mins)

Microsoft Teams:

- Ability for facilitator to control the meeting as the “organiser”
- Can remove people as per our virtual code of conduct
- Will work via browser for stakeholders
- All staff have access to Teams
- Removes confusion regarding separated groups for those less tech savvy

Appendix 8: Sighthill Industrial Estate

This appendix relates to actions arising from the report submitted to Transport and Environment Committee on 12 September 2019. It details the results of further work carried out on the potential for partial controls within Sighthill Industrial Estate.

This Appendix is split into two parts:

- A)** A report from the Project Centre on potential approaches to partial control
- B)** Conclusion and recommendations.

Part A – Sighthill Industrial Estate – Report by The Project Centre



Sighthill Industrial Estate Proposed P&D Design

Client Name: City of Edinburgh Council

Reference: 1000006792

Date: November 2020

DOCUMENT CONTROL

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

Rev	V01	V02	
Reason	First draft	Second draft	
Prepared by	Nour Sinokrot	Nour Sinokrot	
Date	03/09/2020	14/10/2020	
Reviewed by	Darren Ryan	Darren Ryan	
Date	04/09/2020	03/11/2020	
Authorised by		Ollie Miller	
Date		05/11/2020	

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1. CLIENT REQUIREMENTS

1.1 Background

1.1.1 One of the aims of City of Edinburgh Council's (CEC) Strategic Review of Parking is to identify where parking demand would benefit from better management through on-street restrictions to encourage the use of more sustainable forms of transport.

1.1.2 As part of the review parking pressure surveys showed that Sighthill Industrial Estate had an average of 79% of all available kerbside space being utilised for parking. This places Sighthill Industrial area in the top ten most densely parked areas of the City.

1.2 Brief

1.2.1 In order to manage parking in Sighthill Industrial Estate, CEC are considering proposing limited parking controls in the form of pay and display (P&D) bays. As such CEC commissioned Project Centre Limited (PCL) to undertake surveys to identify suitable locations for the introduction of P&D bays.

1.3 P&D Design

1.3.1 The draft design will propose:

- Short stay (2hour) located close to businesses without significant parking that might receive visitors
- All-day parking in selected locations to manage demand (not located near boundaries with neighbouring residential areas).

2. METHODOLOGY AND DELIVERABLES

2.1 Parking Controls and Ticket Machines

2.1.1 The methodology below sets out how PCL has undertaken individual elements of the work required to meet the project brief and what has been delivered to aid understanding.

2.2 Methodology

2.2.1 Site surveys were undertaken to identify if business car parks were sufficient to meet staff and customer parking demands

2.2.2 Places of business and the specific business operation were identified to determine the level of turnover (low, medium or high) required to support their operation.

2.2.3 Parking charges in other similar areas across Edinburgh, as well as the charges of the nearest CPZ area were reviewed. This information formed the basis of recommended hours of operation for parking bays and the costs associated with parking.

2.2.4 Based on the assumed business parking needs, all of the streets in Sighthill Industrial Estate were identified on a plan highlighting where 2 hour or all day parking would be appropriate.

2.2.5 Places of business have also been highlighted on the plans indicating those that have been assumed to have a low, medium or high turnover of customers

2.2.6 This report details what parking restrictions have been proposed and the reasoning behind these.

3. SIGHTHILL INDUSTRIAL ESTATE

3.1 Existing Environment

- 3.1.1 Sighthill Industrial Estate runs between The City of Edinburgh Bypass in the west to Broomhouse Road in the east and between Bankhead Drive in the north and Calder Road in the south.
- 3.1.2 The types of businesses in Sighthill Industrial Estate range from car dealerships, charities, engineering services, software companies, mail centres, superstores, department stores, flooring shops, retail shops, auto parts stores, a concrete plant, taxi company, property maintenance equipment including scaffolding, electrical equipment warehouses, self-storage, recycling centres, banking groups, biscuit and beer companies and more.
- 3.1.3 Most of the businesses in the area were found to have ample car parking facilities within their premises and would meet the parking needs of their customers and employees. A few businesses, however, may require additional parking for their customers and employees.
- 3.1.4 Many of the businesses operate Monday to Sunday, with a slightly earlier closing time on Sundays. A few businesses like banking groups and mail processing services were found to be closed on Sundays and a few others like a biscuit factory and a plant and tools hire close on both Saturday and Sunday.
- 3.1.5 Businesses were found to open as early as 7:30 a.m. and generally remain open until as late as 6:00 p.m. Mail processing centres open as late as 7:00 p.m. while some home improvement shops stay open until 8:00 p.m.
- 3.1.6 No waiting (Single Yellow Lines) restrictions in Sighthill have the following time periods:
- Monday- Friday from 7:30 a.m. to 6:30 p.m.
 - Saturday from 8:30 a.m. to 9:30 a.m. and from 4:00 p.m. to 6:30 p.m.
- 3.1.7 The Sighthill Industrial estate is well served by public transport links with the Tram running to the South, bus services 25, 34, 35, 63, X22, X23, X27 and X28 stopping on Calder Road and services 20, 36, 63, Skylink 300 & 400 running into the Industrial Estate itself.

3.2 Other Industrial Estates

- 3.2.1 To the north of Sighthill Industrial Estate and to the west of South Gyle Access, Clocktower Industrial Estate has *no waiting* restrictions on the majority of its kerbside, however, no parking bays have been introduced in the area.

3.2.2 Other industrial estates in Edinburgh, like Russel Road Industrial Estate, Abbeyhill Industrial Estate, Bonnington Industrial Estate, A1 Industrial Park and Tennant Street Industrial Estate among others do not have parking restrictions in place and are not part of a CPZ.

3.2.3 Sighthill Industrial Estate would be the first Industrial Estate to have a formal parking arrangements introduced in Edinburgh.

3.3 Nearby Controlled Parking Zones

3.3.1 The nearest Controlled Parking Zone (CPZ) to Sighthill is Zone S4. Zone S4 is in the extended CPZ and consists mainly of residential properties, parks, a shopping centre, schools, care homes and the Haymarket train station.

3.3.2 The hours of operation in Zone S4 are Monday to Friday 8:30 a.m. to 5:30 p.m.

3.3.3 Public transportation links for Zone S4 comprise of the Haymarket train station on the northern part of the zone and bus services 3, 4, 22, 25, 33, 44, X22, X23, X27 and X28 running from Dalry Road and/or West Approach Road to the city centre and through the zone as well as Airlink 100 and the tram running from Haymarket to the airport on one end and to the city centre on the other end.

3.3.4 The charges per hour for Zone S4 are £2.80 for P&D bays and/or £1 for up to 4 hours, thereafter £4 up to 9 hours.

3.4 Business Customer Turnover Level

3.4.1 Businesses in Sighthill Industrial estate were considered on the basis of their assumed customer base. Consideration was given to the number of customers a business could potentially receive and the duration they would be at the premises.

3.4.2 Businesses customer base were categorized into High, medium or low turnover businesses.

1. High turnover- are businesses that are expected to have many visitors in a given period of time.
 - Businesses with high turnover rates are anticipated that they receive many customers each day with each only spending a few minutes at the premises.
 - Superstores, department stores and retail shops are all examples of businesses that have a high turnover of customers.

2. Medium turnover- are businesses that are expected to have several visitors for a given period of time.
 - Businesses with a medium turnover would have less frequent customers and who would spend their time looking around or dealing with a salesman.
 - Medium turnover businesses include car dealerships, charities, engineering services, banking groups, flooring shops and banking groups among others.
3. Low Turnover- are businesses that are expected to have few visitors and for a given period of time.
 - Some of these businesses possibly aren't even open to the public or it's unlikely they'll have customers at all.
 - Such businesses include mail processing centres, beer and biscuit factories and recycling centres.

4. SUMMARY AND RECOMMENDATIONS

4.1 Summary

- 4.1.1 15 streets in Sighthill industrial estate were analysed along with their surrounding businesses to propose the appropriate type of P&D bays.
- 4.1.2 Appendix A is a drawing presenting the opportunities of where P&D parking and the lengths of stay that could be introduced in Sighthill Industrial Estate. Business turnover levels, parking type (P & D or All Day parking) areas and private parking within a business's premises are clearly marked to display both the survey findings which correlate with the lengths of stay proposed.
- 4.1.3 There is a range of more than 20 different businesses types in the industrial estate from manufacturing, construction, autocar sales and charities to superstores, retail shops and more. As such, the customer parking needs of each individual business and street in the area differ.
- 4.1.4 As mentioned previously, Zone S4 is the closest CPZ to Sighthill industrial estate and thus was used as a reference to establishing parking costs and operational days and hours.

4.2 Conclusion

- 4.2.1 On the basis of the assumptions made on the customer turnover for each business, the plans in Appendix B show sections of road where 2 hour or all-day P&D could be introduced. There are also 4 lengths of road where double yellow lines are proposed in order to aid the flow of traffic. In total:
- 23 potential "All Day Parking" areas were identified.
 - 20 possible "2 Hours Max Stay" areas were identified.
 - 4 lengths of road with the possibility of "No Waiting at Any Time" restrictions were identified.
 - 8 junctions with the possibility of "No Waiting at Any Time" restriction were identified, all as shown in Appendix A.
- 4.2.2 An initial proposal could introduce 10 "All Day Parking" and 10 "2 Hours Max Stay" locations to the area. The all-day locations would be spread throughout the industrial estate while the 2-hour max stay locations would be carefully positioned where maximum usage is expected as shown in Appendix C.
- a. The 10 "All Day Parking" areas were selected where commuters would park close to the main roads at the southern side of the estate and the train station and tram stop at the north side of the industrial estate.

- b. The 10 “2 Hours Max Stay” areas were selected nearest to areas where high customer turnover is anticipated.

4.3 Recommended Hours and Days of Operation

- 4.3.1 Many of the businesses in the Sighthill area were found to operate on Saturdays and some also on Sundays. Therefore, the days of operation were selected to reflect the business needs of the industrial estate: Monday to Saturday.
- 4.3.2 The hours of operation are based on the hours of Zone S4 that operate from 8:30 a.m. to 5:30 p.m.
- 4.3.3 The P & D bays in the Sighthill industrial estate are recommended to operate Mondays-Saturdays from 8:30 a.m. to 5:30 p.m. as shown in Appendix B.
- 4.3.4 Since Sighthill Industrial Estate is on the outskirts of the city centre, the traffic flow is anticipated to be lower on Sundays and hence congestion is expected to be reduced. For this reason, and at this time, it is not considered necessary to include Sunday in the operational hours for the industrial estate.

4.4 Recommended Parking Charges per Hour

The charges per hour for Sighthill industrial estate are recommended to be as follows (and as shown in Appendix B):

- a. £1.00 per hour for “2 Hours Max Stay” bays
 - b. £1.00 per hour or £4.00 per day for “All Day Parking” bays.
- 4.4.2 Should parking restrictions be introduced in Sighthill Industrial Estate, nearby residential areas should be assessed for potential parking migration.

QUALITY

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

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

Ensure a clear understanding of customer requirements.

Ensure projects are completed to programme and within budget.

Improve productivity by having consistent procedures.

Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training.

Continually improve the standard of service we provide internally and externally.

Achieve continuous and appropriate improvement in all aspects of the company.

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

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



TERMS AND CONDITIONS

These works are subject to Project Centre's standard terms and conditions which are available upon request.

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APPENDIX A



LEGEND

EXISTING ASSETS

	PRIVATE PARKING
	PRIVATE ROAD

EXISTING RESTRICTIONS

	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

	LOW TURNOVER
	MEDIUM TURNOVER
	HIGH TURNOVER
	SEPARATE TEXT BASED ORDER
	PROPOSED TTROs

PROPOSED RESTRICTIONS

	PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
	PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

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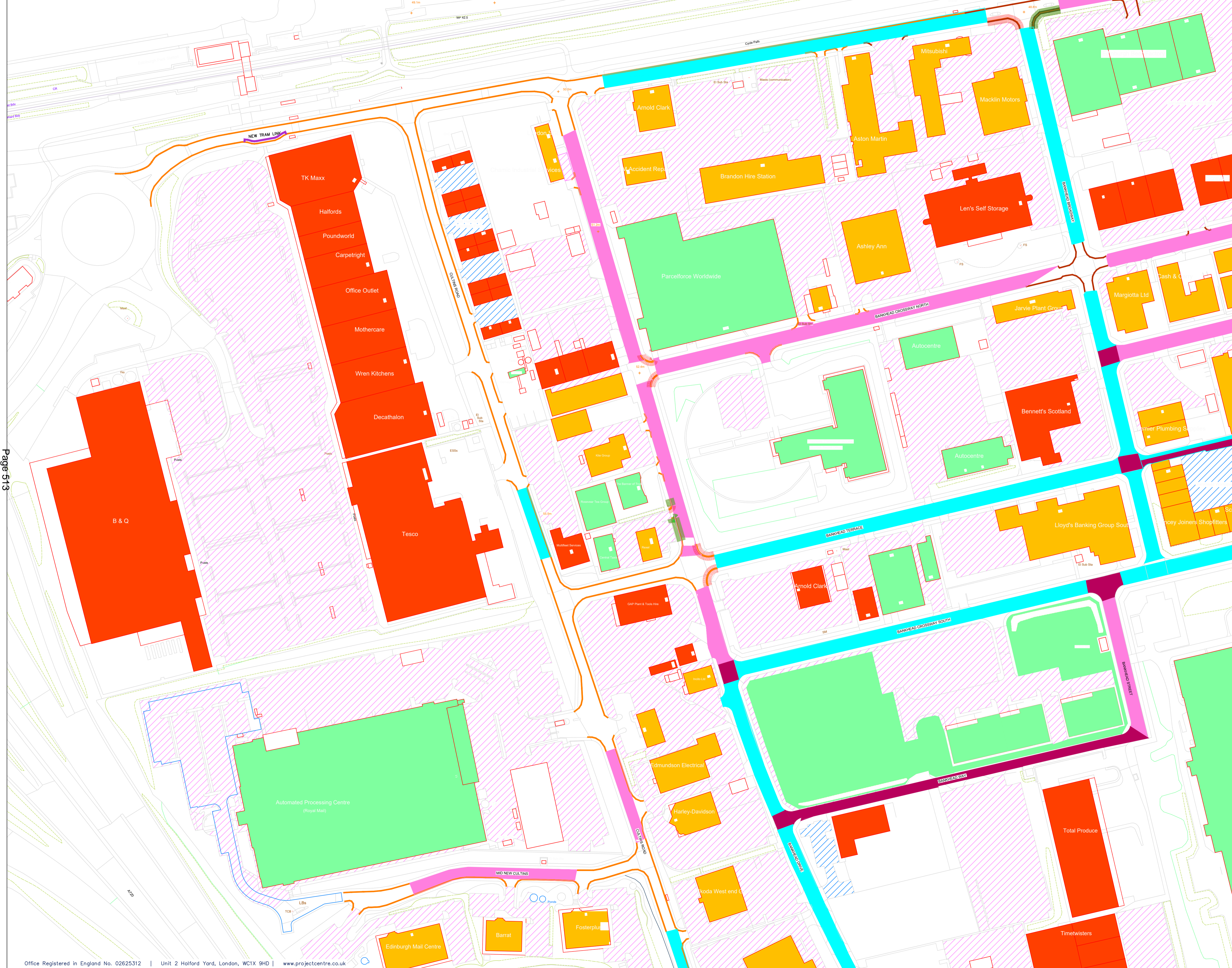
Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
OVERVIEW

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1

Drawing No. Sighthill Industrial Estate P & D Design-00 Rev



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TTROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

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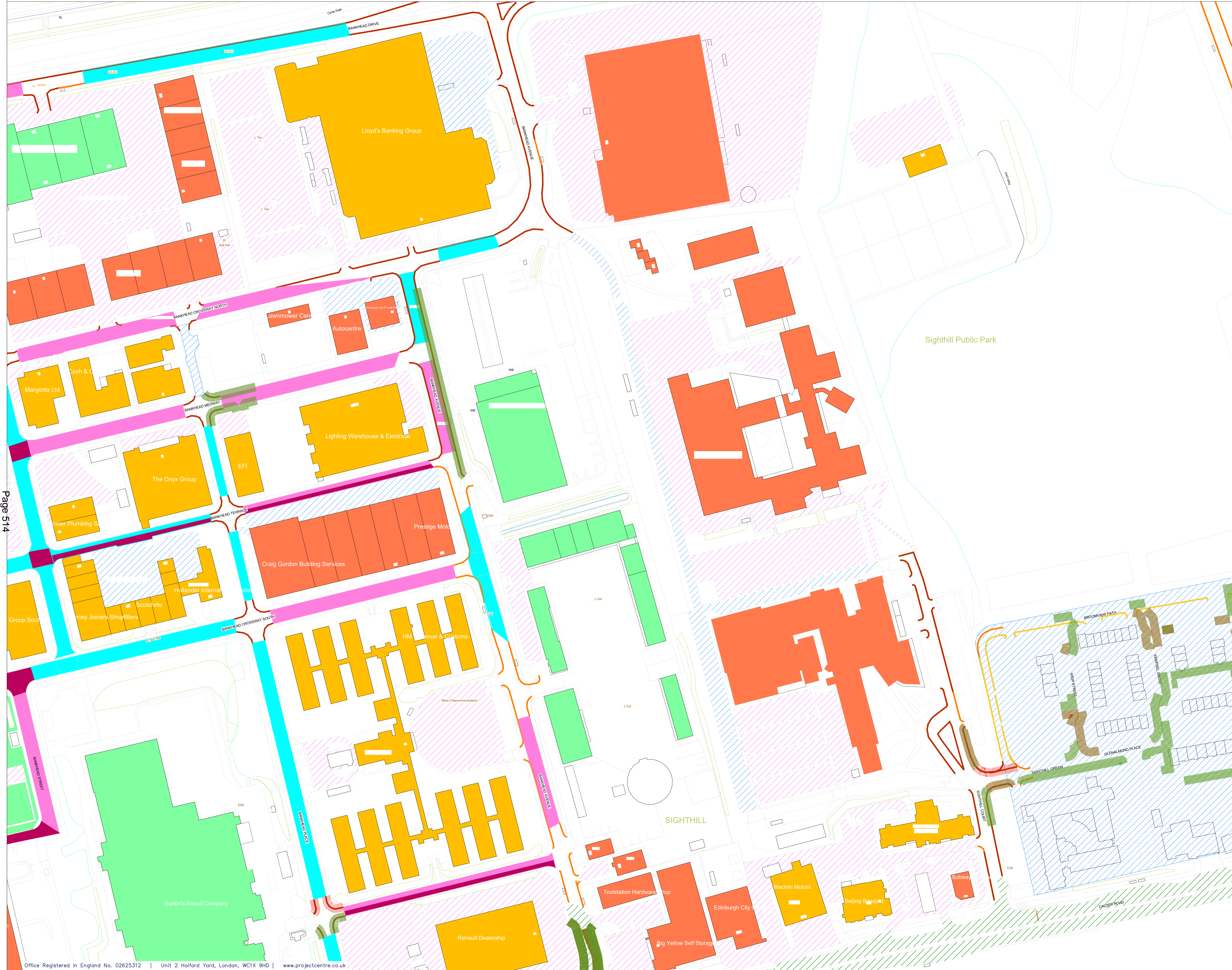


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Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
WORKSHEET 1 OF 4

Drawing Status
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Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Sighthill Industrial Estate P & D Design-01			Rev



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LEGEND

EXISTING ASSETS	
	PRIVATE PARKING
	PRIVATE ROAD

EXISTING RESTRICTIONS	
	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS	
	LOW TURNOVER
	MEDIUM TURNOVER
	HIGH TURNOVER
	SEPARATE TEXT BASED ORDER
	PROPOSED TTROS

PROPOSED RESTRICTIONS	
	PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
	PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
WORKSHEET 2 OF 4

Drawing Status
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NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design-02	-			



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TTROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

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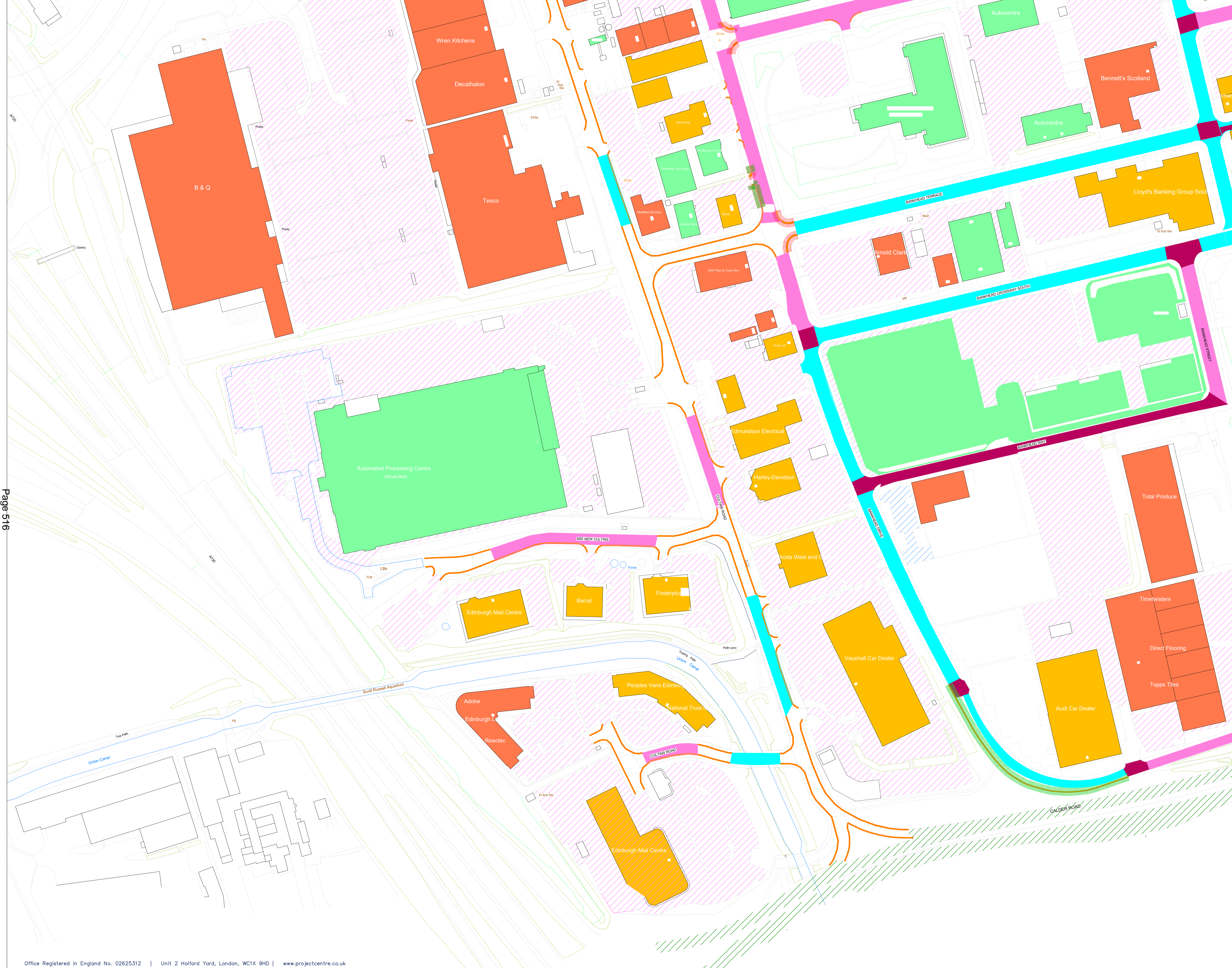


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Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
WORKSHEET 3 OF 4

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design-03	-			



LEGEND

EXISTING ASSETS	
	PRIVATE PARKING
	PRIVATE ROAD

EXISTING RESTRICTIONS	
	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS	
	LOW TURNOVER
	MEDIUM TURNOVER
	HIGH TURNOVER
	SEPARATE TEXT BASED ORDER
	PROPOSED TITROS

PROPOSED RESTRICTIONS	
	PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
	PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

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Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
WORKSHEET 4 OF 4

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design-04	-			

Appendix B

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Cultins Road	Western end of road leading to Adobe and Edinburgh Learning	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To allow parking for visitors to National Trust for Scotland due to minimal parking at their premises
Cultins Road	Eastern end of road leading to Adobe and Edinburgh Learning	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site
Cultins Road	Between Vauxhall and Skoda dealership	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site
Cultins Road	Between Edmundson Electrical and Harley-Davidsons	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with medium turnover and minimal parking
Cultins Road	Between Multifleet Services and sideroad leading into Tesco	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site
Mid New Cultins	Between Edinburgh Mail Centre and Fosterplus	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with medium turnover and minimal parking

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Bankhead Drive (Running North to South)	Between Lyndon SGB and Incito Ltd	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with medium/high turnover and minimal parking
Bankhead Drive (Running North to South)	Between Incito Ltd and Vauxhall car dealer	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site
Bankhead Drive (Running East to West)	Between Arnold Clark and Mitsubishi car dealer	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site and close to Tram
Bankhead Drive (Running East to West)	Between Edinburgh Beer Factory and Lloyd's Banking Group	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site and close to Tram
Bankhead Drive (Running East to West)	Across the Edinburgh Beer Factory	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high turnover and minimal parking
Bankhead Crossway North	Between Edinburgh City Private Hire and Scottish Record Office	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for small businesses with high/medium turnover and minimal parking
Bankhead Avenue	Across Household Waste Recycling centre	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site and leads to main road

PROJECT CENTRE

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Bankhead Avenue	Between Bankhead Medway and Bankhead Crossway North	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads
Bankhead Avenue	Between Bankhead Medway and Bankhead Terrace	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking
Bankhead Avenue	Between Prestige Motors and north area of HM Revenue & Customs	All Day Parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads
Bankhead Avenue	Between south area of HM Revenue & Customs and Bankhead Loan	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with medium turnover and minimal parking
Bankhead Medway	Bankhead Medway	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking
Bankhead Place	North area of the road between Bankhead Crossway North and Bankhead Medway	Private Road	Monday-Saturday	7:30 a.m-5:30 p.m.	NA	NA

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Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Bankhead Place	Between Bankhead Medway and Calder Road	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads
Bankhead Loan	North side of the road	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking
Bankhead Loan	South side of the road	No waiting at any time	No waiting at any time	No waiting at any time	NA	Narrow Road/ require access
Bankhead Street	Bankhead Street	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for biscuit factory
Bankhwad Way	Bankhwad Way	No waiting at any time	No waiting at any time	No waiting at any time	NA	Narrow Road/ require access
Bankhead Crossway South	Between Hollander International Systems and Arnold Clark	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads and low turnover expected
Bankhead Crossway South	Between Craig Gordon Building Services and Prestige Motors	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking

PROJECT CENTRE

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Bankhead Terrace	Between Scottish Record Office and Bennett's Scotland	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads and low turnover expected
Bankhead Terrace	Between Premier Plumbing Supplies and the Onyx Group (North Side of road)	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads
Bankhead Terrace	Between Premier Plumbing Supplies and the Onyx Group (South Side of road)	No waiting at any time	No waiting at any time	No waiting at any time	NA	Narrow Road/ require access
Bankhead Terrace	Between EFI and Lighting Warehouse & Electrical (North side of road)	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking
Bankhead Terrace	Between EFI and Lighting Warehouse & Electrical (South side of road)	No waiting at any time	No waiting at any time	No waiting at any time	NA	Narrow Road/Require access
Calder Road	Between Renault dealership and Burton's Biscuit Company	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads and close to main road

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PROJECT CENTRE

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Calder Road	Between Audi and Topps Tiles	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high turnover and minimal parking
Calder Road	Between Vauxhall car dealership and Audi car dealer	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads and close to main road

Appendix C



LEGEND

EXISTING ASSETS

	PRIVATE PARKING
	PRIVATE ROAD

EXISTING RESTRICTIONS

	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

	LOW TURNOVER
	MEDIUM TURNOVER
	HIGH TURNOVER
	SEPARATE TEXT BASED ORDER
	PROPOSED TTROs

PROPOSED RESTRICTIONS

	PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
	PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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Client
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
INITIAL PROPOSAL
OVERVIEW

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Sighthill Industrial Estate P & D Design AC-00			
Rev	-			



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TTROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

Page 526

Rev	Date	Description	Drn	Chk	App

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Client
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
INITIAL PROPOSAL
WORKSHEET 1 OF 3

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design AC-01	-			



Page 527

LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

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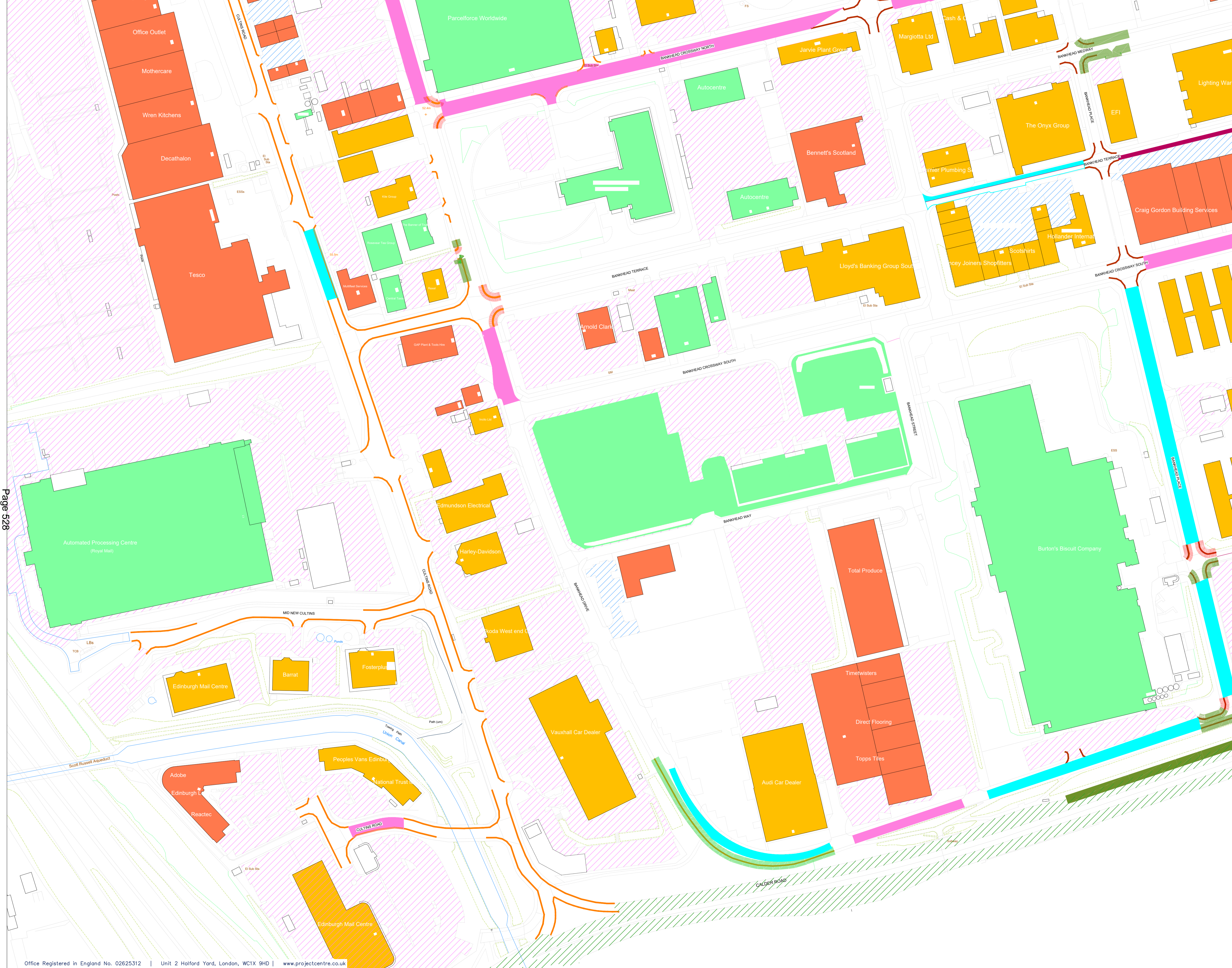


Client
Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
INITIAL PROPOSAL
WORKSHEET 2 OF 3

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design AC-02	-			



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LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TITROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
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Drawing Title
INITIAL PROPOSAL
WORKSHEET 3 OF 3

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Sighthill Industrial Estate P & D Design AC-03			
Rev	-			

Part B – Sighthill Industrial Estate – Conclusions and Recommendations

1. Background

- 1.1 The Strategic Review of Parking was designed primarily to identify parking pressures in residential areas, allowing the Council to identify where new parking controls might be required. Those controls would assist in combating commuter parking, encouraging commuters to switch to other forms of travel and assisting local residents and businesses by managing the demand for parking.
- 1.2 Of the ten areas that showed the greatest degree of parking pressure, nine were residential. The tenth area, sitting 9th overall of the 124 areas reviewed, was Sighthill Industrial Estate.
- 1.3 The conclusion drawn in the report considered by Committee on 12 September 2019 was that measures designed to address commuter parking could not be limited to residential areas alone, but should also look at areas like Sighthill Industrial Estate, seeking to discourage commuting into such areas where possible.
- 1.4 This appendix looks in greater detail at the potential for controls, based on the approved recommendations from the September 2019 report and, in particular, that consideration should be given to the introduction of partial controls designed to manage parking demand and reduce the incidence of commuter parking.

2. Proposal

- 2.1 The information gathered from the Strategic Review indicates high levels of parking pressure throughout the Industrial Estate. Observations on site suggest that the significant majority of available space is occupied through the working day, with little space available on-street for business visitors.
- 2.2 The report by Project Centre identifies businesses of a type that might benefit from on-street parking provision, whilst also identifying locations that could accommodate managed parking for longer stay use.
- 2.3 It is, therefore, proposed to introduce a mix of long and short stay parking that would operate between 07:30 to 17:30 Monday through Saturday inclusive, and that the rate of charge for such parking places would be:
 - £1 per hour, for parking places with a 2-hour maximum stay; and
 - £1 per hour, with a maximum payment of £4 for a maximum stay of 10 hours.
- 2.4 The proposed charges are lower than those that can be found for similar parking with the CPZ. While it might be considered that the charges for

parking should be consistent, on the basis that generally the same service is being offered regardless of location, there is already precedent for setting charges based on relative demand. In the city centre, for example, charges are higher, reflecting the higher levels of demand for the available space. Higher prices help to manage that demand and encourage turnover. Move further from the city centre, into areas where demand for space can be lower and the parking charges are also lower.

- 2.5 On that basis, it is proposed to set charges at an initial level, but that usage levels within the parking places be carefully monitored in order to ensure that the proposed controls are having the desired effect of managing demand.
- 2.6 Further monitoring work will also be required in the neighbouring Calders and Sighthill areas in order to ensure that parking does not simply migrate to those areas.

3. Extent of parking

- 3.1 The purpose of the proposed controls is to introduce an element of parking management into an area that is currently subject to no demand management and to assess the results of that management.
- 3.2 It is therefore proposed that parking controls be introduced on a limited basis in each of the locations identified in Appendix B of the report prepared by The Project Centre. Additional design work will be required to identify suitable locations for the proposed parking places and to determine an allocation of space for each parking place.

4. Payment Options

- 4.1 It is proposed that no ticket issuing machines be used for any of the proposed parking places and that Ringgo will be the only available means of payment offered.
- 4.2 A small number of cashless only ticket machines will be considered if it can be shown that the layout of parking supports the use of single machines by multiple parking places.

5. Recommendations

- 5.1 The recommendations are to:
- 5.2 Move to a detailed design of the layout of parking places, at locations as described in the report by The Project Centre;
- 5.3 Once that design is complete, commence the statutory process to introduce those parking places;
- 5.4 Set parking charges for the parking places as per Appendix 9 to this report.

Appendix 9 – Setting of Charges

This appendix details the charges that will apply throughout the proposed Controlled parking Zones within Phase 1 of the rollout of the proposals arising from the Strategic Review of Parking.

This appendix also details the charges that will apply within Sighthill Industrial Estate.

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		0 to 100 g/km	101 to 150 g/km	151 to 185 g/km	186 to 225 g/km	226+ g/km
Permit 1	3-month permit	n/a	£38.00	£43.00	£55.00	£83.00
	6-month permit	n/a	£70.00	£76.00	£98.50	£154.50
	12-month permit	£35.50	£109.00	£127.50	£164.00	£264.50
Permit 2	3-month permit	n/a	£48.00	£57.00	£71.00	£105.00
	6-month permit	n/a	£86.00	£103.00	£129.00	£198.50
	12-month permit	£45.00	£139.00	£162.00	£202.50	£331.00

- 1.3 However, proposals arising from the Parking Action Plan made amendments to the pricing structure, moving from the 5-band structure shown above to 7 bands. Amendments were also proposed to the pricing structure itself, including changes to the differential between first and second permits.
- 1.4 At the time of writing, the revised permit prices and structure are not yet in place. They are, however, expected to come into effect during spring of 2021, with Committee having approved the making of the traffic order that will bring in those changes at its meeting in February 2020.
- 1.5 As such, the charges that should be applied within the Phase 1 area (subject to the completion of the required traffic order/s) are as contained within the Parking Action Plan traffic order (reference TRO/19/29). The charges that are being set, and that will be advertised, are as shown in Table 2, below.

Table 2: Proposed Resident Permit Charges for Zones N6, N7, N8, S5, S6 and S7

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

- 1.6 In addition to the prices shown in Table 2, 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.
- 1.7 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.
- 1.8 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.

- 1.9 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.
- 1.10 The charges associated with the Diesel surcharge, and the conditions which will apply, are shown in Table 3, below.

Table 3: 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

- 1.11 It should also be noted that, should CPZ be introduced in the Phase 1 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.
- 1.12 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 1 proposal will also be subject to that increase. How those increases are calculated and applied will be dependent on the implementation dates for Phase 1, with it being possible that the charges could initially be introduced at the rates shown in Table 2, 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. Table 4 further shows the parking charges that are proposed within Sighthill Industrial Estate.

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)
N6	Abbeyhill			✓		£2.50	✓	£1	£4
N7	Pilrig / Leith Walk		✓	✓	✓	£2.50	✓	£1	£4
N8	Leith / North Leith		✓	✓	✓	£2.50	✓	£1	£4
S5	Shandon		✓	✓	✓	£2.50	✓	£1	£4
S6	Gorgie / Gorgie North		✓	✓		£2.50	✓	£1	£4
S7	B8	✓		✓		£2.50	✓	£1	£4
	Areas Covered	1	2	4	6	Rate of Charge (Note 1)	10 (All day)	Rate of Charge (Note 2)	Max Charge (Note 3)
	Sighthill Industrial Estate	✓				£1.00	✓	£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, or in the case of Sighthill Industrial Estate, 10 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 £2.50 per hour, which will mean that the charge for a Visitor Permit is to be set at £1.65 per permit. Permits are currently sold in books of ten, making the cost of a book of permits £16.50. 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 (£0.82 per permit, £8.20 per book).
- 3.4 It should also be noted that there is a separate report on Visitor Permits being considered at Committee on 28th January 2021. That report would see an alternative system of Visitor Permits introduced. In the short term that system would operate in a similar way to the current scratchcard system, albeit using a system of electronic permits. That report further recommends 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 expected to be 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)	£410.00	£370.00
	Permit 2		£450.00	£410.00

Table 6: Charges for Business Permits

		Permit Duration	Charges	
			Diesel Vehicle	All other vehicles
Extended Zones	Permit 1	12 months (annual)	£410.00	£370.00
	Permit 2		£450.00	£410.00

Table 7: Charges for Garage Services Permits

Zones	Number of Permits	Permit Duration	Charges
	N6 to N8 and S5 to S7		1 to 3
4 to 7		£440	
8 +		£510	

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 th of the total cost of the permit	Equal to 1/6 th of the total cost of the permit	Equal to ¼ 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)	→	

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Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Network and Enforcement Management Improvement Plan

Executive/routine Wards Council Commitments	Executive All 15 , 16 , 17 , 19
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1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 notes the contents of the report and the positive progress made to date;
 - 1.1.2 notes the significant progress on completing the majority of the Roads Improvement Plan actions as detailed in Appendix 1; and
 - 1.1.3 agrees the Network and Enforcement Management Improvement Plan as detailed in Appendix 4.

Paul Lawrence

Executive Director of Place

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E-mail: gavin.brown@edinburgh.gov.uk | Tel: 07785 956 213

Network and Enforcement Management Improvement Plan

2. Executive Summary

- 2.1 The report supplements the [Roads and Transport Infrastructure Improvement Plan](#) approved by this Committee on 1 October 2020. That report set out progress made in delivering the outstanding actions contained within the Roads Improvement Plan and provided an update on implementation of the new organisational structure which is provided again for context in this report.
- 2.2 This report details new actions, within the Network and Enforcement Management Improvement Plan, that have been developed in conjunction with the implementation of the new organisational structure.

3. Background

- 3.1 The Roads Services Improvement Plan, approved on [10 August 2017](#), detailed actions designed to continuously improve the service, delivering a high-quality road network, enabling safe, free flowing travel around our network and protecting the overall appearance of the city.
- 3.2 The new Roads and Transport Organisational Structure went live on 3 August 2020. The Network and Enforcement Management Improvement Plan has been developed to enhance the improvements implemented by the new structure and to supplement the Roads Improvement Plan.
- 3.3 Committee was updated on [1 October 2020](#) on the Roads and Transport Infrastructure Plan and The Network and Enforcement Management Improvement Plan supplements that plan and the Roads Services Improvement Plan.

4. Main report

- 4.1 As detailed in Appendix 1, significant progress has been made in delivering the agreed actions of the Roads Services Improvement Plan.

- 4.2 The four outstanding actions remain a priority for both the Network and Enforcement Management Team and the Roads and Transport Infrastructure Management Team. The actions will be monitored and completed as soon as practicable.

Organisation Structure and Responsibilities

- 4.3 Significant progress has been made in re-defining the organisational structure within the wider roads and transport service. A new structure, detailed in Appendix 2, was implemented on 3 August 2020 and has created greater clarity of focus ensuring ownership of key issues.
- 4.4 The new structure creates two new distinct service areas, incorporating activities which were aligned elsewhere in the structure, alongside Localities and Strategic Transport service delivery areas. The areas of responsibility for each service, are shown in the Appendix 3.
- 4.5 The Covid-19 pandemic and the Council's response to the situation led to a delay in implementation and there are still vacancies to be filled within the Network and Enforcement Management Team.
- 4.6 The vacancies cover both technical and front-line roles. Ring-fenced recruitment for those in scope of the review will continue to conclusion and then any remaining vacancies will be considered as part of the Council's normal recruitment process. It is hoped that the team will be fully populated by late Summer 2021.
- 4.7 In areas where there are vacancies, the teams have worked together to implement short term measures to provide cover until recruitment can be completed. This has proven particularly important in the Roads Permits and Occupations team.

Network Management and Enforcement

- 4.8 The Network Management and Enforcement Service is responsible for the management of how people use our road network, overseeing the city's transport network for all users, no matter the mode of transport.
- 4.9 This new service coordinates large scale roadworks and events, manages compliance with the New Roads and Street Works Act (1991), delivers port facility security, parking enforcement, traffic regulations, Intelligent Traffic Systems (including the maintenance and programming of all traffic signals and provision of Traffic Information) and street and environmental enforcement.
- 4.10 The integration of all transport enforcement responsibilities, parking enforcement, road works enforcement and street and environmental enforcement, into a single service creates an intelligence driven approach to enforcement with a common goal and shared understanding between teams.
- 4.11 Once the service has fully bedded in and the Covid-19 Pandemic is controlled the new approach to enforcement will result in better compliance and an improved network for all users.

Governance

- 4.12 A steering/working group has been set up to oversee the development and implementation of the Network and Enforcement Management Improvement Plan.
- 4.13 The Network Management and Enforcement Manager will take the lead in the delivery and progress of the improvement actions.

Performance Improvements

- 4.14 The new structure provides a single service to focus on coordinating all activity on our road and pavement network, covering everything from permit requests for a scaffold, hoarding, excavations or skips and Temporary Traffic Regulation Orders (TTRO) requests through to major traffic diversions.
- 4.15 Resources within the Customer Services and Business Support teams have been realigned, particularly within the Citywide Co-ordination team, to ensure consistency of delivery with dedicated co-ordination responsibilities and timely updates to members of the public, Utilities and stakeholders such as the Scottish Roadworks Commissioner.
- 4.16 Plans are ongoing to procure a next generation Urban Traffic Management and Control (UTMC) common database system which will allow better sharing of network data and real time information within the Council and with the public. This will result in significant customer service improvements as stakeholders will receive accurate and up to date information at the point of contact.
- 4.17 Plans around the new UTMC system will also help to successfully achieve outstanding action number 8, 'Investigate the potential to create a control room operation involving staff from the service, Customer Services and Business Support to ensure appropriate action on issues', of the Roads Improvement Plan.
- 4.18 A new Senior Engineer has been appointed in the Intelligent Traffic Systems Maintenance team ensuring that the high standard of traffic signal maintenance continues to be achieved. The team continues to work on a shift basis whilst maintaining a stand-by function which is realising the agreed savings in overtime claims.
- 4.19 The Street and Environmental Enforcement team have been restructured with a clearer focus on effectively achieving compliance with regulations relating to dog fouling, littering, A-Boards, tables and chairs (relating to hospitality), abandoned vehicles and domestic and trade waste.
- 4.20 As part of this restructuring three new teams, working in shifts, are focussing on different parts of the city, new uniforms have been issued and, despite complications associated with the Covid-19 Pandemic, staff have been deployed since June 2020.

- 4.21 Within Parking Operations, the Parking Development team has been expanded to incorporate some of the parking related services transferring from the locality teams, introducing service efficiencies and allowing the newly restructured Traffic Regulation Order (TRO) team to focus on timely delivery of necessary TROs. These changes will also achieve clarity of purpose, delivering a holistic approach to parking across the city through initiatives such as the Strategic Review of Parking and the development of a new Parking Action Plan that closely aligns with the principals of the City Mobility Plan.
- 4.22 The implementation of the new Roads and Transport Organisational Structure on 3 August 2020 has highlighted the possible need for the creation of a dedicated Traffic Management team to deal with some network management issue previously allocated to the Locality teams.
- 4.23 Until plans for this team are progressed and staff return to business as usual duties, after the danger associated with Covid-19 Pandemic has reduced, an ad-hoc team of professionals with Locality based transport knowledge has been created to deal with coordination of network management. This team has improved relationships with key stakeholders, including Public Utilities, during a challenging time and have delivered a key customer service and professional function in relation to Roads Permits and Occupations in particular.

Improvement Plan Assurance

- 4.24 As part of the Council's Internal Audit programme, an audit of the Roads Services Improvement Plan was undertaken and completed in August 2019. This audit focussed on the overall assurance of the plan and the wider performance framework across Roads Services.
- 4.25 This audit was reported to Governance, Risk and Best Value Committee on [13 August 2019](#). Whilst the audit noted several areas of good practice and the improved performance in the service, it did also recommend that the Roads Services Improvement Plan should be reviewed and re-based given the length of time that has passed since the original draft and the better understanding that officers now have of what improvements need to be made.
- 4.26 As a result of this recommendation the new Network and Enforcement Management Improvement Plan has been developed, as detailed in Appendix 4.
- 4.27 This new plan has taken a more strategic approach when developing actions in order to meet all the current demands on network management and enforcement.
- 4.28 The following table summarises the development of each new action:

Strategic Area Identified for Improvement	Action No.	Action
Team Plan.	1	Develop Service Team Plan and individual team plans for all functions within service.
Consistent approach to enquiries.	2	Develop business case for Traffic Management team and appropriate administrative support.

Urban Traffic Management and Control (UTMC) Common Database.	3	Ensure ERDF and Council funding is used to deliver a class leading Intelligent Traffic Systems (ITS) suite
Parking Action Plan (PAP).	4	Review outstanding actions from current PAP and develop a new PAP in alignment with the new City Mobility Plan (CMP).
Street and Environmental Enforcement.	5	Implement an Intelligence based enforcement approach.
Sale and Display of Goods.	6	Develop a robust enforcement process for the Sale and Display of Goods on the pavement.
Upgrade of traffic signals to energy efficient LED.	7	Review of Traffic signals with High Intensity (HI) Optics.
Traffic Signals Upgrade.	8	Identification of sites which can easily upgraded using reclaimed equipment from tram works and recent upgrades.
ITS Operations Guides.	9	Combine and update ITS Operations guides.
Roadworks inspections and network coordination.	10	Prepare business case for moving to paperless app based inspection methodology for roadworks and network coordination.
Electric Vehicle Charging Infrastructure.	11	Deliver 66 chargers, 132 charging bays, located at 13 sites across the city.

5. Next Steps

- 5.1 The following actions that remain open from the existing Improvement Plan will be kept open and progress continually monitored until complete:

Action No.	Action Description
8	Investigate the potential to create a control room operation involving staff from the service, Customer Services and Business Support to ensure appropriate action on issues
12	Focus on carriageway and footway inspections to ensure they are kept up to date
18	Reduce the number of outstanding street lighting defects
28	Develop a suite of schedule of rates for the newly established Road Service operations

6. Financial impact

- 6.1 There is no financial impact associated with this report. The new operating structure has been funded within the existing budget and any improvement actions are required to be contained within current resource allocations.
- 6.2 It is anticipated that the implementation of the improvement actions will enable the Council to enhance enforcement of all network management regulations, resulting in improved compliance. This will reduce the cost to the Council for remedial and improvement works and should ensure that the Council maintains income from enforcement activity.

7. Stakeholder/Community Impact

- 7.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.
- 7.2 The investment in the city's network management and enforcement has a positive impact for all users, particularly older people and those with a disability.
- 7.3 There are no significant sustainability implications expected as a result of approving the recommendations in this report.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 - Roads Improvement Plan
- 9.2 Appendix 2 - Roads and Transport Organisational Structure
- 9.2 Appendix 3 - New Structure - Roles, Responsibilities and Contact Details
- 9.4 Appendix 4 - Network and Enforcement Management Improvement Plan

Roads Improvement Plan

Action Point	Action	Target Date	Completed Date	Forecast Date	Led by	Comments	Dependencies	Status
Organisational Structure								
1	Road Service Operations	Create a single service to manage and maintain all elements of the road asset maintenance/renewal cycle	Mar-18	Aug-20		Head of Place Management	This has been accommodated in the overall structure realignment. The new structure came into effect on 3rd August 2020.	Closed
2	ERS Operating Model	Re-align the ERS service to respond to visible defects on the road network	Dec-17	Aug-20		Roads Operations Manager	<p>The ERS (now Roads Operations) Structure has been reviewed and agreed by HoS and was implemented on the 3rd August 2020.</p> <p>The new structure brings together the design and delivery elements for all revenue-based roads maintenance into a single co-located team more able to react to the defects on the network.</p> <p>The structure aligns the revenue and capital maintenance teams to better align and optimise both streams.</p> <p>These changes have been considered alongside Confirm Asset Management System requirements which will be updated at the end of the review recruitment.</p>	Closed

3	ERS Budget Structure	Move the ERS budget from being a trading account to a general fund revenue account	Apr-18	Aug-20		Roads Operations Manager and Finance	<p>Budget for revenue maintenance works has been centralised within the new team structure and has been allocated into new functional centres to better monitor costs on the main ledger.</p> <p>Recharge mechanism for external and capital works still exists.</p> <p>Further system works are ongoing (2020/21) to further simplify the recharge mechanism but is interlinked with specialist IT interdependencies.</p>		Closed
4	Network Management	Create a single service to coordinate all activity on the road network (permits, TTROs, diversions etc)	Mar-18	Aug-20		Head of Place Management	This has been accommodated in the overall structure realignment. The new structure came into effect on 3rd August 2020.		Closed
5	Locality Teams	Ensure sufficient resource remains in our Locality Teams to allow them to deliver road enhancements in consultation with Elected Members and local communities	Mar-18	Aug-20		Head of Place Management	This has been superseded by the new structure where a team has now transferred into the Transport Contracts and Design team but will deliver road enhancements in consultation with Elected Members and local communities. All these staff are currently seconded to Spaces for People and Road Work Co-ordination.		Closed
Customer Service									
6	Enquiry Owners	Review all enquiry types and designate responsible officers/teams for each type of enquiry	Oct-17	Aug-20		Network and Infrastructure Manager	<p>Network and Transport Managers undertook a comprehensive review of activities and enquiries and developed an Activity Matrix defining areas of responsibility.</p> <p>The Activity Matrix has been reviewed against the existing Enquiry subjects within Confirm and reallocated to the various departments.</p>		Closed
7	Customer Enquiries	Work with Customer Services colleagues to improve enquiry handling/resolution	Oct-17	Aug-20		Customer Services/ Roads Services/ Business Support	A contact list (with roles and responsibilities for each team) and structure hierarchy was circulated to Customer Services/Call Centre, Elected Members, internal staff and selected external organisations 3rd August, so that they know who to contact for any queries on the enquiry subject.		Closed

8	Enquiry Tracking	Investigate the potential to create a control room operation involving staff from the service, Customer Services and Business Support to ensure appropriate action on issues	Dec-17		T.B.C.	Head of Service in liaison with Network Management and Enforcement Manager	This is a longer-term piece of work to develop and set up a city centre control room covering not only Roads but also Waste and Cleansing, and CCTV. This will form part of the Network Management and Enforcement Improvement Plan.		Open
Road Safety Inspections									
9	Roads Inspector Team	Re-align the Roads Inspector function to work alongside the Roads Asset Management Plan	Nov-17	Aug-20		Head of Place Management	This has been accommodated in the overall structure realignment. The new structure came into effect on 3rd August 2020.		Closed
10	Inspection Recording	Improve the process for recording inspections and defects	Dec-17	Dec-17		Asset and Performance Manager	Confirm has been amended to support this improvement.		Closed
11	Training	Deliver refresher training for all Roads Inspectors	Oct-17	Mar-20		Asset and Performance Manager	Inspector training on Confirm is complete. Training relating to defect classification being developed. Training for all Inspectors was undertaken in March 2020. Training has been arranged to take place in March 2020. All inspectors will attend the training which will result in registration on the IHE register of approved roads inspectors		Closed
12	Inspection Compliance	Focus on carriageway and footway inspections to ensure they are kept up to date	Oct-17		Dec-20	Asset and Performance Manager	Links to Action Point 11. A schedule of inspection routes is being developed.		Open

Defect Repairs										
13	Aim for Right First Time Road Defect Repairs	Ensure all squads are properly equipped to carry out permanent first-time repairs wherever possible	Sep-17	Aug-20		Roads Operations Manager	<p>100% of the capital works are Right First Time and squads have the plant and training they require.</p> <p>100% of the Hotbox Squad works will be Right First Time - With additional revenue money the plan is to expand the number of squads.</p> <p>c. 95% of Hard Landscaping defect Right First Time - squads have the plant and training they require (Note on account of availability of specialist materials or TM requirements it is impossible to be 100% on immediate safety defects).</p> <p>Smaller response squads are now set up to deliver perm repairs - where the road defect is suitable to accommodate this and there is budget to do so.</p> <p>Training framework in place to ensure that all squads have the correct training.</p> <p>Plant framework has been renewed to ensure that the required plant is available.</p> <p>Once new structure is in place Ass. Ops. Manager to continue to drive performance</p>			Closed
14	Follow Up Repairs - Road Defects	Develop a process to follow up with permanent repairs when temporary repairs are required in the first instance	Sep-17	Apr-20		Roads Operations Manager	Processes developed within Confirm to create and schedule a follow up job where required and where there is sufficient resource and budget to support.			Closed
15	Programming and Scheduling of Road Defects	Schedule defect repairs in the most efficient manner and provide key health and safety documentation to squads	Oct-17	Aug-20		BSS Manager/ Roads Operations Manager	New structure in place supporting clear responsibility for tasks, new implementation of national SCOTS guidance gives increased timeframe to plan and undertake repairs more efficiently. All defects managed through Confirm Asset Management System and Work zone scheduling to be overseen by Assistant Ops Manager and Programme Officer at weekly review.			Closed

16	Guardrail Repair and Replacement	Allocate resources to repair the large number of defective guardrails across the city	Dec-17	Aug-20		Head of Place Management	<p>Roads Operations will be the asset owner for guardrail and will update the inventory over time.</p> <p>Ongoing maintenance of these will be undertaken by the Councils in-house blacksmith resource at the direction of Roads Operations.</p> <p>The default position is to remove rather than repair guardrail, following the approved guardrail assessment process. Roads Operations have allocated the necessary resources to remove the defective guardrails.</p>		Closed
17	Settled Street Repairs	Ensure adequate internal capability to properly repair defects on settled streets.	Mar-18	Mar-19		Roads and Transport Infrastructure Manager / Transport Contracts and Design Manager	<p>Roads Operations have the skillset and resources to carry out settled repairs on small panels (c. 1-5m²), but not larger areas. Typically, the areas of sett failure are much bigger than 5m².</p> <p>For areas greater than 5m², normally this requires full carriageway reconstruction, the design and delivery of which can be undertaken internally by the Transport Contracts and Design team, funding permitting.</p>		Closed
18	Street Lighting Defect Repairs	Reduce the number of outstanding street lighting defects	Mar-18		Oct-21	Street Lighting & Traffic Signs Manager / Business Support	<p>Data cleansing of faults will always be an ongoing action.</p> <p>Procedures are now in place to ensure that data cleansing of faults is undertaken in conjunction with the Energy Efficient Street Lighting Programme, due for completion in October 2021.</p>		Open

Workforce Management									
19	Nightshift	Evaluate effectiveness of the nightshift service and consider improvements	Aug-17	Jan-20		Roads Operations Manager	<p>Review of Nightshift operations has been completed. Findings show that the Roads Nightshift team provides a valuable service and offers flexibility for service delivery.</p> <p>Findings of the review to be progressed (i.e. consultation required on changes to working hours, changes to line management arrangements and mechanism for delivering staff training).</p>		Closed
20	Increased Investment in resources	Invest in training and engagement for all staff, in addition to providing equipment and leadership to support people in their role.	Sep-17	May-19		Learning and Development / Roads Operations Manager	<p>Roads Operations undertook a full training assessment and developed a training matrix. A training framework has been procured and is being rolled out on a continuous basis, to maintain effective training levels.</p> <p>Plant and driver training has also been sourced to improve the effectiveness of the service.</p> <p>Annual Conversations used to identify areas of growth.</p>		Closed
21	Working Patterns	Review current working patterns ensure the service delivery is aligned to demand	Apr-20	Apr-20		Roads and Transport Infrastructure Manager / Roads Operations Manager	<p>Roads Operations workstreams were reviewed, requirements identified, and initial options appraised.</p> <p>The existing Street Lighting Nightshift Arrangement is being replaced with a Backshift Arrangement, to provide additional staff during the day.</p>		Closed

22	Apprenticeships	Rollout a full apprenticeship programme within Roads Services to develop young people in our workforce and ensure that we have the right skill sets in the future	Apr-18	Apr-18		Learning and Development / Roads Operations Manager	<p>Provider identified for Apprentice Roadworkers training for Roads Operations. Apprentices have been built into the structure and are being actively progressed through scheme on an annual basis ongoing.</p> <p>Agreement in place with Edinburgh Building Services to extend the programme for Electrician Apprentices to include experience with Street Lighting and extend the scope of job opportunities once qualified.</p>		Closed
23	Service Contract for Street Lighting Repairs	Develop a Service Contract with appropriate suppliers to provide skilled street lighting operatives.	Apr-20	Apr-20		Street Lighting & Traffic Signs Manager	Recruitment to vacant posts of Approved Electrician and Public Lighting Operatives ongoing, with Agency staff used as a short-term arrangement. Road Maintenance Framework Agreement includes provision of operatives for street lighting maintenance.		Closed
Fleet and Depots									
24	Fleet Maintenance	Consider current use of maintenance bay at Bankhead to avoid the downtime of vehicles travelling to Russell Road Depot	Oct-17	Sep-20		Strategic Asset Management / Fleet Manager	The review has concluded that there are benefits to both Roads and Waste & Cleansing (neighbouring depot) to moving fleet servicing to Bankhead. This has been agreed as part of the Depot Rationalisation project and is moving forward with separate programme of works.	Review complete - physical works still to be delivered at both depots	Closed

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25	Depot Review	Review the requirement for three depots for roads and develop a rationalisation/improvement strategy	Dec-17	Sep-20		Roads Operations Manager / Asset Strategy Manager	<p>The review has been completed and the depot requirements have been set at 2 depots - primary depot at Bankhead in the West and secondary depot at Black ford in the East, with a strategic salt store at Longstone. Barnton depot has been closed and is being rented by Estates, the team has been fully integrated into Bankhead depot and the wider team is benefiting from improved communication coordination.</p> <p>Part of the review identified the modification of Bankhead depot and modernising of Blackford depot.</p>	Review complete - physical works still to be delivered at both depots	Closed
26	Salt Storage	Ensure that adequate arrangements are in place to provide core and contingency salt stocks to support our winter maintenance activity	Sep-17	Sep-18		Roads Operations Manager / Asset Strategy Manager	Strategic arrangements and salt stocks are sufficient to support current winter weather activity.		Closed
Improved Business Processes									
27	Confirm Training	Extend training to staff and ensure Confirm is fully utilised	Oct-17	Dec-17		Confirm Board	Following completion of Confirm Health Check, improvements were made to the system. Training was developed for inspectors and ERS staff and was delivered in-house by Confirm Superuser		Closed

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28	Schedule of Rates (SORs)	Develop a suite of schedule of rates for the newly established Road Service operations	Dec-17		Oct-20	Roads Operations Manager	<p>Roads Operations operating model was reviewed with external auditor. Taking into account view to moving from (a trading account to a general fund revenue account - Link to 3) and the volume of large volume small value revenue works undertaken over a significant variation of work streams it was felt that SORs would be counterproductive. Instead a two-tier model has been proposed to be developed which will see larger more capital based schemes delivered on a cost-plus model and benchmarked against the market. Jobs will have hold points installed to ensure there is a cost estimate before commencement of works and costs are accurately captured at the end for comparisons. Variations will be detailed to cover change. For smaller value works, costs will be captured at a reasonable level of granularity to allow the formation of composite SORs that can be monitored over time and used for comparison if required.</p> <p>Model in draft format - to be completed October 20.</p>		Open
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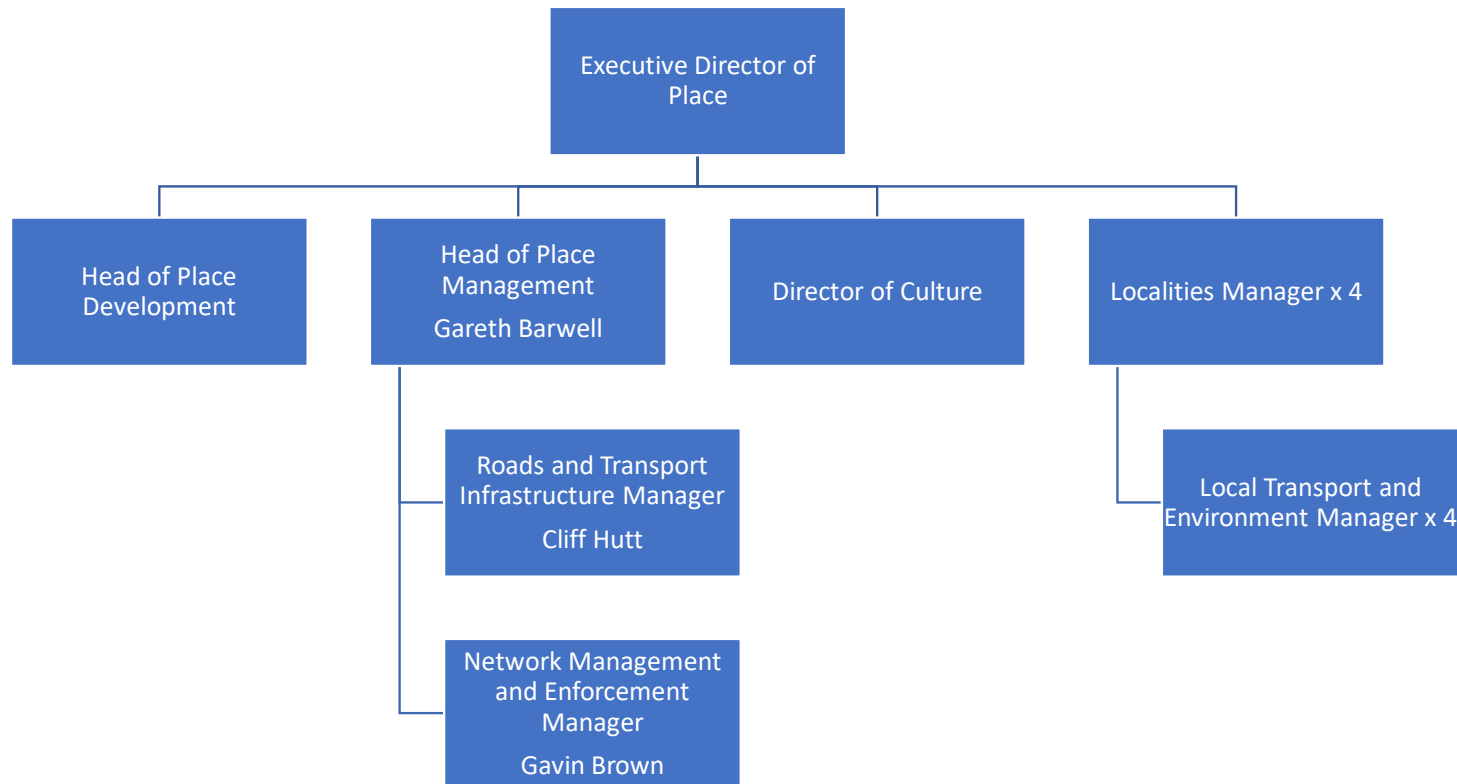
29	Winter Weather Treatment	Review the winter maintenance operation and ensure that the service achieves value for money	Aug-17	Sep-18		ERS Manager/Locality Managers	<p>Winter roster in place for this winter.</p> <p>Thermal Mapping has been arranged to gather information this winter.</p> <p>All managers involved in winter weather decision making have received training.</p> <p>Vehicle tracking has been installed on gritting fleet this winter.</p> <p>Information from Thermal Mapping will be used to introduce new domains next winter and gritting routes will be recorded on vehicle tracking system.</p>		Closed
Improved Asset Management									
30	Asset responsibility	Create a joint RAMP and Roads Inspection function	Dec-17	Aug-20		RAMP Manager	A list of assets and the teams responsible for their maintenance has been developed and is maintained by the RAMP Manager. This was implemented as part of the new structure on 3rd August.		Closed
31	Inspection and RAMP data	Develop a system to integrate road inspection data with RAMP data to inform optimal investment in our road asset	Mar-18	Sep-20		RAMP Manager	Spectrum spatial Analysis (SSA) has been implemented, allowing better integration of both Revenue and Capital data to inform investment.		Closed
32	Street Lighting Central Management System (CMS)	Include the provision of CMS in the energy efficient lighting contract	Jul-17	Jul-17		Street Lighting & Traffic Signs Manager	<p>Links to Action Point 36.</p> <p>The benefits of the CMS will be fully realised following completion of the ongoing EESLP in 2021.</p> <p>The benefits of the CMS will increase over the 35-month duration of the contract.</p>		Closed

Capital Delivery and Contract Management									
33	Prime contractor	Undertake market testing to assess the potential for the procurement of a single prime contractor to deliver all capital works	Dec-17	Aug-18		Roads and Transport Infrastructure Manager / Transport Contracts and Design Manager	Working group convened to design market testing questions and assessment. Visits were made to three local authorities to examine their respective delivery models. A Prime Contractor model was ruled out following these visits and after the liquidation of Carrillion.		Closed
34	Contract Management	Benchmark other Councils with prime contractors to determine the optimal contract management structure and roles	Feb-18	Aug-18		Infrastructure Manager/Commercial and Procurement	Working group convened to design market testing questions and assessment. Visits were made to three local authorities to examine their respective delivery models. A Prime Contractor model was ruled out following these visits and after the liquidation of Carrillion.		Closed
35	Contract Management	Following market testing and benchmarking, if appropriate, seek Committee approval, develop a contract specification, advertise and procure a prime contract before implementation	Apr-19	Aug-18		Infrastructure Manager/Commercial and Procurement	<p>Following the market testing and benchmarking it was determined that the current Framework delivery model was the most appropriate in our circumstances when combined with some additional use of our in-house resource (Roads Operations).</p> <p>A need was identified for additional design resource to support the in-house design team. Experience gained following a preliminary tender via an open tender procedure on Scotland Excel did not prove entirely successful such that it was considered the best way to meet our requirements would be through a Term Service Contract with a single supplier (consultant).</p> <p>This is currently being progressed following some delays due to an increase in scope to include Structures and Flood Prevention requirements alongside resource issues within CPS and Infrastructure</p>		Closed
36	Street Lighting Project	Convert existing Street Lighting to energy efficient lanterns	Jun-21	Oct-21		Street Lighting & Traffic Signs Manager	The ongoing Energy Efficient Street Lighting Programme has been awarded and is scheduled for completion in 2021.		Closed

Roads and Transport Organisational Structure

1st September 2020

Senior Manager Structure



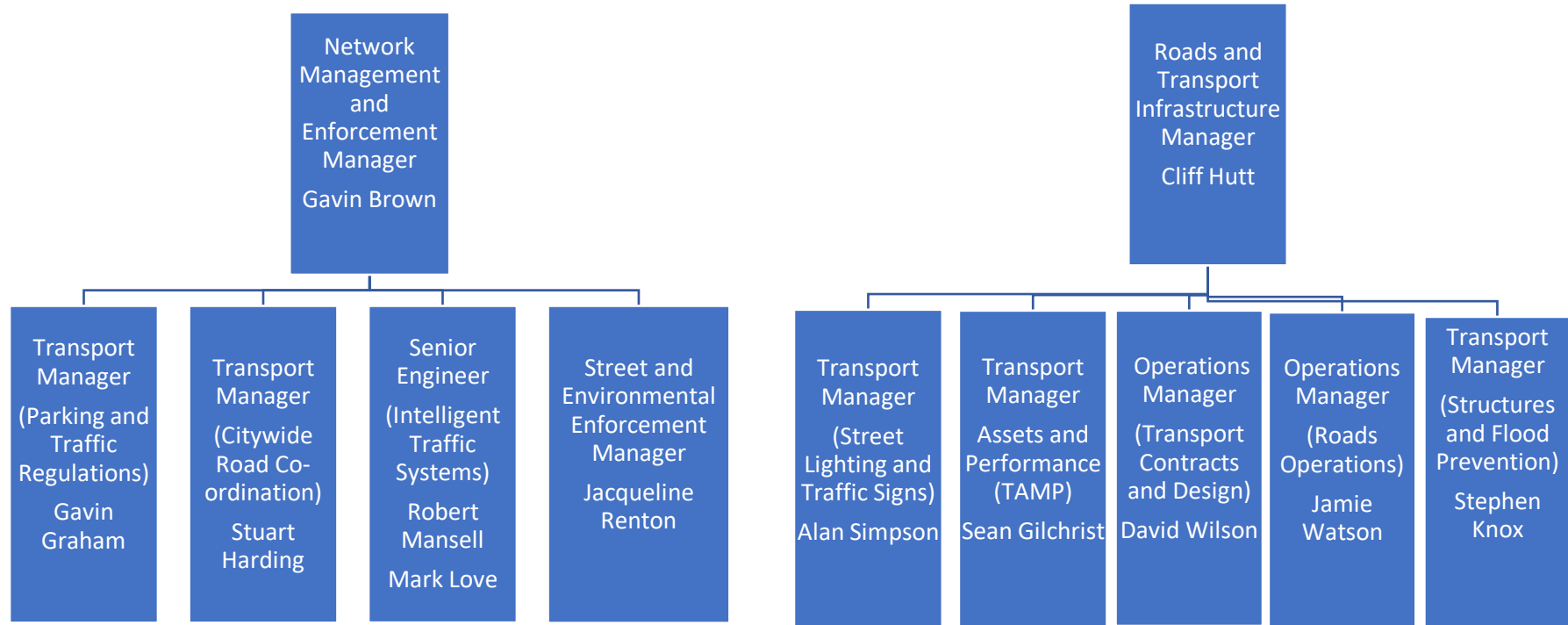
Localities

RGH
YOUR COUNCIL - YOUR FUTURE

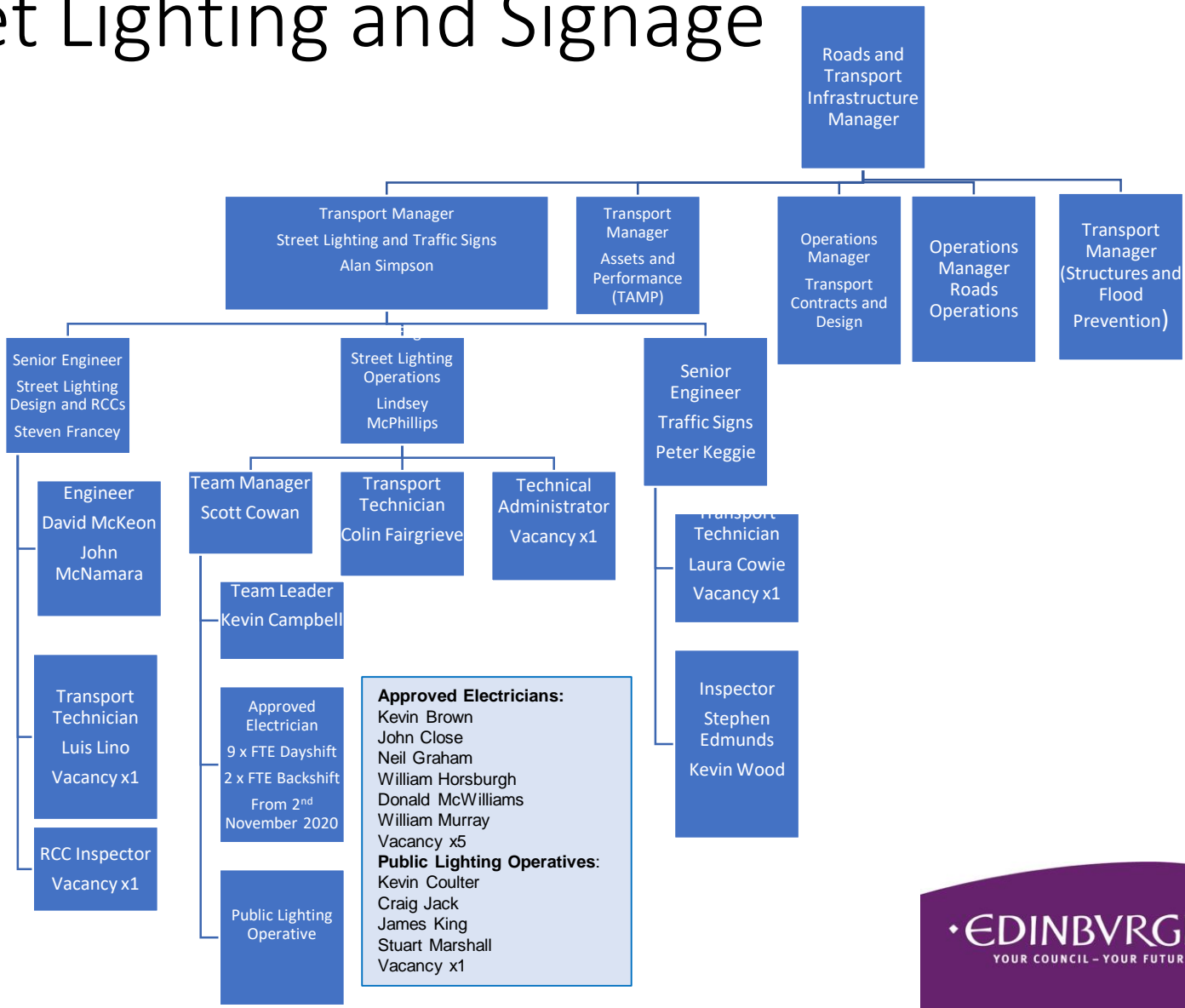
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3rd and 4th Tier Structure

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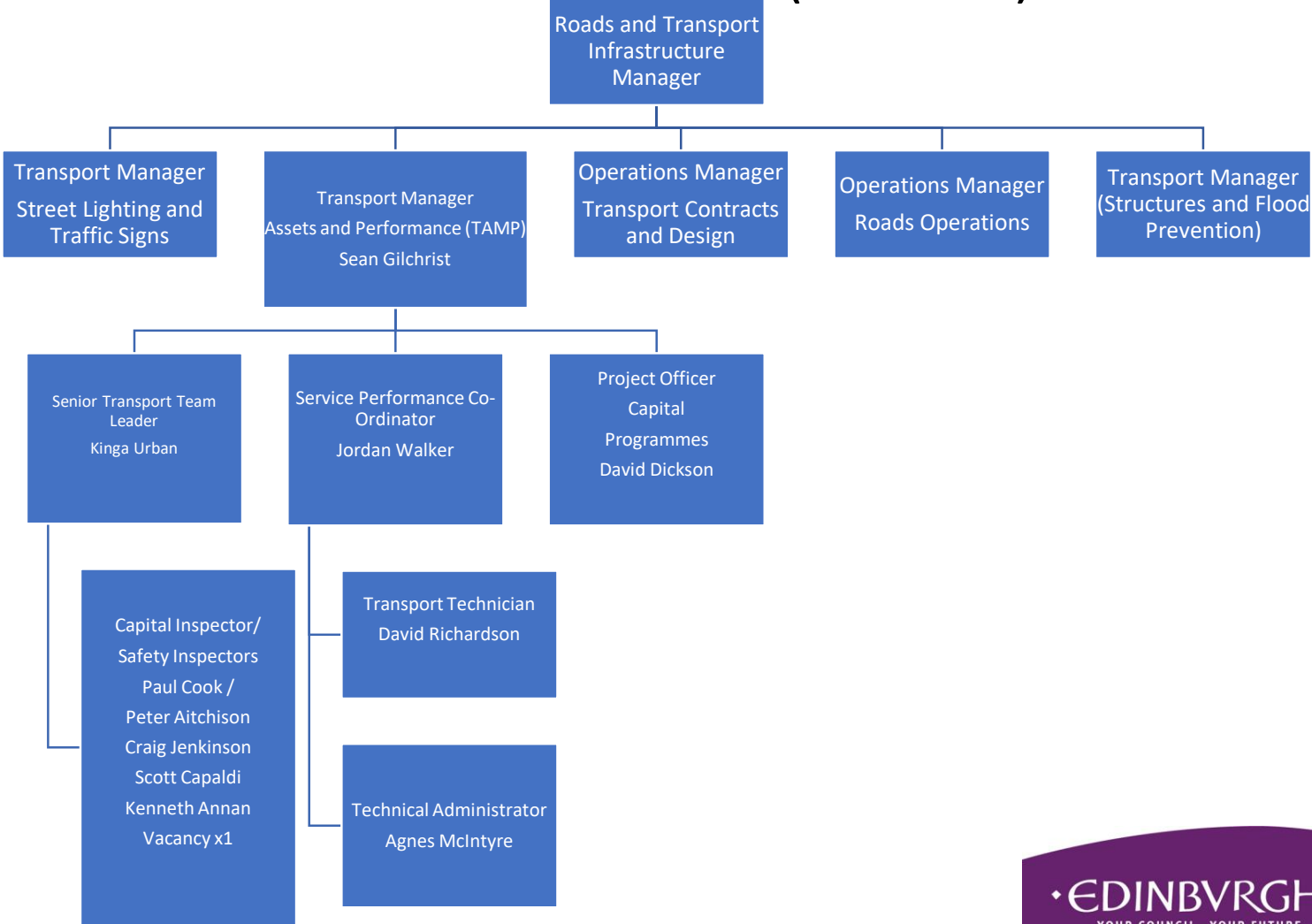


Roads and Transport Infrastructure Street Lighting and Signage



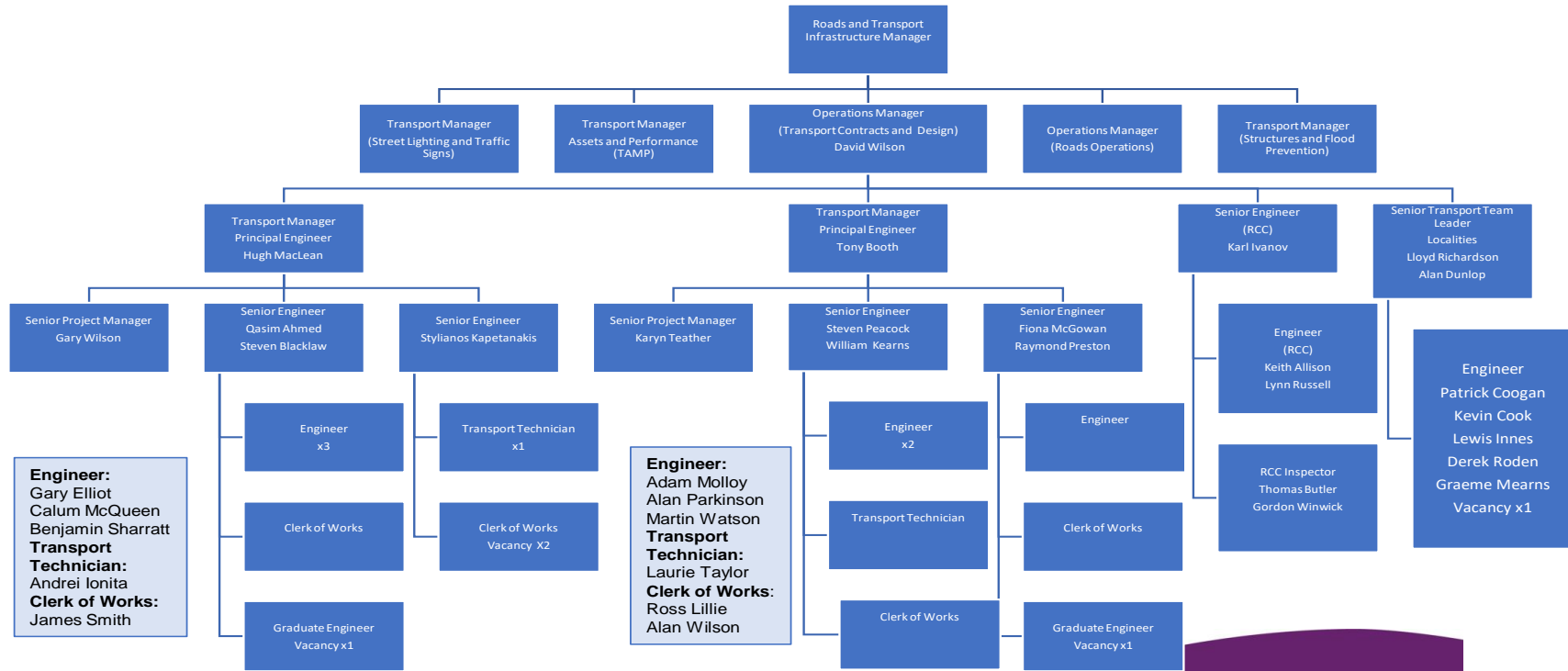
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Roads and Transport Infrastructure Assets and Performance (TAMP)



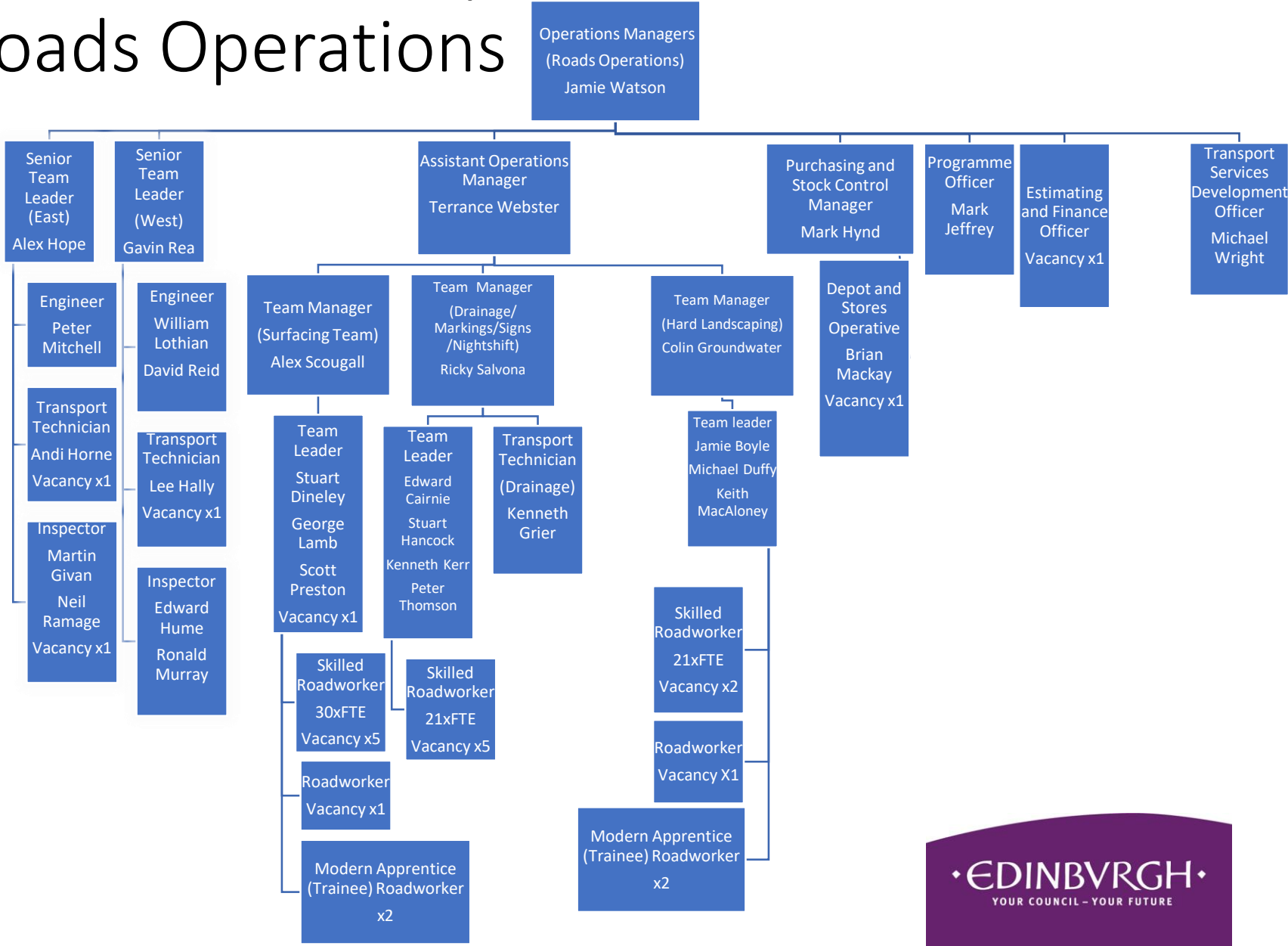
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Roads and Transport Infrastructure Transport Contracts and Design



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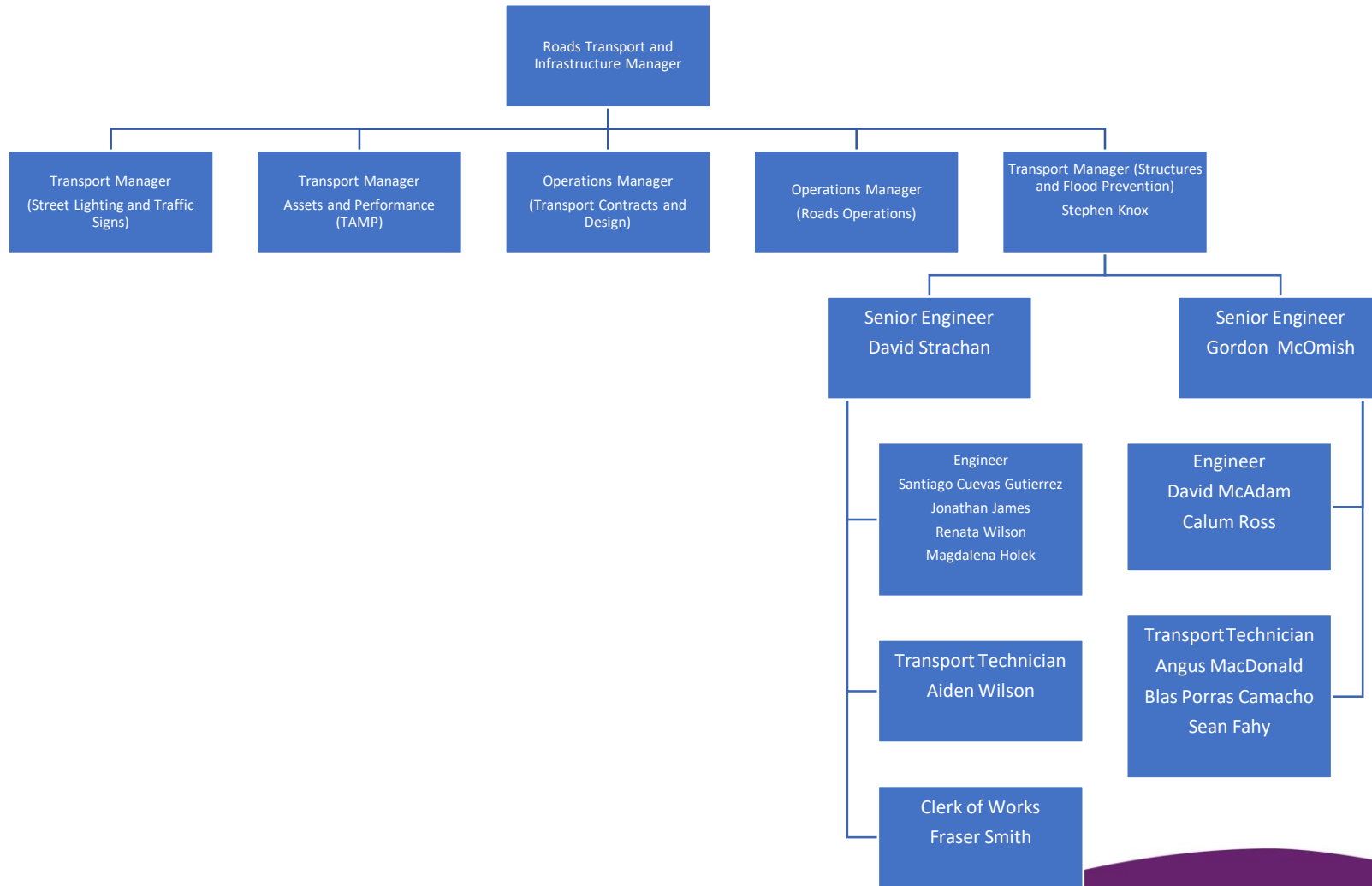
Roads and Transport Infrastructure Roads Operations



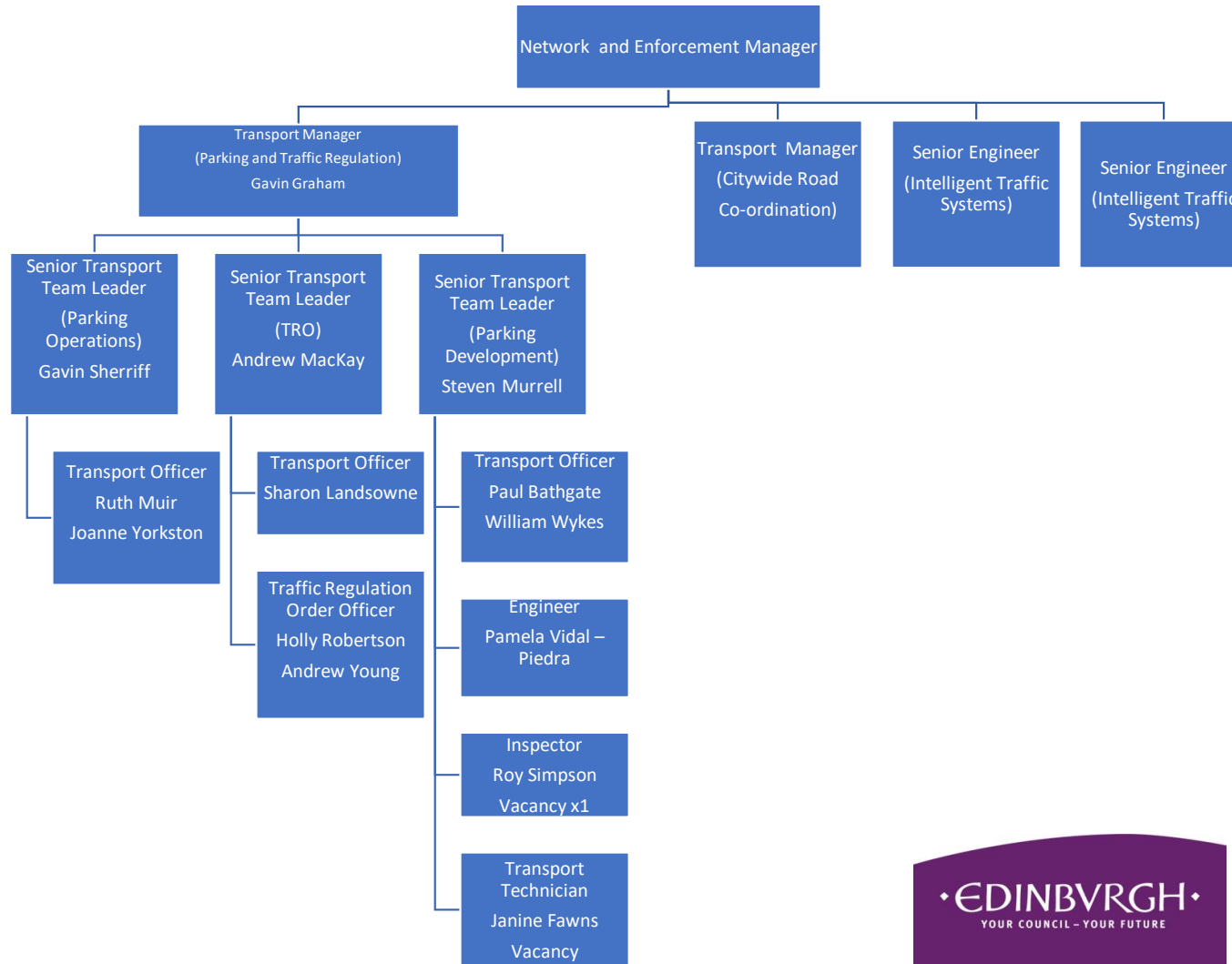
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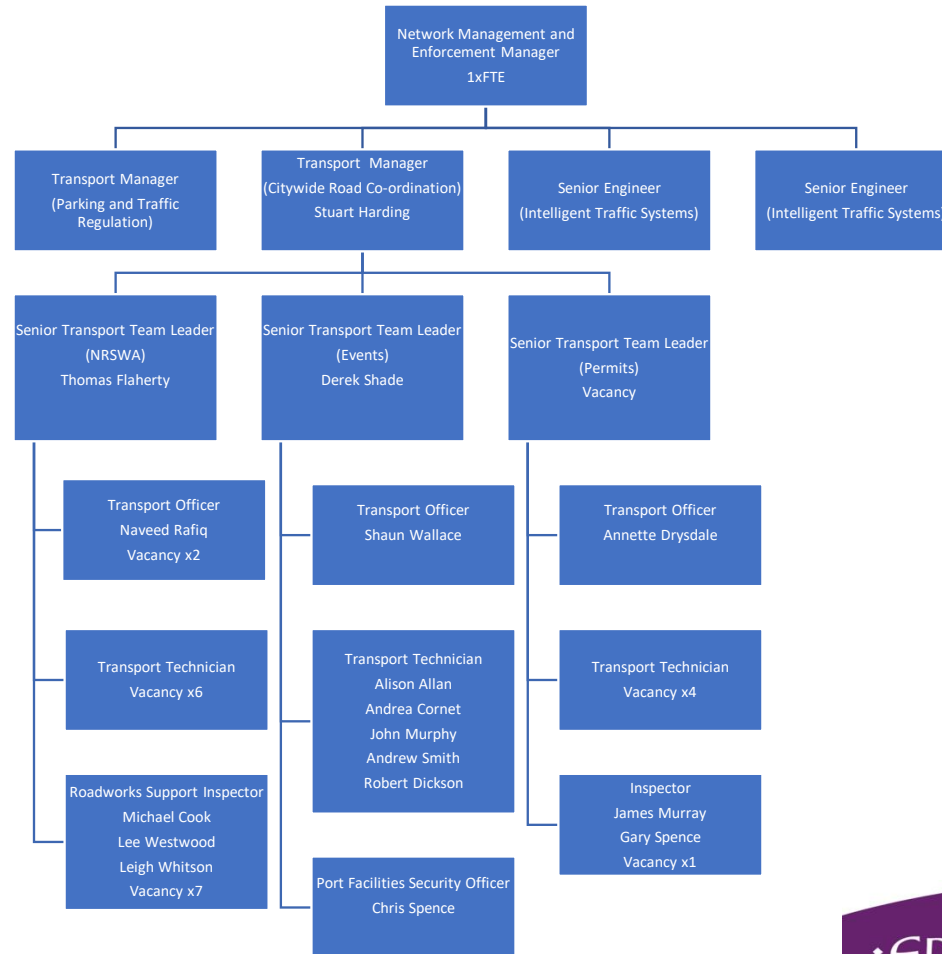
Structures and Flood Prevention



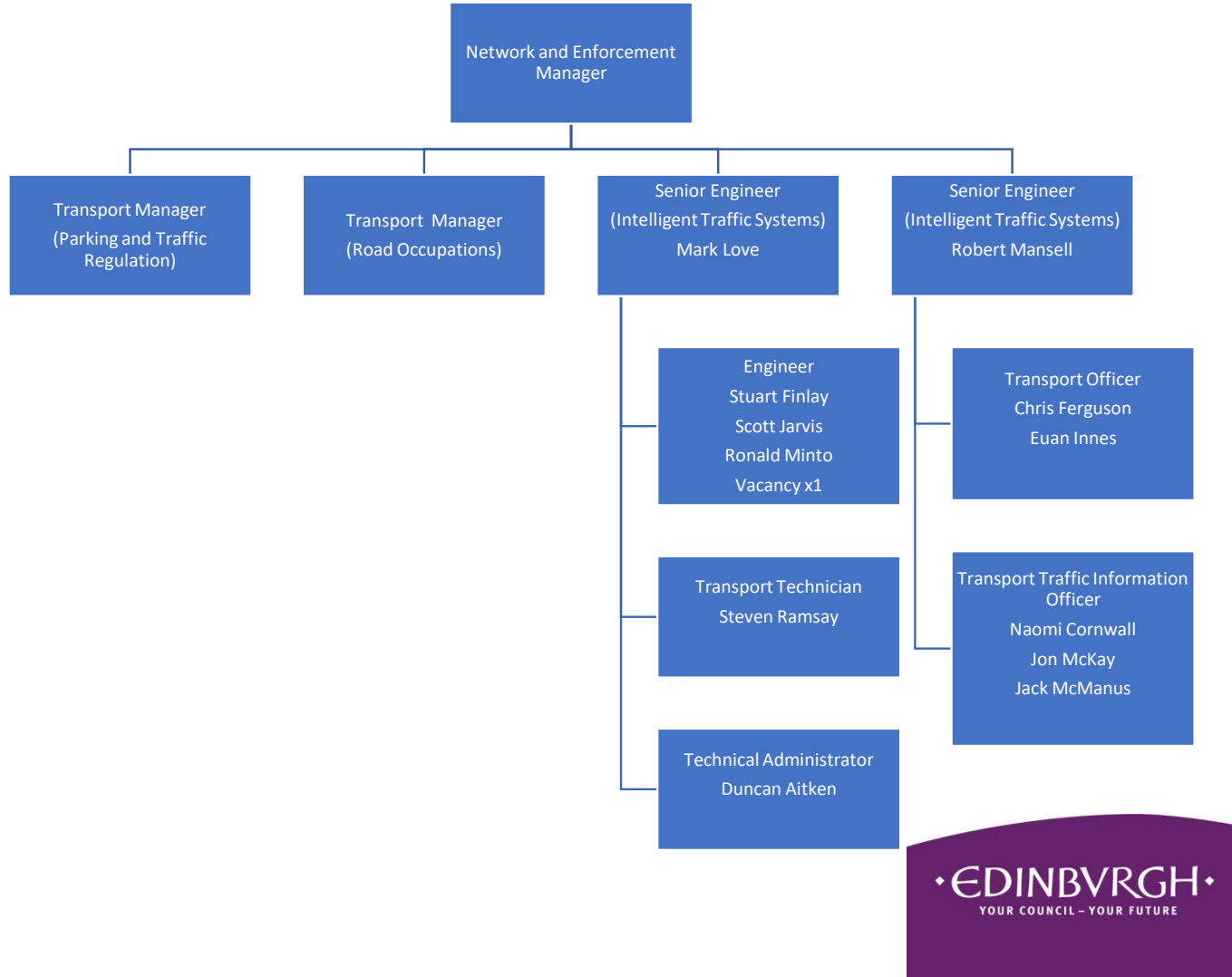
Network Parking and Traffic Regulations



Network Citywide Road Co-ordination

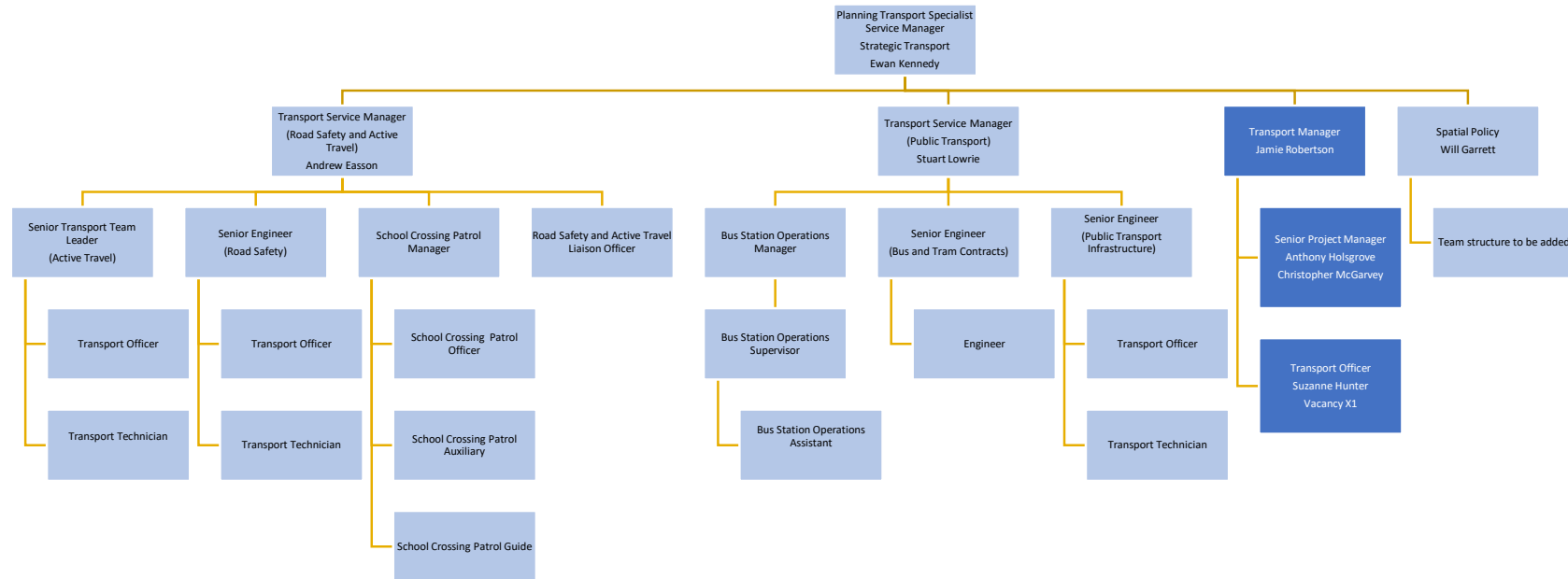


Network Intelligent Traffic Systems



Transport Structure Strategic Transport

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**ROADS AND TRANSPORT RESTRUCTURE
NEW STRUCTURE - ROLES, RESPONSIBILITIES AND CONTACT DETAILS
FROM 3RD AUGUST 2020**

There are three core service areas within the new Roads and Transport Structure:

Service Area	Service Responsibilities	Senior Manager	Contact Details
Network Management and Enforcement	Parking Operations and Traffic Regulation City-wide Road Co-ordination Intelligent Traffic Systems <i>Street and Environmental Enforcement</i> <i>Electric Vehicle Charging Spaces for People</i>	Gavin Brown	Email: gavin.brown@edinburgh.gov.uk Tel: 0131 469 3823
Roads and Transport Infrastructure	Street Lighting and Traffic Signs Asset and Performance (including the Transport Asset Management Plan) Transport Contracts and Design Road Operations Structure and Flood Prevention	Cliff Hutt	Email: cliff.hutt@edinburgh.gov.uk Tel: 0131 469 3751
Strategic Transport	<i>Road Safety and Active Travel</i> <i>Public Transport</i> <i>Spatial Policy</i> Transport Projects	Ewan Kennedy	Email: ewan.kennedy@edinburgh.gov.uk Tel: 0131 469 3575

Services in italics were not changed as part of the Transport Restructure.

Network Management and Enforcement key service activities and contacts:

Service Activity	Lead Officer	Contacts	Summary
Page 570 Parking and Traffic Regulation	Gavin Graham gavin.graham@edinburgh.gov.uk 0131 469 3551	General parking enquiries: Parking@edinburgh.gov.uk VIP / FOI / Complaints: ParkingOperations.CustomerCare@edinburgh.gov.uk Operational / Enforcement enquiries: Parking.Contract@edinburgh.gov.uk CPZ Enquiries: ControlledParkingZone@edinburgh.gov.uk TRO/TTRO Enquiries: TrafficOrders@edinburgh.gov.uk Website: www.edinburgh.gov.uk/parking	<p>The Parking Operations Team have responsibility for managing all aspects of parking operations across the city and the management of the Council's parking contract & all associated sub contactors and services:</p> <ul style="list-style-type: none"> • On-Street Enforcement • Car Pound • Bus Lane Camera Enforcement • Pay and Display services • Permit services • Lines & Signs services • Back Office services <p>The Parking Development Team has responsibility for the development of parking and Controlled Parking Zone (CPZ) proposals across the city, the delivery of actions within the Council's Parking Action Plan and to provide lead / support on all other projects across the parking service area. The team are also responsible for:</p> <ul style="list-style-type: none"> • disabled parking places • access protection markings • requests for parking and loading controls. <p>The Traffic Regulation Team have responsibility for managing the legal processes associated with Traffic Orders, including:</p> <ul style="list-style-type: none"> • Traffic Regulation Order (TRO) Processing • Temporary Traffic Regulation Order (TTRO) Processing • Stopping Up Orders • Redetermination Orders • Speed Limit Orders

			<ul style="list-style-type: none"> • Experimental Orders
<p>Intelligent Traffic Systems: Network Management and Maintenance</p>	<p>Robert Mansell robert.mansell@edinburgh.gov.uk 0131 469 3681</p> <p>Mark Love mark.love@edinburgh.gov.uk 0131 469 3214</p>	<p>traffic.signals@edinburgh.gov.uk</p> <p>Tel: 0131 469 3691 (diverts to Traffic signals Standby phone Out of Hours (OOH). OOH faults should be called through to 0131 200 2000 in the first instance.)</p>	<p>The Intelligent Traffic Systems - Network Management Team is responsible for the management and operation of Edinburgh's Intelligent Traffic System and Traffic Signals. The main functions are:</p> <ul style="list-style-type: none"> • Traffic signal control timings • Network management • Edintravel • Traffic management advice where it affects the network • Major development transport related effects <p>The Traffic Signals Maintenance Team is responsible for all maintenance of Edinburgh's permanent traffic signals (which are revenue funded). The main functions are:</p> <ul style="list-style-type: none"> • Maintain and repair permanent traffic signals (junctions & crossings), including all traffic signals along the tram route • Maintain and repair the automated rising bollards on the High Street and Grassmarket • Provide 24/7 out of hours response to traffic signal faults and emergencies • Carry out the design and installation of new and upgraded traffic signals in conjunction with revenue and capital schemes, and comment on traffic signals designs for other schemes • Procure and manage the Council's traffic signals maintenance contractor, currently Siemens • Facilitate the switch off/on of traffic signals to accommodate roadworks
Citywide Road Co-ordination	<p>Stuart Harding stuart.harding@edinburgh.gov.uk</p>	<p>Roads.NRSWA@edinburgh.gov.uk</p>	<p>The New Roads and Street Works Act (NRSWA) Team is responsible for checking Public Utility (PU) compliance:</p> <ul style="list-style-type: none"> • PU Performance Checks and Statutory Inspections, Defect Inspections / Third party Inspections / Agreement Meetings

	<p>0131 529 3704</p>	<p>roadoccupationpermits@edinburgh.gov.uk</p> <p>roadoccupationpermits@edinburgh.gov.uk</p>	<p>and Liaison Meetings (including local and area co-ordination meetings)</p> <ul style="list-style-type: none"> • PU and CEC Live Site Inspections • Local / National Coring Programme. • Fixed Penalty Notice Enforcement (NRSWA) <p>The NRSWA Coordination Team is responsible for:</p> <ul style="list-style-type: none"> • PU / Contractor site meetings to agree timings and Traffic Management Plans • Roadworks co-ordination citywide • Temporary Traffic Regulation Notices (TTRNs) • Temporary Traffic Regulation Orders (TTROs) • Works location assessments. • Edinburgh Road Works Ahead Agreement (ERWAA) Information • Assessment of Works Notices from PUs and CEC • Citywide Road Matters for PUs / Third Parties • Local and Area - Roads Authorities and Utilities Committee (RAUC) meetings <p>The Road Occupations and Permits Team is responsible for supervision and control of the following permits citywide:</p> <ul style="list-style-type: none"> • S109 Permits (Installation of Utility Apparatus) • S56 Permits (Road Opening) • S58 (Scaffolding) • S85 Permits (Skips) • All Road Occupations Permits to include Skips/Scaffolding and Materials • Street Trading Assessments • Tables Chairs Inspections • Licensing Sub committees • Providing performance information for Senior Management
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		<p>roads.events@edinburgh.gov.uk</p> <p>chris.spence@edinburgh.gov.uk</p>	<p>The Events Team is responsible for oversight and co-ordination of events on, or affecting, the road network by:</p> <ul style="list-style-type: none"> • Providing guidance to prospective event organisers looking to hold events affecting Edinburgh's roads • Attending Event Planning & Operation Group (EPOG) meetings • Liaising with organisers to ensure what is proposed is proportionate, achievable and manageable • Engaging with other CEC sections and external stakeholders regarding planned and proposed events • Advising organisers of specific requirements relating to their events (permits, permissions, Temporary Traffic Regulation Notices /Temporary Traffic Regulation Orders (TTRN/TRO) costs etc.) and arranging TTRNs/TTROs to facilitate events • Designing and procuring traffic management / assessing 3rd party traffic management drawings • Manning control rooms and providing on site presence during events • Collating & presenting information for debrief of major events • Managing an Open Spaces diary for key sites <p>The Port Facilities Security Officer is responsible for:</p> <ul style="list-style-type: none"> • All operational arrangements and co-ordination of the City of Edinburgh port at Hawes Pier, South Queensferry. • Implement, develop, maintain and revise the Port Facility Security Plan annually in coordination with the Department for Transport (DfT). • Manage a small team of up to 10 security staff to make sure standards for security of the port facility are met • Liaise with the port authorities, Ship Security Officers, immigration officers, Borders Policing Intelligence Command, and all emergency services during all cruise calls
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Electric Vehicle Charging	Gavin Brown Mike Kelly	mike.kelly@edinburgh.gov.uk	Electric Vehicle Charging for the Public Gavin Brown and Mike Kelly lead on the delivery of the Electric Vehicle Charging Installation Programme.
Spaces for People	Gavin Brown Supported by a wider team from across transport and localities	spacesforpeople@edinburgh.gov.uk	The Spaces for People programme of temporary measures to support walking and cycling as the city emerges from Covid-19 restrictions.

Roads and Transport Infrastructure key service activities and contacts:

Service Activity	Lead Officer	Contacts	Summary
Asset and Performance	Sean Gilchrist sean.gilchrist@edinburgh.gov.uk 0131 529 3765	Roads.AssetManagement@edinburgh.gov.uk	The Asset and Performance teams' main functions are: <ul style="list-style-type: none"> Record roads safety inspections and defects on the adopted network. Process and analyse 3rd party accident claims relating to defects with roads and lighting assets. Development and refinement of the Transport Asset Management Plan (TAMP) Produce and monitor Capital work programmes and budgets. Management and expansion of the Confirm system including
Roads Operations	Jamie Watson jamie.watson@edinburgh.gov.uk T: 0131 458 8010	<p>Mailboxes: Roads Operations Enquiries - roadsoperations@edinburgh.gov.uk</p> <p>Gritting - WinterWeather.Enquiries@edinburgh.gov.uk</p> <p>Drainage - roads.gullycleaning@edinburgh.gov.uk</p> <p>Website Details: https://www.edinburgh.gov.uk/roads-pavements https://www.edinburgh.gov.uk/gritting-grit-bins</p> <p>Bankhead Roads Depot (Primary Depot) 14 Bankhead Avenue EH11 4HD</p>	Roads Operations are responsible for all revenue maintenance of Edinburgh's adopted Roads and Footpaths and primarily undertake the following functions: <ul style="list-style-type: none"> Inspection of roads and footpath defects reported by members of the public Design of maintenance solutions to the road and footpath network Repair potholes in the road, slab and kerb defects, and maintain/repair bollards Undertake revenue and capital surfacing schemes and patching works to repair the roads and footpaths Maintain/install/remove - pedestrian guardrail and crash barriers. Empty, clean and maintain gullies (Road drains) and roads drainage systems Maintain road markings and studs (<i>except disabled bays, access protection markings (APMs), single or double yellow (SYL / DYL) which are managed by the Parking Operations team.</i>) Winter Maintenance (Gritting) of the prioritised network Provide a 24/7 (OOH) emergency roads response - Police requests, Emergency Road Closures, Road Traffic Accidents, Flooding.

		<p>0131 458 8010</p> <p>Blackford Roads Depot Blackford Glen Road EH16 6TR 0131 664 3359</p> <p>Standby Phone - Out of Hours (OOH): 0131 458 8065</p>	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 576</p> <p>Street Lighting and Traffic Signs</p>	<p>Alan Simpson</p> <p>alan.simpson@edinburgh.gov.uk</p> <p>T: 0131 458 8038</p>	<p>Mailboxes:</p> <p>Street Lighting Design – LightingDesign@edinburgh.gov.uk</p> <p>Street Lighting RCCs – RCCLighting@edinburgh.gov.uk</p> <p>Street Lighting Operations – StreetLighting@edinburgh.gov.uk</p> <p>Energy Efficient Street Lighting Programme – EESLP@edinburgh.gov.uk</p> <p>Traffic Signs – TrafficSigns@edinburgh.gov.uk</p> <p>Websites:</p> <p>Street Lighting Faults – https://www.edinburgh.gov.uk/streetlightproblem</p>	<p>The Street Lighting and Traffic Signs function is responsible for:</p> <ul style="list-style-type: none"> • Street Lighting Design and Road Construction Consents (RCC) - including street lighting design, contract procurement, site supervision and management of street lighting improvement projects; and the review and approval of street lighting RCCs; • Street Lighting Operations - including the management and maintenance of street lights, column and poles, illuminated signs and bollards, wall brackets and supply cabinets; • Energy Efficient Street Lighting Programme - including the replacement of street lights with energy efficient lanterns and the introduction of a Central Management System; and • Traffic Signs - including the management and maintenance of non-illuminated traffic signs and associated poles.

		EESLP - https://www.edinburgh.gov.uk/roads-pavements/modernising-street-lighting	
Structures & Flood Prevention	Stephen Knox stephen.knox@edinburgh.gov.uk 0131 529 3587	Mailboxes: Structures – Bridges.Structures@edinburgh.gov.uk Flood Prevention – Flood.Prevention@edinburgh.gov.uk Out of Hours emergency flood contact - 0131 200 2000	The Structures team is responsible for: <ul style="list-style-type: none"> • The maintenance of Council-owned bridges (excluding remote footbridges which are usually maintained by Parks & Greenspace) and retaining walls supporting the carriageway. • Providing assistance with damaged or dangerous privately-owned boundary walls adjacent to adopted roads or footpaths. • Technical Approval of highway structures being constructed as part of new developments. The Flood Prevention team manages flood risk by <ul style="list-style-type: none"> • Inspecting, prioritising and maintaining water courses, reservoirs and coastal defences. • Providing an emergency flood response. • Assessing flood risk with a view to providing support to Planning and identifying future works.
Transport Design & Contracts	David Wilson david.wilson@edinburgh.gov.uk T: 0131 469 3912	Mailboxes: Transport transport.designservice@edinburgh.gov.uk RCC's rcc@edinburgh.gov.uk Websites: Edinburgh Street Design Guidance	The Transport Design & Contracts team are responsible for: <ul style="list-style-type: none"> • The design, procurement and delivery (including site supervision) of Capital Maintenance and Public Realm schemes. • The design, procurement and delivery of Surface Treatment schemes which includes Surface Dressing, Micro Asphalt and Slurry Sealant works. • Both Project and Contract Management for all Capital Maintenance, Surface Treatment and Public Realm schemes. • Assisting and coordinating with Active Travel, Traffic Signals and Street Lighting on Capital and Public Realm Projects. • Reviewing and approving Road Construction Consent (RCC) applications, including road adoptions. • Design and delivery of local improvement schemes.

		<p>https://www.edinburgh.gov.uk/local-development-plan-guidance/edinburgh-design-guidance/1</p> <p>RCC's</p> <p>http://www.edinburgh.gov.uk/info/20089/roads_and_pavements/976/building_new_roads</p>	
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The Strategic Transport team are responsible for:

<p>Page 578</p>	<p>Road Safety & Active Travel</p>	<p>Mailboxes:</p> <p>Road Safety transport.roadsafety@edinburgh.gov.uk</p> <p>Andrew Easson andrew.easson@edinburgh.gov.uk 0131 469 3643</p> <p>Active Travel activetravel@edinburgh.gov.uk</p>	<p>The Road Safety team is responsible for:</p> <p>Producing and implementing the Road Safety Plan for Edinburgh to 2020 in partnership with the Council's Streets Ahead road safety partners:</p> <ul style="list-style-type: none"> • Accident investigation and prevention (AIP) • Speed surveys and speed reduction measures • Citywide reviews of speed limits • Pedestrian crossing improvements programme • Dalmahoy junction AIP improvements • School Crossing Patrol Service • School Streets zones • Part time 20mph zones at schools • Road safety and active travel promotion and education in schools • School travel planning • Annual Young Driver and Junior Road Safety Officer events <p>The Active Travel team is responsible for:</p> <p>Producing and implementing the Council's Active Travel Action Plan:</p> <ul style="list-style-type: none"> • Active Travel Investment Programme of walking and cycling improvement projects
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			<ul style="list-style-type: none"> • Prioritised active travel actions within the Local Development Plan Action Programme • Providing active travel input to other Council improvement projects and planned major developments • Cycle racks and secure residential on-street cycle parking • Cycle route signing and other minor network upgrades • Active travel promotion, behaviour change and travel planning measures, including Smarter Choices Smarter Places programme • Facilitating the Council's Active Travel Forum
Spatial Policy	<p>Will Garret</p> <p>will.garrett@edinburgh.gov.uk</p> <p>0131 469 3626</p>	<p>spatial.policy@edinburgh.gov.uk</p>	<p>Spatial Policy is responsible for:</p> <ul style="list-style-type: none"> • City Mobility Plan (CMP) • Air Quality Action Plan and Annual Monitoring Report • Local Development Plan Action Programme Transport Actions. • Edinburgh City Centre Transformation (ECCT) • Planning Place Briefs • Edinburgh Design Guidance • Low Emission Zone (LEZ)
Strategic Transport Planning & Projects Development	<p>Jamie Robertson</p> <p>jamie.robertson@edinburgh.gov.uk</p> <p>0131 469 3654</p>	<p><u>Mailbox:</u> transport.planning@edinburgh.gov.uk</p>	<p>Strategic Transport Planning is responsible for the development and delivery of strategic transport planning. Current Projects and Programmes include:</p> <ul style="list-style-type: none"> • Edinburgh Strategic Sustainable Transport Study Phase 2 • Regional Transport Transition Plan • Input to Strategic Transport Project Review 2 • Input to City Regional Deal and Scottish Government programmes and Schemes for example Grade Separation of Sheriffhall, Dalmeny Chord. • Management of the Council's Modelling and Transport Planning Contract • Management of the City Centre Programme Delivery Board <p>Projects Development is responsible for the inception, feasibility, development and delivery of the Council's flagship transport and public realm schemes. Current key schemes include:</p> <ul style="list-style-type: none"> • George Street Public Realm Improvements • Charlotte Square Public Realm Improvements • West Register Street Public Realm Improvements

			<ul style="list-style-type: none"> • West Edinburgh Transport Investment Programme (through City Region Deal). • Low Emission Zone (LEZ) • ECCT Delivery Programme (not strategy development but physical delivery of schemes; such as Waverley Bridge changes, Victoria Street and Cockburn closures and Taxi Rank review)
<p>Public Transport</p>	<p>Stuart Lowrie</p> <p>stuart.lowrie@edinburgh.gov.uk</p> <p>0131 469 3622</p>	<p>Mailboxes:</p> <p>Tram management and maintenance</p> <p>trams@edinburgh.gov.uk</p> <p>Public Transport</p> <p>transport.publictransaccess@edinburgh.gov.uk</p>	<p>The Public Transport team is responsible for:</p> <ul style="list-style-type: none"> • The maintenance and provision of bus shelters and public transport infrastructure. • The registration of and administration of new bus service provision within Edinburgh. • The provision and management of supported bus services for socially necessary routes that are not provided as a commercial service. • The management of on street signage and provision of real time bus service information. • Liaison with taxi representative groups on changes to the road environment. • The management of the Bus Station. • The management of Park and Ride facilities. • Overseeing the operation of Edinburgh Tram and the administration of the Tram Maintenance Budgets. • The protection of tram assets from construction work and new developments.

The Transport Team are supported by a Business Support service:

<p>Business Support for Transport</p>	<p>Margaret Thayne margaret.thayne@edinburgh.gov.uk 0131 469 3687</p>	<p>Transport.VIP@edinburgh.gov.uk Transport.Typing@edinburgh.gov.uk</p>	<p>Business Support team:</p> <ul style="list-style-type: none">• Logs European Digital Regulations Information/Freedom of Information (EDIR/FOI) enquiries and distributes to relevant teams for response.• Deals with responses to EDIR/FOIs from the relevant teams by getting appropriate sign-off, sending back to Information Rights Officer and closing off the system.• Records Compliments for relevant teams.• Records Complaints and distributes to relevant teams for response. <p>Business Support team:</p> <ul style="list-style-type: none">• Gets relevant approvals, formats, proof reads and sends out responses to correspondence.• Closes responses off the system• Maintains version control of all Committee Reports for the teams.
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Other Activities

Activity	Follow Up
Tram to Newhaven Construction	Senior Responsible Officer: Hannah Ross https://www.edinburgh.gov.uk/tramstonewhaven/newhaven.tram@edinburgh.gov.uk
Removal of abandoned bikes	Issues with abandoned bikes should be reported in the first instance to the Street and Environmental Enforcement team in the Network and Enforcement Team. Contact: streetenforcement@edinburgh.gov.uk
Clearing of trees and debris	Waste and Cleansing
Fallen Trees	Parks and Greenspace
Overgrown or hanging vegetation	Road Operations team (see above) in the first instance
	The Road Safety team is not responsible for the provision, operation and maintenance of safety cameras. This is the responsibility of Safety Cameras Scotland, part of Police Scotland - http://www.safetycameras.gov.scot/
Flooding in individual properties	The Flood Prevention team is not responsible for protecting individual properties from flooding and cannot advise individuals or businesses on purchasing property which may be subject to flood risk – flood risk maps and information on being flood-prepared can be found on SEPA’s website.
Private or Council owned buildings or walls adjacent to the adopted road or footpath, statues, embankments or paths	The Structures team is not responsible for any private or Council-owned buildings, private walls not adjacent to an adopted road or footpath, statues, embankments or paths.
General issues with poor or defective Traffic Management	Report to the Road Occupations team in the first instance to establish who is responsible for remedial action.

Network and Enforcement Improvement Plan

Action Point	Action	Target Date	Completed Date	Forecast Date	Led by	Comments	Dependencies	Status	
Organisational Structure									
1	Develop Service Team Plan and individual team plans for all functions within service.	Clearly define remit of each team, detailing priorities with full SWOT analysis, SMART objectives and individual improvement plans.	Q1 2021		Q1 2021	Network Management and Enforcement Manager/Individual team managers	This will deliver properly realised vision for service ensuring that all stakeholders are aware of team priorities and commitments.		Open
2	Develop business case for Traffic Management team and appropriate administrative support.	Clearly define need for dedicated Traffic Management team to deal with network management issues previously allocated to the Locality teams. Look to further realign resources within the Customer Services and Business Support teams to support this function and consolidate customer care function, to ensure consistency of delivery and management.	Q2 2021		Q2 2021	Network Management and Enforcement Manager	This will ensure that all enquiries are correctly dealt with and that all customer care issues are dealt with consistently.	The second phase of the Roads Improvement Plan, budgetary constraints and outcomes of negotiations with Customer and Digital Services.	Open

Page 584	3	European Regional Development Fund (ERDF) Intelligent Infrastructure Delivery	Ensure ERDF and Council funding is used to deliver a class leading Intelligent Traffic Systems (ITS) suite	Q2 2022		Q2 2022	ERDF Project Manager	<p>The ERDF Project Manager shall ensure successful delivery of the following:-</p> <ul style="list-style-type: none"> • Urban Traffic Management and Control (UTMC) Common Database • Variable Messaging Signs upgrades • Smart sensors • Traffic counters • New Scoot junctions • Replacement Mesh system <p>The successful delivery of a class leading ITS suite will place Edinburgh at the forefront of data driven network management providing the necessary information for us to react to incidents, dynamically change signal times and strategise the movement of all users of the network as well as enforce restrictions efficiently and effectively. This improvement will be a key factor in delivery of Action 8 of the Roads Improvement Plan.</p>	Procurement support.	Open
	4	Update Parking Action Plan (PAP).	Review outstanding actions from current PAP and develop a new PAP in alignment with the new City Mobility Plan (CMP).	Q3 2021		Q3 2021	Parking and Traffic Regulation Manager	<p>An updated PAP would provide the opportunity for the service to strategically and holistically review parking enforcement in the City. Every aspect of the current delivery model will be considered in the context of the CMP and could allow for innovative approaches to controlled parking zone extensions, permit management and potential moves towards an entirely cashless service amongst other things. This approach will deliver improvements for all customers and stakeholders.</p>	Approval of CMP by January Transport and Environment Committee. Committee approval may be required for a new PAP.	Open

5	Street and Environmental Enforcement.	Implement an Intelligence based enforcement approach.	Q2 2021		Q2 2021	Street and Environmental Enforcement Manager	Streamlining the remit of the team, removing the public health and community safety elements of the role, allows focus on enforcement initiatives and patrols. Enforcement will be led by intelligence collated from Civica, APP and Confirm ensuring consistency in the areas where instances of environmental crime offences are being recorded. Data will also be collated and managed through COGNOS allowing access to all cases reported through council systems relevant to the service. COGNOS can be adapted for each service and individual dashboards are created to capture the required information providing for better customer service and reporting.	ICT functionality.	Open
6	Sale and Display of Goods.	Develop a robust enforcement process for the Sale and Display of Goods on the pavement.	Q4 2021		Q4 2021	Street and Environmental Enforcement Manager	Implementation of a more robust enforcement policy would support the Council's wider objective of improving the pedestrian experience throughout the city as many displayed items can cause hazards and obstructions for pedestrians and disabled residents. Options could include a full ban on displayed goods which would be in line with our A Board Policy or alternatively a permit scheme could be implemented, similar to Tables and Chairs, which would provide an income source. A report will be submitted to Committee in April 2021 with recommendations for consideration.	Approval for proposals by April Transport and Environment Committee.	Open
7	Review of Traffic signals with High Intensity (HI) Optics.	Develop list of affected sites to allow allocation of appropriate budget for replacement. Begin negotiations with Siemens to ensure best value for LED optic upgrade.	Q2 2021		Q2 2021	ITS Maintenance Senior Engineer	Production of HI optics will cease in 2023 as part of an European Union directive. All traffic signal installations maintained by the Council which currently operate with HI optics will require as a minimum signal optics upgraded to LED type optics. This would ensure the guaranteed maintenance of all the city's traffic signals as well as reducing the carbon footprint associated with the signals.	Identification of appropriate funding.	Open

8	Traffic Signal upgrades.	Identification of sites which can be upgraded using reclaimed equipment from tram works and recent upgrades.	Q1 2021		Q1 2021	ITS Maintenance Senior Engineer	This will save reusable equipment from going to scrap and reduces costs to upgrade signals infrastructure and ongoing operation costs due to reduction of energy consumption by changing to LED optics.		Open
9	ITS combined Operations Guide.	Improve performance of both ITS Maintenance and Networks teams	Q1 2021		Q1 2021	ITS Maintenance Senior Engineer	The production of a combined operations guide would allow for a uniform approach to tasks and improve efficiency across both teams. This would also allow for knowledge sharing, robust succession planning and a strategic, holistic approach to ITS.		Open
Page 586	Prepare business case for moving to paperless app based inspection methodology for roadworks and network coordination.	<p>Compile evidence for Scottish Roadworks Commissioner's (SRWC) office demonstrating the need to adapt currently available app to allow coordinated approach to inspections.</p> <p>In tandem continue to work with GIS team to develop web based map system for coordination of works and event on the network. This system will display all relevant assets on the network, real time data and information</p>	Q2 2021		Q2 2021	Citywide Networks Manager	<p>Moving to a paperless system will create a robust, auditable methodology for inspections and network coordination. This will free up valuable support resource and create an efficient service contributing to carbon reductions through the elimination of paper and printing.</p> <p>The system will allow for intelligence led deployment which will also lead to less journey time for inspectors and a resultant contribution to carbon reductions.</p> <p>The development of a web based map system will allow for better coordination of works and events on the network. Data driven and containing real time information from multiple sources delivering less conflict and potentially lead to dynamic and cooperative sharing of information between all network users.</p>	SRWC agreement with business case.	Open

		from the SRWC's Aurora system.					The delivery of these improvements will contribute to the achievement of Action 8 of the Roads Improvement Plan as well as ensure better performance in reporting to the SRWC.		
11	Electric Vehicle (EV) On Street Charger Project	This project will introduce 66 chargers, 132 charging bays, located at 13 sites across the city.	Q1 2022		Q1 2022	Project Manger	Delivering EV charging infrastructure is vital to encouraging drivers to choose environmentally friendly modes of transport contributing to the Council's ambitious target to deliver a carbon neutral Capital by 2030.	Procurement of contractors and Scottish Power Energy Networks capacity to deliver.	Open

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Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Trial Closure of Brunstane Road and Associated Measures to Mitigate Intrusive Traffic in the Coillesdene Area

Executive/routine Wards Council Commitments	Routine Craigmillar-Portobello Ward 16, 19,
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1. Recommendations

- 1.1 This report recommends that Committee:
 - 1.1.1 notes the contents of the report and the findings of the most recent and previous consultation exercises;
 - 1.1.2 agrees to the trial taking place using the Experimental Traffic Regulation Order (ETRO) process;
 - 1.1.3 notes that further updates will be provided throughout the duration of the trial; and
 - 1.1.4 agrees that further consultation takes place during the trial to determine if the closure should become permanent.

Paul Lawrence

Executive Director of Place

Contact: Cliff Hutt, Service Manager - Transport Infrastructure

E-mail: cliff.hutt@edinburgh.gov.uk | Tel: 0131 469 3751

Trial Closure of Brunstane Road and Associated Measures to Mitigate Intrusive Traffic in the Coillesdene Area

2. Executive Summary

- 2.1 Brunstane Road is a residential street to the east of Portobello which forms a route between Milton Road East to the south and Joppa Road to the north. It has been subject to longstanding traffic problems south of the bridge over the East Coast Main Line (ECML) due to a combination of traffic volumes and parking, resulting in traffic congestion, damage to parked vehicles and instances of anti-social behaviour from drivers.
- 2.2 This report highlights the options that have been considered to improve this situation and the possible impacts of each intervention, presents the findings of a recent and previous consultation on proposed changes and makes a recommendation to progress with an Experimental Traffic Regulation Order (ETRO) for the area.

3. Background

- 3.1 Residents on Brunstane Road, between Milton Road and the railway bridge, have experienced long-standing traffic problems due to a combination of the narrow width of the road, increasing volumes of traffic and the general increase in the physical size of vehicles. This has resulted in numerous instances of traffic congestion, anti-social behaviour by drivers and conflict with residents whose cars have frequently been damaged.
- 3.2 Following the closure of Brighton Place for road reconstruction work during 2019, representations were made from residents that this had increased traffic volumes on Brunstane Road. As a means of addressing this, the decision was taken in late February 2019 to close Brunstane Road to motorised vehicles, and this closure remained in place until December 2019 when Brighton Place reopened.

- 3.3 During this period, residents reported a significant improvement in quality of life on Brunstane Road as a result of the reduced level of traffic. However, during the period of closure, residents in the Coillesdene area noted an increase in traffic as drivers rerouted due to the closure of Brunstane Road. There were no reports of delays to emergency vehicles and the City of Edinburgh Council's Waste and Cleansing team continued to deliver their service.
- 3.4 Since the reopening of Brunstane Road in late December 2019, a number of local residents have continued to lobby the Council to reintroduce the closure on a permanent basis. Local elected members asked that officers investigate these residents' concerns with a view to exploring measures to discourage through traffic.

4. Main report

- 4.1 It is widely acknowledged that there are traffic problems on Brunstane Road. This is due to a variety of factors including the width of the carriageway, parking, traffic volumes and vehicle types.
- 4.2 A number of options have been explored to address the problems with the aim of substantially reducing or eliminating through traffic on Brunstane Road. The interventions considered were:
- 4.2.1 the closure of Brunstane Road to through vehicular traffic at the bridge over the East Coast Main Line, just north of Brunstane Gardens;
 - 4.2.2 the installation of traffic signals at the bridge;
 - 4.2.3 the removal of parking on Brunstane Road; and
 - 4.2.4 making Brunstane Road one-way.
- 4.3 The closure of Brunstane Road at the railway bridge would address the issue of through traffic resulting in its use by only local traffic. However, it is acknowledged that any such closure could result in an increase in traffic volumes in adjacent residential streets thus this proposal would require to be promoted alongside measures within the Coillesdene area to mitigate the impact of any displaced traffic.
- 4.4 The installation of traffic signals on Brunstane Road, whilst potentially making the route less attractive due to increased journey times, would not adequately address the problems caused by through traffic, and was discounted on that basis.
- 4.5 Whilst the introduction of a one-way restriction would address the problem in part, there were concerns that this might result in an increase in vehicle speeds due to the perceived lack of any opposing traffic. However, due to the requirement to retain two-way access for cyclists this was considered to be a potential safety issue.
- 4.6 The most recent five-year injury accident data for Brunstane Road reveals that no injury accidents occurred during this period. This may be attributed to the slow speed of vehicles due to the carriageway width and volume of traffic, thus any change that could increase traffic speed would be undesirable.

- 4.7 Due to the residential nature of Brunstane Road and lack of off-street parking in the section between the railway bridge and Milton Road East, the removal of on-street parking to permit the installation of a contra-flow cycle lane should a one-way system for motor vehicles be introduced was not considered appropriate. It was felt that this would increase parking pressures on adjacent streets which are already heavily parked. It was for these reasons that the introduction of a one-way restriction or removal of on-street parking were rejected.
- 4.8 Thus, the preferred option is for the closure of the road to through traffic, retaining full access in both directions for pedestrians and cyclists, alongside mitigation measures in the Coillesdene area.
- 4.9 The Council's Edinburgh Street Design Guidance categorises the city's streets based on their location and use. As such Brunstane Road, Coillesdene Crescent, Coillesdene Gardens, Milton Drive, Milton Terrace, Eastfield Gardens and Coillesdene Avenue are identified as low-density residential streets with a local movement function.
- 4.10 In addition, the proposed measures align with current placemaking philosophies which take a people-centred approach to urban planning to promote health, happiness and well-being. The proposal encourages a safer environment for residents, pedestrians and cyclists.
- 4.11 Within the Coillesdene area it is envisaged that the restrictions would be implemented through the use of temporary infrastructure (planters/signing) to create a quiet neighbourhood.
- 4.12 In April 2017 the Council's Development Management Sub-Committee granted permission for 1,330 homes on land to the south of Milton Road East. The proposed measures would address the impact of traffic generated by this development within the Joppa triangle area.
- 4.13 Public consultation was undertaken over a three-week period from 20 November 2020 to 13 December 2020. The results show that of 1,050 responses, 27.3% support the proposal and 72% do not support the proposal (seven respondents did not answer the question).
- 4.14 Of residents who indicated that they lived at a Brunstane Road postcode (147 responses), 84% (123 responses) were in favour of the proposal and 16% (24 responses) were not in favour of the proposal. This can be further broken down using the railway bridge as a natural boundary. Those residing between the south side of the bridge and Milton Road East were in favour of the proposal by a majority of 90% for (96 responses) and 10% against (11 responses). Those residing at the north side of the bridge were in favour of the proposal by a majority of 67.5% for (27 responses) and 32.5% against (13 responses).

- 4.15 Of residents who indicated that they lived at a Joppa Triangle postcode (excluding Brunstane Road) (295 responses), 18% (52 responses) were in favour of the proposal and 82% (241 responses) were not in favour of the proposal. Two respondents did not answer the question. The full breakdown is detailed in Appendix 4.
- 4.16 Feedback from the consultation (support/do not support) has been categorised into the following themes:
- 4.16.1 Those supporting the proposal have generally expressed the following:
- 4.16.1.1 There are longstanding traffic issues on Brunstane Road that need to be addressed.
- 4.16.1.2 The proposal will make it safer for residents and active travel users.
- 4.16.1.3 The road is unsuitable for large vehicles to use as a through route.
- 4.16.2 Those who do not support the proposal have generally expressed the following:
- 4.16.2.1 The proposal will move traffic problems elsewhere, increasing congestion and vehicle emissions.
- 4.16.2.2 Access to properties in the Coillesdene area is reduced.
- 4.16.2.3 It removes a key link for vehicles accessing Portobello and vice versa, including emergency services.
- 4.17 Extensive pre-closure traffic surveys have also been undertaken in the immediate and surrounding area, providing a base to measure any changes on the network should the closure of Brunstane Road be approved. The surveys show that approximately 1,800 vehicles per day currently use Brunstane Road. General vehicles account for 90% of the traffic, 7.2% are HGVs and 2.8% are two-wheel vehicles (i.e. motorcycles and bicycles).
- 4.18 Approximately 3,900 vehicles per day currently use Brighton Place. General vehicles account for 82% of the traffic, 10% are LGVs and OGVs, 5.5% are Public Service Vehicles (buses and coaches) and 2.5% are two-wheel vehicles (i.e. motorcycles and bicycles).
- 4.19 The survey also indicates that northbound and southbound vehicle movements are roughly comparable (i.e. 900 vehicles in each direction per day).
- 4.20 The average speed of vehicles on Brunstane Road was recorded as 16.6mph and the 85th percentile speed is 19.8mph.
- 4.21 Concerns have been raised that the proposals could result in an increase in traffic on Brighton Place and Southfield Place, therefore traffic surveys have also been undertaken on that corridor to provide a baseline count.

- 4.22 If taken forward, the proposed measures would be introduced through the promotion of an ETRO.
- 4.23 The key stages of promoting an ETRO include; statutory consultation, placing the draft order on public deposit, assessing objections and finalising the ETRO.
- 4.24 The Committee would then consider objections and determine if the ETRO should be made. If agreed, the ETRO would then be published and the temporary infrastructure installed. The minimum period for the introduction of an ETRO is approximately nine months as the above statutory stages must be complied with. An ETRO can be in place for up to 18 months. The impact on the local area would be monitored and reviewed (including any modifications to the trial scheme) over a trial period to consider whether the permanent scheme should be introduced on the expiration of the ETRO.
- 4.25 Experience has shown that it can take a considerable period of time for driver behaviour to adapt to any changes on the network. The impact of the trial on the surrounding network would be monitored by further traffic surveys, inspections by officers and continued engagement with the local community.

5. Next Steps

- 5.1 Should the recommendations be approved, officers will finalise plans for the procurement and installation of the trial infrastructure.
- 5.2 The ETRO will be drafted and the statutory process started with the aim of having the temporary on-street infrastructure in place for September 2021.

6. Financial impact

- 6.1 The trial will be funded through the capital renewals budget.
- 6.2 The cost of the trial, including all surveys and temporary measures, is estimated at £60,000.

7. Stakeholder/Community Impact

- 7.1 Statutory consultation will be carried out as part of the ETRO process.
- 7.2 It is expected that the proposed infrastructure will advance equality of opportunity on the transport network. The proposal encourages participation in active travel, enabling the health and social benefits associated with active travel. In addition, the proposal promotes an increased awareness of vulnerable road users and encourages road users to share space.

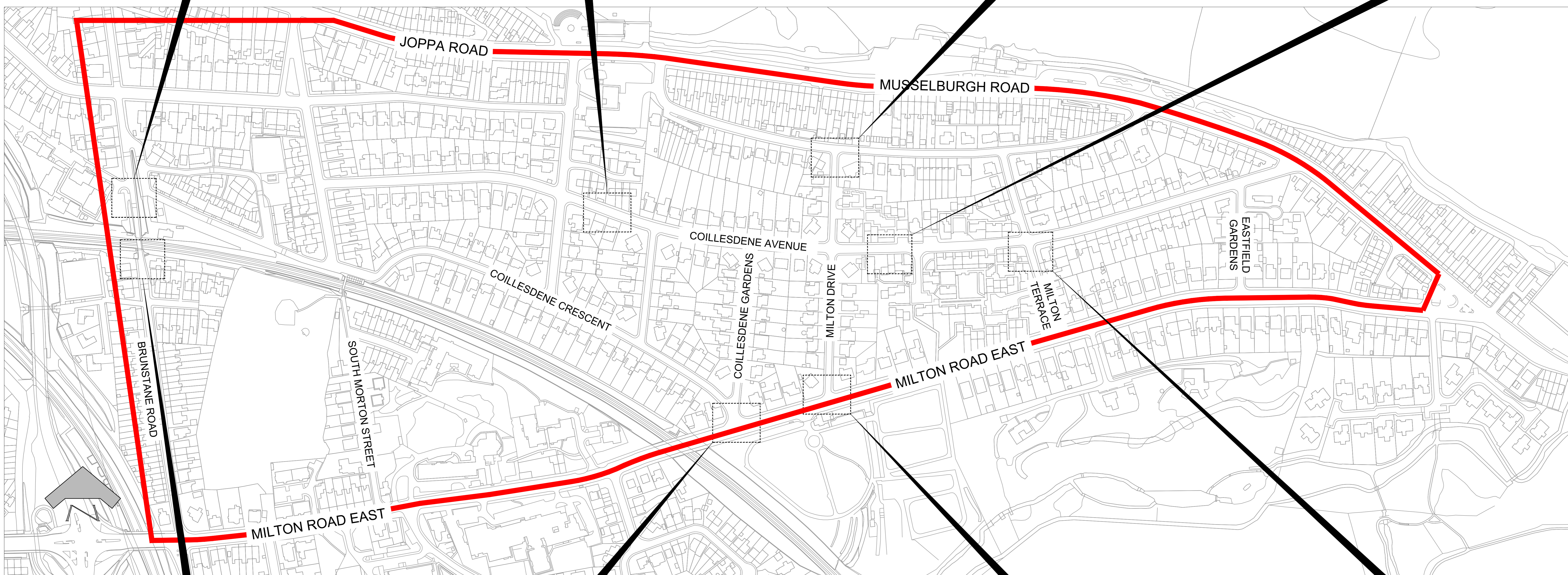
- 7.3 The Scottish Fire and Rescue Service and Police Scotland have expressed concerns regarding the proposal and how it could affect their response times. Police Scotland also note that the trial traffic management measures will likely require increased resources from their officers to enforce the restrictions. Further consultation will be undertaken with the emergency services should the ETRO be progressed.
- 7.4 The Councils Waste and Cleansing service has noted that suitable turning areas would have to be provided and remain clear should the proposal proceed.
- 7.5 The proposal is in line with Policies and Actions contained in the Council's [Local Development Plan](#) and draft [City Mobility Plan](#).

8. Background reading/external references

- 8.1 Portobello Community Council Consultation 10-27 March 2020
<http://www.portobellocc.org/pccpn/2020/08/31/brunstane-rd-joppa-triangle-results/>

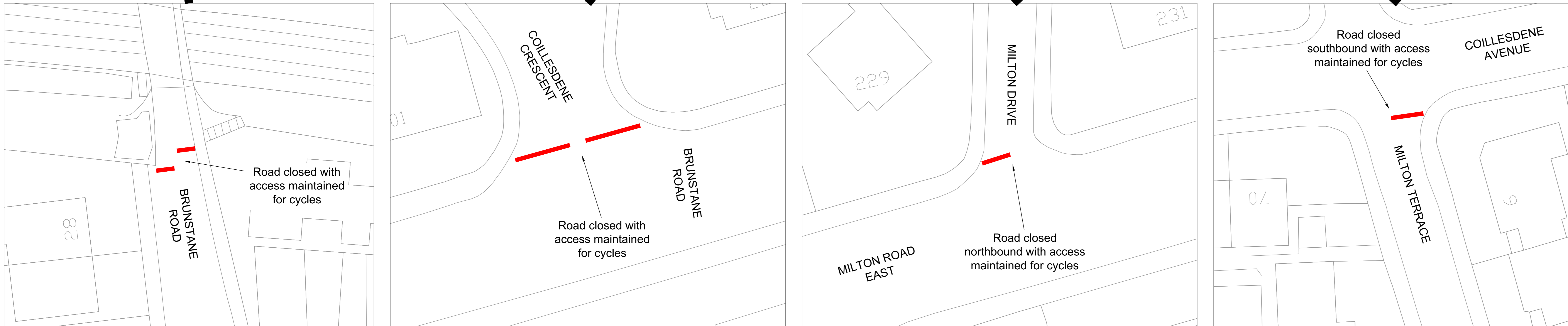
9. Appendices

- 9.1 Appendix 1: Trial Infrastructure Drawing
- 9.2 Appendix 2: Public Consultation Results (20 November – 13 December 2020)
- 9.3 Appendix 3: Traffic Survey Data (3 – 9 December 2020)
- 9.4 Appendix 4: Joppa Triangle Responses to Public Consultation



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REVISION	DETAILS	BY	DATE	CHECKED



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PLACE MANAGEMENT
ROADS AND TRANSPORT INFRASTRUCTURE
TRANSPORT CONTRACTS AND DESIGN

Coillesdene Area
Proposed Temporary Traffic Restrictions

Date: November 2020
Scale: NTS @A0
Job No. 000016
Drawn by: A Parkinson
Checked by: K Teather

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
1	EH15 1LW	Yes	This is an excellent idea. I hope you'll consider closing other roads to vehicles too :-)
2	EH15 2RD	Yes	I support the closure of Brunstane Road N at the railway bridge. This affects relatively few residents. I'm not sure I support the total closure of Collesdene at Milton Road. That will affect a lot of residents and I assume will be extremely unpopular. Yes, it will stop short-cutting traffic, but at significant inconvenience to residents to the whole of that interior triangle. Better if a solution could be found (eg barriers and number plate recognition) that allowed resident-only access.
3	EH15 2RD	No	The measures effectively deny residents living south of Milton Road East the ability to easily and quickly access Portobello's shops and amenities if they need, through illness or infirmity, to use a car as there is no Public Transport available.
4	EH15 2re	No	Make it one way if you must but don't close it. People bought these houses knowing the road was there, are we all able to get our roads closed as traffic is busier everywhere now. Milton Rd is so congested already this will increase 10 fold when the new houses are built on the Field!
5	EH15 1LJ	No	
6	EH15 2RD	Yes	This is an amendment to my previous comment that I partially supported. This is actually very clever. Everyone in the triangle ultimately needs to go east or west; this proposal forced them on to the bottom road through Joppa for that. Where it becomes inconvenient for Collesdene residents is for short journeys, say, school drop-offs at the high school. Suddenly, the chore of going down to Joppa/Party to have to come back up from there to the high school/primary or the Fort becomes a chore and now bike becomes a much more attractive and quicker option! Clever. The only way you'd encourage people onto bikes for those short journeys though is by adding a protected cycle lane on Milton Road to keep children safe. As I say, clever proposals but I imagine mine is a voice in the wilderness and most Collesdene residents will meet them with howls of outrage.
7	EH17 7QJ	Yes	I cycle on Brunstane Road regularly, as a route from the Innocent path to Portobello, and Brunstane Road is usually the most off-putting section due to motor vehicles. Any measures to stop or reduce traffic on Brunstane Road are highly appreciated.
8	EH15 2JH	No	
9	EH152DY	Yes	Four wheels bad two wheels good.
10	EH152JH	No	
11	EH15 2RD	No	It's a proposal that does not consider anyone but those living on the top half of Brunstane Road. A far better solution would be a one way southwards towards Portobello from Milton Road East. Closing the bridge causes a rat run both ways through Collesdene and is not suitable nor safe for cyclists on Milton Road East. One way down Brunstane Road will also allow safer transit on bicycles for those wishing to travel both to and from the beach
12	EH15 2BA	Yes	Direct cycle route for me going to Asda, the Range, and NCN routes. I don't have a car and this will save me a complex detour through Magdalenen.
13	EH15 1LT	No	I fear the traffic bound for Portobello will simply be displaced and may come in via Duddington/Southfield Place/Brighton place which is already very congested.
14	EH15 1LR	No	There has been no consultation involving all of Portobello/Joppa; therefore the community has not been given any opportunity to have an opinion on this proposal and the knock-on effect of displaced traffic on to other roads. The roads which would have increased traffic are Brighton Place and the High Street / Abercorn Terrace / Joppa Road / Seaview Terrace. The level of traffic in Brighton Place has already increased significantly and buses, parked cars and the bridge can cause a jam throughout busy periods (creating more pollution etc). However even more significantly the through road from Kings Road to Eastfield has suffered a death of a cyclist and a serious accident of an 8 year old - the traffic will only get worse on these roads with this closure.
15	EH15 1LR	No	THE WHOLE AREA NEEDS AN EXPERT TRAFFIC ASSESSMENT - rather than the piecemeal reaction to 'he who shouts loudest / lobbies councillors!' The proposed road closure is being done without an expert traffic assessment of the whole area and without all the Portobello / Joppa population being given an opportunity to voice their opinion. The result of this closure will be to displace traffic on to other roads in Portobello as follows: Brighton Place (already having traffic jams with buses, parked cars and the bridge creating pollution and a similar hazard in a residential area as there is in Brunstane Rd!); the road from Kings Road to Eastfield (traffic volumes are currently very high and sadly there has been a death of a cyclist and a serious accident of an 8 year old very recently) Traffic increase = more hazards for people in these areas.
16	EH151LW	No	We need a full traffic assessment of Portobello not a piecemeal approach, which this is. This proposal will, in my view, increase traffic in other areas, such as Brighton Place, which is supposedly a safe route to school for primary and secondary school children but was nothing of the sort when Brunstane Road was recently closed temporarily for utility works. Increased traffic and speeding were notable until the road reopened. I would support closing all these through roads to non residential traffic, but closing just one road is not acceptable. Please conduct a proper traffic survey of the entire area.
17	EH15 1LW	No	Have you considered the impact this will have on the Portobello end of the area? If you have, can I please have a link to the findings. Currently Stanley Street, Brighton Place and Portobello High Street at the Bath Street/ Brighton Place crossroads are dense with slow moving traffic. Undoubtedly drivers would use these routes if you close off the Joppa roads.
18	EH15 1TF	No	1) Closure of this road will naturally cause problems for emergency services getting to residents at the joppa end. 2) It will simply move the traffic onto Brighton Place which is already congested. Closing Brunstane Road is one set of residents move a congestion issue away from them and into another area. It only serves the purpose of a few with total disregard for the rest. While they will get 'calm' others get increased congestion. It will not solve any problems, just move them to somewhere else. I live on the Promenade off bedford terrace and Brunstane road is the most direct route for me to access the bypass, which I do nearly daily as I am a carer for my mother in Bonnyrigg. However I never use it because; there is always a snarl up with cars not letting each other through and b. the incredible anger and rudeness of drivers to other drivers but most of all to residents is so upsetting to witness. I heard about one resident having a delivery made who was threatened ("I know where you live") by a driver who had to wait about 2 minutes and witnessed explicit swear words of the worst type being shouted at an elderly couple. Drivers yell at each other and make rude signals- its hell! This road is not fit for purpose for driving through to the bypass- it was built a long time ago as a residential road. It is logical that if this road is closed that the other surrounding roads need to be managed as well. I always drive down Milton road and back along Seaview terrace to get home. Its fine. I would say though that the right turn from seaview terrace into Milton road East needs some alteration at the lights to enable cars to pass those turning right. Also when not going to Bonnyrigg I am mostly a cyclist and hope cyclists will be able to go through Brunstane road. As a final point I would say that lots of people in Portobello will object to this change for very selfish reasons but it is the RIGHT change and really must be made. I must say I dont think there should be a consultation- it should just be done. People will learn to cope with it and car driving will reduce..
19	EH15 2EL	Yes	
20	EH15 2NA	No	A much more sensible idea would be to make Brunstane Road one way from Milton Road East to the Railway bridge. This would enable flow to be kept up without having to take measures across other streets.
21	EH15 2AD	Yes	Overall generally supportive, especially the closure of Brunstane Rd. However I am concerned that the proposed measures still leave Collesdene Av exposed to through traffic. Cars avoiding the Brunstane Rd closure will turn down Milton Terrace instead of continuing down to the junction of Musselburgh Rd which is where any through traffic should be diverting to.
22	EH15 2QN	Yes	Please consider re thinking the road layout in the Collesdenes to properly remove the possibility of through traffic.
23	EH15 2QR	Yes	The main problem with Brunstane Road is that railway bridge is a 'pinch point' and is not suitable for the number of vehicles that cross it everyday. The road also is too narrow to allow easy passing of vehicles which leads to blockages and on more than one occasion collisions.
24	EH153at	Yes	This is an excellent proposal- it will help everyone in the area and make it safer for all. If you are closing the road at the bridge you need permanent clear signage well in advance of the closures. In All Directions.
25	EH15 2NF	Yes	Brunstane Road is currently a hostile place for pedestrians, cyclists and I imagine the people who live there. The bottle neck of traffic it also causes around the junction with Milton road east and the resulting tension and inconvenience to local residents is just not worth it any more. When the bridge was closed during the Brighton Place works everything just worked better and was a much easier place to walk and cycle around.
26	EH152je	No	Traffic will use collesdene drive which became extremely busy when Brunstane road closed previously
27	EH15 2QR	Yes	I think this is a safe option for everyone involved, the community will benefit.
28	eh15 2hr	Yes	Is one of the street names on 1 of the smaller drawings incorrect? You're showing a turn into Collesdene crescent from Brunstane Road - it should be into Collesdene Crescent from Milton Road East.
29	G81 5NS	No	I don't agree with closing Brunstane Rd. A one way system would serve better and not divert traffic elsewhere which just removes the volumes elsewhere. The issue is two way traffic. There would be no holidays if it were one way. This road is maintained at public expense and should be available for their use.
30	EH15 2QR	Yes	This will make everyone's life better in our area. THANK YOU
31	EH15 2QR	Yes	Making the area safer by doing this is the right option for us all.
32	EH15 2QW	Yes	With the arrival of coronavirus the closure of Brunstane Road is imperative. We have observed pedestrians using the road over the railway bridge countless times. They cannot be seen by drivers approaching on either side, some of whom are travelling too fast. The number of confrontations on Brunstane Road has also increased with some drivers not prepared to reverse or wait for oncoming cars to pass safely. Drivers unfamiliar with the area, using satnavs for guidance, are directed to use Brunstane Road even though it is entirely unsuitable for the size of their vehicle. As residents of Brunstane Gardens we dread having to use the road at peak periods and avoid if possible. We would welcome the proposed changes to the Joppa triangle.
33	EH15 2JF	No	My personal opinion is that Brunstane Road should be one way heading north. Most of the problems on that road as far as I can tell as caused by queues of people waiting to turn right onto Milton Road. If that wasn't happening, the traffic could flow smoothly down the road although I would expect that traffic calming such as speed bumps would be necessary. Either that or allow one way traffic heading south but with no right turn onto Milton Road.
34	EH15 2rb	No	It looks to me that the proposed closures and one systems in Collesdene will just move traffic onto a smaller number of streets within the Collesdene area, causing further problems there.
35	EH15 2ts	No	I think this is ludicrous, it's a through road to portobello, alternative routes are just going to cause the traffic to use surrounding areas adding time to people's journeys. Then people in collesdene areas will want roads shut, where does it end?? It creates rat runs through Collesdene and Seaview
36	EH15 2QF	No	Brunstane Road has been an arterial route into Portobello for more than two hundred years. To characterise it a simply a residential road is disingenuous. It is the best route for residents of Portobello to get access to hospital, where time is of the essence. It is also a key route to access all the services at Fort Kinnaird. Diverting traffic from this arterial route down residential streets is senseless. Rumours among the local community suggest that this is only happening because a councillor's mother lives on the street. I have no idea whether this is true but the whole affair smacks of nimbyism. In addition to the ridiculous suggestion of diverting traffic down streets where children currently play, you are proposing to narrow roads to create death traps for cyclists. A much more sensible option would be double yellow lines on Brunstane Road either on both sides, on one side or to provide passing bays. It is also wrong to suggest that the residents of Brunstane Road all support this measure. A vocal minority and a councillor's relative is not a consensus and there is virtually no support within other streets. If nimbyism is the new policy, could you please get in touch so that my street can be closed too? I understand that the council wishes to support alternative means of travel and protect communities from traffic but this is one of the main routes into Portobello and the residents knew that when they bought their homes. It seems incredibly unfair to be moving that traffic to quiet residential streets without any clear justification. If people on those streets decide to park their cars outside their homes, you have simply moved the problem from one street to another.
37	EH15 2BP	No	I live in Bellfield Street and for the last 30 years this has been by far the best way to return to my home. The traffic that results from parked cars on Southfield Place creates a lot of congestion towards Portobello High Street. Please keep the humped bridge open. You're just shifting traffic from one area (Brunstane Rd) to another (the Collesdenes). Drivers won't go all the way to Eastfield or up Brighton Place (certainly not this way) to get to their destination. It will just mean that cars are on the road for longer emitting more pollution. Brunstane Road has always been a throughfare, and has always been one that required patience, the trouble now is that the residents have more vehicles!
38	EH15 2BX	No	Also why close the safest junction onto Milton Road at Collesdene Crescent. I am delighted that City of Edinburgh Council are taking forward these proposals. Our area is being ruined by rat-running cars and lorries. We never get a break from vehicles inching their way up and down the street, weekends are particularly bad with people trying to get to the beach. Traffic will only increase as new houses are built between Brunstane and Newcraighall. This development is very welcome and I strongly support.
39	EH15 2QR	Yes	
40	eh15 3aw	Yes	
41	EH152AJ	Yes	
42	EH15 2BD	No	Although I support this in principle, I believe the best approach is to make Brunstane Road one-way to avoid other nearby streets becoming rat runs.
43	EH152DT	No	Brunstane Road like Brighton Place is an important route in Portobello. Everyone would like to see their road closed to traffic but when we bought our houses we knew what the situation was. To divert all traffic to other roads would unfairly affect the situation there. Better solution would be to make it one way or to allow parking only on one side and create parking area to rear of the left side approaching Milton Road

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
			I strongly support these measures. I feel Brunstane Road is becoming increasingly unsafe, noisy and polluted. There is a growing volume of traffic using Brunstane Road and this is causing a number of problems for both residents and the community. Brunstane Road is increasingly being used to get between Portobello and the A1/city bypass as the main thoroughfares of Sir Harry Lauder Road and Milton Road become more and more congested. The traffic coming from the Milton Link, a 40mph road, has very little transition to the 20mph limit of Brunstane Road and as a consequence, driver behaviour is to drive as quickly as possible, presumably still in the mindset of 40-70mph travel. The only barrier to achieving very high speed are the speed bumps but these are very gentle and driver behaviour is often to ignore their presence and accept the minor scraping resulting. Although not quite the same situation travelling from Portobello, many drivers accelerate up the hill as hard as their vehicles can manage, ignoring the 20mph limit. This can often be very noisy and cause noticeable structural vibration, especially since Brunstane Road is used by many lorries, coaches and other large vehicles. Although not visible, the hard uphill acceleration, especially by large diesel vehicles must be generating maximum pollution. Brunstane Road is used by many families, children and students to travel to schools, the beach and all the facilities in Portobello. It is an ideal cycling link between the Innocent cycle path and Portobello. As a frequent bicycle user, I find Brunstane Road to be an often hostile area as drivers frequently overtake and cut in sharply, often to then brake hard as the road narrows. There is a narrow, blind-summit railway bridge halfway up Brunstane Road and drivers often overtake on this bridge, leaving very little room for anyone on a bicycle. I watch as schoolchildren on bicycles are swamped by high volumes of large vehicles with no regard for the safety of these vulnerable road users.
44	EH15 2EZ	Yes	
45	EH15 2EZ	No	This is not a solution, and will only end up diverting the traffic through other residential areas.
46	EH15 2QN	No	Far too much disruption to the local community. Will create far too much traffic movement
47	EH15 2HU	Yes	
48	EH15 2Dt	Yes	Fully support this proposal. Car traffic must be encouraged to use the main road. I regularly walk, cycle and run around these routes and this will make it much safer
49	EH15 2HA	No	Make Brunstane Road one way. Keep it open to allow traffic to come down from Milton Road. That seems a fair compromise to me.
50	EH15 2QD	No	This seems to me to be an unnecessary extension of the proposals which were originally considered for the Joppa triangle. I recognise that traffic should be slowed in the Collesdene area and access to Brunstane Road limited, but closing the Joppa triangle almost completely seems to me to go too far. Local residents, like me, need to be able to access the A1 and this would directly impact that ability. I prefer making Brunstane Road 1 way northbound and slowing (but still permitting) traffic in the Joppa triangle to compensate.
51	EH15 1JJ	Yes	Brunstane Road North due to the road width and car parking on both sides, render this road only fit for single lane traffic. I personally avoid this road as the probability of meeting cars coming in the opposite direction is high. To maintain as a through road could only be possible if the road were made one way, which from a residents perspective I can see being problematic.
52	EH15 2hu	Yes	Been dangerous on Brunstane road for many years. Closure or one way is only sensible option before there is an accident. I know there has already been numerous accidents
53	EH15 2BZ	No	There has already been strong public opinion expressed through consultation against these measures. I am really disappointed that the council is proposing to ignore this. I would support a northbound one way system down Brunstane rd. that seems the fairest solution to both the Brunstane and Collesdene communities
54	EH15 3RP	No	There is no need to close Brunstane Road at the bridge. Making it one way would prevent the stand-offs that occur regularly and the speeding that people do to avoid getting caught midway. Make Brunstane Road one way rather than close it completely. I cannot understand the rationale for a complete closure.
55	EH15 2Jw	No	When Brunstane Road was closed previously, the volume and speed of traffic through the Collesdene area was dangerous.
56	Eh15 2rr	No	The proposal completely ignores: 1. The results of the Portobello Community Council recent survey showing 80% of respondents objected to the road being closed. 2. Anyone who lives south of BR and how those citizens are impacted by this decision. 3. What the majority of people who stay in this area want to see. 4. The displacement impact this proposal will have There are a number of viable alternatives that could be adopted to ensure access to & from portobello is not so negatively impacted. These include : 1. Parking restrictions - if Duddingston Road can have parking removed and double yellows put in place why can't BR- it too is a key access corridor to portobello. Your cycling aims can be achieved by this approach. 2. Making the road one way south to north or vice versa - cycling aims also achieved 3. Option 2 plus restricted parking 4. Removing parking on the east or west side of the road would also provide better traffic flow and reduce the congestion impact by the displacement of traffic arising from the proposals. 5. Putting time restrictions on the use of BR for non residents 6. Banning all hgv's who cause the damage and traffic management problems.
57	EH15 2DT	Yes	Closing BR is unfair as viable alternatives are available and is a poor reflection of traffic policy in Edinburgh
58	EH15 1RT	No	It is vital that the proposals go ahead as planned in order to make the residential streets safe and livable and to encourage active travel. In addition, restrictions are required to stop pavement parking on Brunstane Road as this is a major impediment to those on foot. A one way system on Brunstane Road would be useful but closing it completely just moves traffic elsewhere.
59	EH15 2HB	No	Firstly the trial closure last year was not only occasioned by the closure of Brighton Place but also by the closure of Baileyfield Cres at the same time meaning that the options to cross the railway to and from Portobello were limited to going as far as Kings Road or to Brunstane Road (and on its closure then through Collesdene. Combined with the proposal to close Collesdene Cres and Milton Dr means that all traffic from the city and from the south will be channelled into Milton Terrace and this will I am sure make that street much busier. It will also be a significant inconvenience to folk who live in the more westerly part of the "triangle", not to mention the likely queues to get out onto Milton Road from the one remaining exit at Milton Dr. This will likely become harder still if there is an increase in traffic resulting from the planned residential development.
60	Eh15 2es	No	It will cause terrible traffic congestion at Milton road and add 15 minutes to most journeys I do. I think there are other options like making brunstane road one way which should be explored first
61	EH15 2py	Yes	This should improve the whole area by stopping motor traffic while maintaining access for local residents. The extra miles required by 3 - 5000 drivers will be unpalatable.
62	EH15 2DF	No	People need access in to and out of Portobello and the Traffic does need calmed. Re routing the whole town in all directions will lead to increased traffic on the main arterial roads which themselves need to be reviewed as speed and volume of vehicles is already too great.
63	EH15 2BX	No	I agree that something needs done in Brunstane Road, but why close most other entries onto the Milton Road? I generally avoid Brunstane and head up towards the A1 at Portobello cemetery. This has never been an issue except the badly parked cars on the route. You are inviting a mess here. More time on the road (Social Worker, I won't be cycling around Edinburgh to important meetings), more emissions, more frustration all round.
64	EH15 2AU	Yes	Broadly support, however, I think it could be better to make Brunstane Road one way and leave the railway bridge open. One reason could be - as there is nowhere to easily turn on the road, it will be difficult for delivery drivers. Also, although it can be difficult to use the road when it's busy (as it's narrow with the cars parked on either side), at quiet times it's fine to use. One way would also be a compromise for this.
65	EH15 2JH	No	You are in effect making this a private road, I don't see why this should happen. All it would do is shift traffic to other areas. A one way system could at least be tried first. I am very supportive of quiet neighbourhoods. I would support even more ambition and I hope there will be many more similar initiatives in Portobello and Edinburgh.
66	EH15 1HZ	Yes	I regularly cycle these roads and reduced traffic / priority to cyclists over car users would help alleviate genuine safety concerns.
67	EH15 2QQ	No	The closure of Brunstane road is unnecessary. It is a vital link for emergency response vehicles and has been a thoroughfare for many years. The residents of Brunstane road knew this when they bought their properties. The proposal merely moves the traffic problem rather than solving it. There are other solutions that could be considered, eg making it a one way street, or cutting down parking on both sides of the street. The proposal may please the residents of Brunstane Road but it greatly inconveniences the much larger population of Portobello & Joppa. So please consider the many and not the few.
68	EH15 2QR	Yes	Brunstane road is currently dangerous in respect of too much traffic and drivers not knowing how to manage the traffic flow
69	EH15 2EZ	Not Answered	
70	EH15 2EP	No	I feel as a Joppa resident that it would be very unfair to close Brunstane Road. I would however support a one way system for all including the residents in the street who seem to feel they own the road in question and can be slightly confrontational to other road users. We all pay our taxes and should have access to this road. I have lived in Joppa for 30 years and would be very unhappy if this road was to be closed.
71	EH15 2NA	No	
72	EH15 2RA	No	I think making Brunstane Road one way would improve the traffic flow on that road.
73	EH15 2ES	Yes	It's about time this was put in place. Getting up and down Brunstane Road can be impossible and I pity the residents! It would be better if Brunstane Road was changed to one way down from Milton Road. If closed at the bridge everyone who lived at the top end would need to come out onto Milton Road which is already very busy due to the Milton Link junction
74	EH15 2RG	No	And traffic lights. Very difficult to exit from Brunstane Road turning right and also get all traffic from Gilbertston.
75	EH15 2ES	No	I agree that the current situation isn't working on Brunstane Road, but perhaps a one way system could be implemented instead of closing the road fully.
76	EH15 2DX	No	A one way system on Brunstane Rd is preferred. With a closure the problem simply moves to Collesdene. 'discouragement' from using Collesdene by the council is not a sufficient mitigation. This is a public road. People did not move to this road unaware of that fact. I did not buy a house on this road because I did not want to live on a busy narrow road that leads directly to the beach, with no driveways. I did not consider buying a house here then attempting to get the road closed to suit me and inconvenience thousands of others. There are other options available here - double yellows for example. One or both sides. Traffic lights at the bridge. Make it a one way. Closing it should be a last resort. The traffic calming measures in nearby estates and encouraging people not to use shortcuts - dont be so naive, barely a single person will pay attention to these measures, if people can take a shortcut they will and anyone implementing these measures knows it. This area is extremely busy and closing this road will cause further congestion. One minute the council is bothered about pollution then next minute they are introducing measures to cause it. I filled this survey because I can't say anything when I have the chance then complain when its closed, but also well aware you can ignore all the public views and do it anyway and skew the reasons why to suit yourselves. 90% of locals could oppose this but if you want to do it it's happening.
77	Eh152rp	No	
78	EH15 2ES	No	I would support a 1 way system on Brunstane Rd with traffic flowing north only.
79	EH15 2QS	Yes	Looks like an excellent proposal to try then modify if necessary.
80	EH15 1PN	No	Whilst I think some closures should be made I believe that the Council is attempting to close too many access roads.
81	EH15 1JU	No	I don't disagree with the proposal but addressing problems in a piecemeal and ad hoc way is not going to help address the growing traffic management issues in Portobello. Is there a master plan to deal with the overall increase in households, cars and movement in and out of the area. We already have awful congestion and now safety issues such as at Kings rd. what is councils overall plan and is council assessing the long term climate goals and options such as reopening railway lines.
82	Eh21 8rg	No	I agree with reducing traffic down brunstane road. It's too narrow and the traffic it receives is too great for it to be sustainable. I do not agree with closing off other roads to facilitate the trial closure of brunstane road. The trial can be done in isolation, with tools in place to monitor the impact and then make a judgement on other diversions as required afterwards
83	EH15 2es	No	This will only divert more traffic onto the high street and Brighton place, both of which are already congested.
84	Eh15 2ey	Yes	I am in 100% support. The volume of the traffic on brunstane road continues to continue to rise sharply. Many of the road users fail to observe the speed signs and show little respect for residents. I am now working from home and am astounded at the volume of large lorries and trucks using this road. Indeed the speed bump outside our house results in vibrations in our house and internal cracks. However my biggest fear is that there will be a fatality on this road. There will be a vast number of users of this road who will object however very few of them will be residents or will live in neighbouring areas who will want to keep the traffic from their roads. Please do take action as Brunstane road is not fit for the traffic volume and my biggest fear is that there will be a serious incident which could have been avoided if these proposals are dismissed.
85	EH15 2RP	No	I am strongly against this proposal. The local residents have schemed to have the road closed for some time, and all this will do is intensify traffic elsewhere. The proposal did not adequately consider wider implications, and once again shows the disconnect between the actions of the council. It is applaudable that the council wishes to have fewer cars on the road, but to then wave through housing developments without any concern simply means that there will be more people using the roads. And the council and government have not invested sufficiently in the transport network in Edinburgh to support the expansion of the city. Every person that moved to this area was aware that the road was open to vehicular traffic. They all bought/rented their accommodation and should have factored this into their decision making. Alternate arrangements would be more beneficial, and it does not appear consideration was given to double yellow lines on one or both sides of the road, or simply a controlled junction at the railway crossing. Even keeping the road one way would be preferable. Instead the proposal simply looks to push through with the narrow self interest of the people who live on Brunstane Road who want to use the road as a carpark. What other measures will be put in place to mitigate the additional traffic on Milton Road and the other main routes in the area?
86	EH15 2QR	Yes	Closing the road is not in the interest of the wider community and I strongly oppose this. I welcome the proposed traffic measures. It is long overdue. The issues have been getting increasingly worse in the past few years: increased traffic, increased damage to cars, increased anti-social behaviour. (It is now only a question of time before we get a serious incident when somebody gets hurt). This road is just too narrow for the traffic it sees. It is used as a rat run by locals, lorries, vans but also cyclists including families with children and they all get stuck which creates chaos in the street (without mentioning the issues for parking in my own street when traffic gets stuck!)

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			<p>Growth within the city of Edinburgh and with the development and ongoing develop along the A1 / East Lothian district has increased the traffic and with the by pass unable to cope people are now using is Harry Lauder way and and Portobello high street which are extremely busy - this will only further add to the issue for the majority of residents for the benefit of a few on Brunstane road. This point is demonstrated by Asda the jewel where it now can take 30 minutes plus to get out of the car park after completing your shopping as the traffic cues up towards Milton Road</p> <p>In my opinion there rre many considerations that are needed that suggest that this proposal should not take place:</p> <p>1) Access to Portobello is limited with only a few road in and others already affected by the closure for spaces for people initiatives. This was only highlighted where the entire town was gridlocked for a whole afternoon and evening with the closer fo portobello Road / Kings Road junction due to an accident.</p> <p>2) The traffic that is experienced by residents is community traffic for those that live or work within the community. Has a traffic survey of the volume and timing fo traffic been completed rather than just the opinion of those that live there? From my experience the road at many times is very quiet which is in stark contrast to many others in the area</p> <p>3) Brunstane Road could be improved through making the road one way and / or placing double yellows down one side of the road. Although this would cause more hassle for residents due to their need to park. If this proposal is around safety then double yellows should be introduced to prevent individuals parking on the pavement which happens consistently and leads to walkers / runners having to use the road to go down the street</p> <p>2) Recently a cyclist was killed at the Kings Road junction which is highlights the dangers and risks that are faced by all users in the area with the volume of traffic, variety of users and the non compliance of many eg jumping red lights! Pushing more traffic here will only increase the dangers! These areas need action first rather than the personal benefit of a few local residents who would like a quieter street</p> <p>It does surprise me that this project continues to keep asking for peoples opinions which consistently highlights that the public opinion of residents is this is nota. suitable option! I do believe this will get pushed through.....amazing what happens when your councillor lives on the street in question!</p> <p>I think this is a good start for a trial</p> <p>I suspect that by having one-way access roads from/to Milton Road you will find the determined rats will continue running through the Collesdene area taking a zig-zag route. Hopefully the route will be enough of an inconvenience for them to just stick to the main roads.</p>
87	eh15 1ab	No	
88	EH152QS	Yes	Portobello is a small community with limited access which would only cause significant issues elsewhere by removing office from this road. Some areas are already very busy and dangerous such as portobello Road and Kings road junction with sir Harry Lauder way - with the development plans for seafield and increased development in Leith this will only get busier! I believe Brunstane Road should be made one way with double yellows on one side to remove cars from parking on the pavement to provide space for walkers
89	eh15 1ab	No	
90	EH15 2BG	No	<p>There are many issues with traffic in Portobello and while Brunstane Road was closed a few months ago, I was incredibly concerned about the safety of people living in the Collesdene area. The roads throughout Collesdene twist and turn and it would be much more dangerous for people crossing roads and for young children etc to have the amount of traffic increased in that area. Brunstane Road is a long, straight road with much better visibility and I believe it should stay open to prevent causing worse difficulties elsewhere. If something really has to change, I would suggest Brunstane Road is made one way. (My preference would be to have traffic flowing from Portobello up the street towards Milton Road.) Traffic calming measures could also be put in place. I don't think closing Brunstane Road would help anyone apart from the people living on Brunstane Road itself. I live on Marlborough Street which, along with all the other streets in Portobello which run down to the promenade, is incredibly busy, experiences difficulties with cars going both ways and getting stuck and damage to vehicles on either side. However, I would not campaign for it to be closed just for my own personal benefits - which I feel is exactly what the residents of Brunstane Road are doing. The residents of Portobello needs the arterial roots of plants in route to remain open to insure traffic Lewis not me is worse.</p> <p>This huge detour for so many is unnecessary. I have lived around corner from Brunstane for 35 years. I have never seen an accident nor noticed and damage to residents cars.</p> <p>Normally people driving up and down can see far enough ahead to move to side and let cars pass. Occasionally someone unfamiliar with passing places concept makes it necessary for others to reverse but we are talking one every couple of months.</p>
91	EH152qe	No	Brunstane Road - rather than close it, I suggest to make it one way.
92	EH15 2ES	No	Collesdene - I do use this to get up to Milton Road - it has never struck me as being crammed with cars - I often see no other car on the road. Of course if Brunstane Road is closed, it will simply direct the traffic to Collesdene i.e. the net effect will be to move the issue from one area to another.
93	EH152JF	No	There needs to be better traffic measures for getting in/out of Portobello - with all the new housing, an already congested area is going to become unbearable.
94	EH15 2EZ	No	The proposals do not solve the problem. All the proposals do is move the problem elsewhere. This is a totally wrong way of doing things and just causes resentment amongst residents who are disadvantaged by the proposals. Either ban all through traffic from the triangle, apart from residents, or leave matters as the are.
95	eh15 2qw	No	Brunstane Road is not all that busy other than at rush hour times. It needs a timed barrier on the bridge, not shut down altogether. And I know of at least one family who need speedy access to the Royal Infirmary, this closure could cost lives.
96	EH15 1AZ	No	While I support traffic calming measures for the area as a whole, I do not support the proposal to close Brunstane Road. This will have major impacts on all the other ways into Portobello, particularly Brighton Place. It would be much better to make Brunstane Road one way only, and designate another road in the area to be one way the other way.
97	Eh152j	Yes	I do support traffic measures, however I think blocking the through road from collesdene ave to Milton road East including blocking end of collesdene crescent / joppa terrace is a better option and doesn't move the traffic problem further down the side streets as the current proposal does (proposal has previously been submitted by myself and several residents)
98	EH15 2UG	No	It is the only direct link from Milton East to portobello from Eastfield to Porty High School. Everyone would like a quiet Street we are inundated with learners but you just accept them
99	EH15 2QY	No	As a resident in Gilbertstoun with these road closures would result in a detour of some considerable distance to visit shops in Portobello and would probably put me off visit local shops and this effect their business and trade from this area.
100	EH15 3AQ	Yes	I have lived in Joppa (collesdene crescent) all my life it's about time this rat run was shut down for good
101	EH15 3PY	No	I agree something needs to be done to address challenges on Brunstane Road but I do not agree with this closure. I would be supportive of making Brunstane Road a one-way street and/or adding double yellow lines on one side.
102	EH15 2ha	No	There are many, many traffic issues in the Portobello area and I strongly believe these should all be considered together, along with consideration of active travel and measures to reduce private car use. Brunstane Road should not be considered in isolation just to satisfy residents on that particular street just because they don't like it and have shouted loudest about getting something done. We need to end the "car is king" attitude.
103	EH15 2Es	Yes	No justifiable reason is explained in these proposals as to why this particular street is getting, what appears to be, special treatment. Many roads in the area suffer from very similar issues but these are not being closed to make things quiet for the residents.
104	EH15 2QY	No	I strongly disapprove of this proposal but would be in favour of a one way or double yellow lines alternative.
105	EH15 3LR	No	Make Brunstane Rd one way coming down from Milton Road. Traffic will be re directed to other residential areas. This seems a fair compromise to distribute the traffic more evenly.
106	Eh15 2hd	No	There are other options - double yellow lines on one side or intermittently which would provide adequate space for traffic or a one way system going either direction. It seems that despite over 80% of portobello residents rejecting this proposal before someone in the Council is determined to get this road closed. Closing the road prevents emergency vehicles gaining access to portobello or a quick exit from portobello in an emergency for residents living there. I have lived in portobello for 14 years and this road is slow moving traffic due to the double parking. There is no danger compared to other roads where no protections are being proposed. Asking people to drive all the way round when there is a perfectly adequate road there is unfair and only benefits one street. Thousands of others are impacted as a result. I'm sure that the Council will ignore all the consultation data as they did before. Why are you not asking the entire community impacted what they want v accepting or rejecting this one option?
107	EH15 2NB	No	A one way system on brunstane road would be far more effective and will not push the problem onto the rest of the joppa area. Seaview crescent is already becoming congested in the same way as brunstane road.
108	EH15 2ES	No	I am disabled, live in the Joppa triangle and am unable to cycle or to walk more than 20m and so rely on my car to access local facilities such as the shops and doctors surgery in Portobello and the promenade. Whilst acknowledging the needs of other groups, the recent pavement works in Portobello have made it usually impossible for me to access Portobello High Street businesses because my option of single yellow line parking with a Blue Badge has been removed. There are very few designated open parking spaces left and none east of Bath Street designated disabled. If these proposals take effect, I will have to drive another couple of miles each time I try to access my local facilities, often unsuccessfully, which will add to congestion, road pollution and my carbon footprint. Additionally with the completion of all the new housing off Milton Road East the proposed route will become increasingly congested. I believe that the disabled community have been repeatedly overlooked in local road and traffic management plans. I understand the concerns of the residents but oppose the proposal. I would like to suggest that at the very least, the proposal is amended to allow passage of vehicles displaying a blue disabled badge in addition to cyclists. This could be enforced if necessary with cameras.
109	EH15 1LT	No	There is an obvious effect in that traffic will divert to Brighton Place as an alternative through route - making worse the already congested and polluted road. Where is that effect addressed?
110	Eh15 2qz	No	Ridiculous to cut off the road only sensible solution is make it one way
111	EH15 2HE	No	Keep the residents happy and keeps traffic moving. There are plenty of good other suggestions from local residents. Hope you look at these instead of closing of a main artery in Brunstane. For me it seem the decision is already made
112	eh152ad	No	I would be more in support of making Brunstane Road one way (traffic travelling towards Portobello) as the Milton Link junction is made more difficult with traffic feeding in just before the junction from Brunstane Road and Gilbertstoun. This method would at least eliminate one of these feeders into this difficult junction.
113	EH15 2QD	No	On a more personal note, I live on Seaview Terrace with a back door and parking in Seaview Terrace. Closing the end of Milton Terrace would mean that I would not be permitted to access my back door from Milton Terrace as do now, despite it being in close proximity to my house. I would now have to drive all the way down Milton Road East and then back along towards Portobello to reach my house. Doesn't really make sense to me.
114	EH15 2JF	No	Closing Brunstane road will cause substantial additional commuting for me and my family.
115	EH15 2DY	Yes	Will divert more traffic on to Brighton Place which is narrow and a bus route
116	EH15 2ab	No	All you are doing is moving traffic elsewhere. No need to close Brunstane Road.
117	EH15 2RE	No	Access through Brunstane Road should be retained for cyclists to ensure cyclists from Joppa can access the cycle route into the city that starts at the Range. A safe cycle crossing is also needed here at the top of Brunstane Road to safely cross Milton Road.
118	EH15 2QR	Yes	With Milton Rd already been narrowed at the school and the bus lanes this will increase the traffic volumes on this road, and the crossroads along this road will be even more congested. Also with the road around the golf course also closed off it limits access to Portobello. There has already been fatalities at Harry lauder Rd and this will increase the traffic on that road also. If it has to happen how about a one way system? People who live on this Rd have always known of traffic using the Rd to access Portobello, they bought their properties knowing this. It is the start of a slippery slope of every street in the area wanting to be closed to traffic, which idyllic as it may sound, is entirely impractical. It is a road for a reason.
119	EH15 1EA	Yes	Proposals go too far.
120	EH151LU	No	Milton road is already too busy at the junction of Milton link. Getting on to Milton road from brunstane road south can take up to 15 mins at peak times and weekends.
121	EH15 1SR	No	A problem is not solved just by pushing the issue to another pressurised point in the surrounding area.
122	EH15 2QF	Yes	This looks fantastic and will be a huge improvement for myself as a cyclist regularly moving around Portobello. I also drive regularly for work and have recently worked as a delivery driver in the area and believe that LTNs are a necessary tool to reduce traffic on our streets as well as making the area a nicer place to live.
123	EH15 2BG	Yes	Portobello is already overrun with traffic, and closing one of the few access routes into Portobello will only cause gridlock on the other routes. The idea that traffic calming in the Collesdene area will help is completely naive. During the last closure of Brunstane Road, the majority of residents in the Collesdene area reported a large increase in traffic, including fast moving delivery vans driving at not inconsiderable speed on the pavements.
124	EH15 2HD	No	Too restrictive to access and leave the area for disabled who need to use their car
125	EH15 2PG	No	I regularly cycle on Brunstane Road. It's currently narrowed by parked vehicles so there is room for one car along most of its length. It's fairly common for impatient drivers to attempt to pass cyclists on this road, even though doing so means they must pass very close to the bike. Routing vehicles elsewhere will make this a much safer route for cyclists
126	EH3 9HX	Yes	I agree to make Brunstane road one way only, causing extra congestion on Milton Road only moves the problem
127	EH15 2BA	Yes	Why are you ignoring the simplest and best solution and that is making Brunstane road from Milton Road to the railway bridge a one way system with entry allowed from Milton Road. To mess about with the Collesdene roads is utter madness and will cause many more problems.
128	Eh8 7BU	No	I have personally been avoiding driver along Brunstane Road as it isn't somewhere I feel happy contributing to traffic on. Additionally as a cyclist it is a direct route between Portobello and Brunstane train station and Fort Kinnaird that would benefit from being a safer/quieter route.
129	EH15 2RG	Yes	This is going to cause traffic build up in other areas, and will cause an increase in emissions in this area. It will also have a negative effect on the response time for emergency services due to the increased congestion. It would be a better option to make Brunstane Road one way only
130	EH151LU	No	I have long thought this action is required. Brunstane Road has become a major through route to Portobello and is ill-suited to the volume of traffic that uses it daily. The resulting detour down Milton Road and along Joppa to the High Street seems a small price to pay for quieter safer streets.
			Not a solution to congested streets, not logical

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131	EH15 2BD	Yes	I am strongly in support of these measures. As a local resident (Marlborough Street) who cycles for transportation, I've witnessed how busy Brunstane Road has become - largely due to satnavs and apps directing all traffic down this residential street. This has a detrimental impact upon the local residents, makes traffic travel far too fast along Milton Road, and makes it harder to cycle and walk through the area. Brunstane Road has an extremely narrow pavement, which makes the number of cars travelling down the street in a hurry very problematic. I am strongly in support of traffic calming in this area, for the safety of children, pets and also adults.
132	EH15 1U	No	I have said that I don't support the proposal, but that isn't entirely accurate. I support the proposal in principle, but I think more consideration needs to be given to the wider effects. I'm glad that the impact on the residential streets around the Collesdene is being considered and hopefully mitigated. However, Brighton Place will also see increased traffic due to this road closure. While I appreciate Brighton Place is one of the main routes into Portobello, it is also a residential street and a route to school / nursery for many children. It is already unable to cope with the volume of traffic, and this makes it an unattractive / dangerous route for cyclists and pedestrians. I would like to see how the impact on streets beyond the immediate area, like Brighton Place, are being considered.
133	EH15 2DY	No	It only creates more traffic congestion elsewhere. The ONLY people to benefit from this scheme are the residents of Brunstane road. Whilst the rest of us are left battling traffic. There are not enough roads in and out of Portobello. Due to the increase in housing this will only get worse. Closing roads is not the answer. Why we need 2 consultations about this beggars belief!
134	EH151TS	No	I am against this proposal as a taxi driver we have wheelchair users that use black cabs daily on this street. Closing it would mean these people will have to try and get themselves to a suitable pick up point. This can not be done.
135	EH15 2PN	Yes	Anything that reduces ease of car use and dangerous rat runs whilst maintaining necessary access for those in need (disability/infirm/trade/drop offs) is a good thing. We need a modal shift away from dependence on cars. I would prefer you went further and restricted car speed within the Joppa triangle to 10mph, Milton Road to 30mph, and Eastfield to 20mph. Traffic is too fast, too dangerous, and too easy!
136	EH15 2QG	No	An 'all or nothing' closure will push the problem completely to the nearest allowed route between Milton Rd and Joppa Rd. A one way North to South only route would dilute congestion and not simply push it elsewhere. To control speeding the limit could be reduced to 10 mph and speed cameras introduced.
137	EH15 1BD	Yes	Better traffic management needs to exist in the entire area before any road closures take place. The traffic is just then diverted to other streets and it's faster in the surrounding areas. This is not safe/good for cyclists nor pedestrians, never mind residents. I would support a one way system being put in place over complete closure. There are many streets in Portobello used as 'rat runs' or thoroughfares where residents objects, have their cars damaged and at least Brunstane are has decent pavements. There are others in Portobello that are less safe. I'd also recommend-draw the school catchment area so that there were less children driven to Towerbank down that road and make catchments areas more meaningful and local in light of new housing developments in the west end of Portobello. This proposal needs to be considered as part of a much wider traffic issue for Portobello.
138	EH15 1AY	No	If we close these public roads because of traffic other areas and streets are going to become congested- are they then going to be adopted as a private road if we have no access?? Many streets in the area become busy with traffic, Durhams, Mountcastle Northfield Regent Street Marlborough st I could name many - you can't close them all and then pay taxpayers Montrose maintain?? No then they residents need to maintain as in theory it's a private road. the red
139	EH15 1Py	No	This proposal addresses the issues with 'through traffic' from Brunstane Road being diverted to the A roads in the area, but does nothing to address or assist the access for those living in /visiting the area of the Collesdene and Joppa, which will add significant journey times and emissions.
140	EH8 7TU	No	I support this proposal. Brunstane Road is a rat-run; I have to cycle down there to get to Parkrun in Portobello, it's often chaos even on a Saturday. Many people in the area are wealthy and have large cars and SUV's which makes it worse as they try to pass each other.
141	eh153ra	Yes	This proposal will stop traffic cutting through the Collesdene Triangle but there will still be a heavy amount of traffic cutting through Milton Terrace and Milton Drive. I saw another proposal earlier where there was road closures at the bottom of Collesdene Terrace, Collesdene Gardens and Collesdene Drive and also bollards at the end of Collesdene Crescent (Morton street end) which seemed a better option as this stopped any traffic using the triangle as a cut through to Portobello. It was suggested using bollards at the bottom of all these streets so anyone coming in through the junction at Collesdene Crescent with Milton Road had to live in the top part of the Collesdene as there would be no cut through at all to Portobello. Any traffic coming along Milton Road from either Asda end or Musselburgh (which would include all the new houses being build) would have to go the long way round past Scotts garage or use Sir Harry Lauder Road if they wanted to go to Portobello. Living in Collesdene Crescent is dreadful at the moment with so many car speeding along the road to cut into Portobello. A car broke down recently at the top of Brunstane Road which then closed that off - our street was absolutely full of traffic, plus heavy lorries.
142	EH15 2JL	Yes	This road is horrific and an accident or road rage incident is waiting to happen. I think it's a good idea to look at calming the whole area as well as brunstane road and encourage to use main roads.
143	EH15 2qs	Yes	As a traffic reduction plan, I'm a fan. However, this plan does not yet mitigate for the increased traffic that'll likely result on the residential street of Brighton place. Traffic flow should be monitored on Brighton place and calming measures introduced. The road is already a hazard. Traffic does not stick to the 20mph limit and, during the recent work, the council failed to implement its promised traffic calming measures.
144	EH15 1ll	Yes	It is being proposed to disrupt the entire south east side of portobello and beyond because some people don't want vehicles travelling on their street! This will mean longer journeys for everyone in this area with consequential addition of pollution from the vehicles! During the previous closure, Joppa terrace, grove and gardens as well as attached streets were used as a race track by those forced away from Brunstane road! This will be the same again. Speed bumps do not slow traffic down on these streets. If brunstane road is closed then I would like the Joppa streets closed to all but residents! This can be achieved by installing an electronic gate(s) and control fobs issued to residents in the 3 Joppa streets only! Brunstane road is too busy. I don't feel safe to cycle and neither do my children. It would be much better closed to cars.
145	EH15 2HY	No	I am a resident on Brighton Place and the level of traffic is heavy already. As is evident to many the speed of traffic has also increased since the relaying of the setts. I am also a cyclist as well as a motorist and the traffic is hazardous to cyclists.
146	EH15 1BD	Yes	The proposed closing of Brunstane Road will undoubtedly make road conditions worse. The traffic lights at both ends of this thoroughfare will just suffer from even greater blockages at peak times. This is not a balanced approach to traffic measures at a time when significantly increased housing is being introduced to the area.
147	EH151LT	No	No access to houses in the Joppa area from Milton Road east, will cause congestion further down Milton Road and all other open roads. Diverting same problem that already exists in a higher scale to other streets.
148	EH15 2QD	No	The closure of Brunstane Road is NOT a new trial as it was closed previously and, as far as I am aware, about 80% of residents were against the closure. I can't really comment about the Collesdene/Joppa area as I know they had more traffic because of the closure of Brunstane Road. As I live on Portobello High Street I just hope that those who wish these changes do NOT start using the High Street as it already comes to a standstill frequently. I am in my late seventies, shop locally, but also use my car. I have to come out on to the High Street from Hope Lane North but use Harry Lauder Road to get on to Milton Road. I come back home the same way but frequently find the lane blocked (it is two-way and busy). I have sent in photographs and asked for double yellow lines as most other openings off the High Street have but no reply from the Roads people. Elaborate schemes get attention but the basics are ignored.
149	EH15 2BF	No	I feel that the closure outright of Brunstane road will lead to more traffic congestion and pollution. A better option would be to make the road one way, northwards from the railway bridge. This would allow local residents access and keep traffic flowing.
150	EH15 1EX	No	I live on brunstane Road North and this measure will mean I have to travel an extra mile to reach the a1 and newcraighall stores. I understand the plague that traffic in brunstane Road North represents but it will simply shift the problem to the junction at Eastfield.
151	EH15 2dw	No	I suggest that a technological solution is possible here. Rising posts using an anpr solution is a good option. Argyle crescent, brunstane Road and joppa residents could all be registered and be allowed through.
152	EH15 1LU	No	The proposal will increase congestion on routes leading to and from Portobello and Joppa, such as Brighton Place and Southfield Place which is a route for several buses. The proposal also unduly and unfairly benefits the Brunstane Road residents and prejudices the rest of the other roads referred to in the proposal.
153	EH15 3EE	No	As a home carer who regularly has to travel from Magdalene to portobello, particularly Joppa road end of portobello for 8am when brimstone road was closed recently this journey adds at least 10 minutes into my travel time each day(traffic depending) also all that's going to happen is traffic will be going through collesdene.
154	EH152be	No	The majority of out of town traffic do not use this area and it will only in my eyes affect locals with increasing congestion else where keep it open!!
155	EH875Y	No	This will cause big detours, traffic congestion and add time and stress onto journeys.
156	EH15 1HD	No	Ridiculous just pushing more traffic to other areas causing congestion. Extremely underhanded action. Everyone would like a quiet street!!!
157	EH152je	No	I agree with closures but not with this proposal as when there is access from Avenue the drive will be used as access to Milton road as this happened previously
158	EH15 2BD	No	Essential route between Milton Rd and A1 and Portobello High Street. Make it one way North to South. I have never seen motor vehicles travel it at excessive speed.
159	EH15 2HE	No	I would support a proposal to make Brunstane Road a one way street rather than closing it altogether.
160	EH15 2HE	No	One way traffic on Brunstane Road rather than closure
161	EH23 4pf	No	You are pandering to the people who live in the street in direct conflict to the hundreds of people who use portobellos amenities daily. You are allowing a few vocal minorities to close the street to provide a car park for them. If you want to stop the issues residents are complaining about them paint double yellow lines on one side of the road and implement a 20mph zone. Problem solved. Apart from for the rich yuppies who live on the street and now don't like the fact they don't live on a private road. If you close the road to traffic presumably the residents will be wholly responsible for its upkeep??!!
162	EH15 2DS	Yes	I think this proposal merely tries to pass on the problem onto the wider community without due regard for the consequences for people in the wider area. Access into the Portobello community of shops needs to be distributed via a number of different routes to prevent build up of traffic logjams in key places. Eg seafield junction via Harry Lauder. Or traffic building up outside the High School. Or the worsening traffic situation with speeding cars developing down the A1606 now that the golf course and Stanley street is closed. More cars will want to use Southfield Place and put more pressure on existing bottlenecks like this or Eastfield at the other end - it will create imbalance or worse, total gridlock, at busy times and yet more frustration . Why not trial a one way traffic calming system for Brunstane Road area/Collesdene first? Seems fairer
163	EH15 1JY	No	Will stop people using this area to avoid main roads and also stop added congestion on Milton Road with cars trying to get out onto main artery.
164	EH15 2EN	Yes	I wholeheartedly agree with measures to prioritise the safety of cyclists and walkers, and that must come at the expense of car drivers. I think this will effectively route traffic to main routes, improving other routes for walkers and cyclists. I do think that these changes must go alongside strict enforcement of the 20 mph limits though. On argyle crescent we regularly have vehicles driving in excess of 40 mph
165	EH15 2re	Yes	Use a one way system I live at the top of Gilberstoun and regularly need to drive into Portobello High Street with my 2 toddlers to drop them off and pick them up from nursery. There are no other private nurseries closer to Gilberstoun, and no public transport options. Although my youngest is still in a pram, my other child would struggle to walk for almost a mile and a half twice a day up and down the hill from our house into Portobello. When Brunstane Road was closed recently I took a detour via the Collesdene roads as this was the quickest option, along with many other people. Double yellow lines down one side of Brunstane Road would be an excellent idea as I also have the issue of trying to walk up and down Brunstane Road with a pram. Cars are always parked on both pavements, so I often have to walk out into the road to get past. And this problem is even worse on bin days. This does not encourage anyone out of their car to walk.
166	EH15 2QE	Yes	I don't agree with blocking off a road so that the residents can have a private car park. This road is used frequently for a reason. It takes much longer to get to Portie without this route. Also we'll just use the Collesdene routes instead. This has been done against the overall public opinion. Make it one way going up to Milton Road.
167	EH15 1It	No	The problem on Brunstane road is not the traffic it is the amount of cars parked on both sides of the road which cover the road making this a single thoroughfare. Do something about the parking in brunstane road! Double yellow lines???
168	EH15 2RP	No	I think it would be better if gaps in parking were created along Brunstane road going up from the railway bridge rather than closing the road. This could be done with double yellow lines on alternate sides going up the road. Another possibility is to have parking on one side only. This way the cars could park on the road rather than taking up half the footpath. Currently it is hard to push a buggy on the footpath. I don't see why a few residents should request a road closure when this is a major route up to the A1 and the Fort.
169	EH8 7RF	No	Make it more accessible for everyone.
170	EH15 2DX	No	I live on Brunstane Road and my 10 yr old daughter had a frightening experience just the other day. Drivers get nervous and decide to accelerate and hope for the best so as not to get stuck half way. Terrifying. When the road was closed before it was wonderful to see how many cyclists used the route.
171	EH152QR	Yes	I do not support this at all
172	EH15 1PA	No	I collect and deliver with a small van and it's a nightmare when closed, and you are only moving the problem elsewhere
173	EH15 1SD	No	If you have to change it at least make it one way
174	EH15 1SD	No	I think Brunstane Road would be better severed for everyone to be one way, heading towards Portobello, therefore still allowing access to local shops and amenities
175	EH15 2NF	No	

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
			<p>We live in Brunstane. We have a 3 year old and there are no private nurseries in Brunstane. Like every other 1-3 year old of working parents in Brunstane she therefore goes to nursery in Portobello.</p> <p>This proposal serves only the private interests of a few streets - particularly Brunstane road. It is hugely damaging for the many families in Brunstane who rely on nurseries in Portobello.</p> <p>I would have no issue with Brunstane road being one way but ultimately a Road is just that - a Road. It is the Road to Brunstane - for cars to drive on not for cars to park on.</p> <p>There is therefore a greater basis for a double yellow line down one side of Brunstane road than there is for its closure.</p> <p>This proposal does not serve the interests of the majority of local residents. If passed it will serve only to underline Edinburgh council imposes measures to help its pal not its residents.</p> <p>I invite anyone from Brunstane road to try to walk my 3 year old to her nursery - it takes me 15-20 minutes. It takes her over an hour on a good day walking as she is 94cm tall.</p>
176	EH15 2RD	No	<p>Requiring us to drive a "long way round" will be worse for the environment, worse for traffic on the Milton road and the high street.</p> <p>I think it will have an unfair impact on the Collesdene area, particularly in the Avenue where the needs of Sheltered Housing residents need to be taken into account.</p> <p>The ever increasing number of learner drivers in the Avenue and surrounding area already hampers the smooth flow of traffic.</p> <p>So I do not see the need to prioritise Brunstane Road over the Collesdenses.</p>
177	EH152LG	No	<p>I am totally against this proposal. This is only going to please some of the residents in the part of Brunstane Road south of the bridge and I cannot see why they should be given priority over everyone else in the area. These people bought their houses in the street knowing what it is like. As we live in Argyle Crescent just round the corner from Brunstane Road it is going to be a great inconvenience for us. Also the people living in Collesdene Avenue are going to have to put up with much more traffic because most people are NOT going to go the long way round via Seaview Terrace and Milton Road. I fail to see why we should all be inconvenienced by this. Making some streets one way I believe would be much more realistic for most people and with all the speed bumps especially in Brunstane Road itself I don't believe that there would be any more speeding than there is now.</p>
178	EH152QQ	No	<p>I strongly support measures to reduce traffic levels and speeds through this area. I am a new resident on Collesdene Avenue with two young children. We own a car, but try to cycle and walk as much as possible and support all measures within the city which promote a modal shift towards active travel and public transport use. Once our children are a little bit older, we hope to be entirely car free ourselves.</p>
179	EH15 2JP	Yes	<p>We would like to go further than this proposal and introduce slower speed limits on the roads in this area to further improve safety. I would also like to see as many bike lanes as possible, separated from cars, to make them safe for children and adults.</p>
180	EH15 2BZ	Yes	
181	EH152HB	Yes	<p>I used Brunstane Road as a cyclist or a number of years. It could be rather scary, however was much better when the railway bridge was shut to cars. I support the other changes also, but would like to see one addition: the extension of the 20 mph limit on Joppa Road (from city) to passed the junction with the beach (pumping station). The beach junction has long been an accident spot and this is not helped by drivers speeding up as they approach it.</p> <p>I believe that these closures will just push traffic to other already congested areas around Portobello. This will only increase the congestion (and with it emissions from stand still traffic and additional length of journey times).</p> <p>Maybe a one way system would work better for Brunstane Road and the Collesdene area would be a better approach.</p> <p>Traffic calming could still be available with the narrowing of roads in the Collesdene area.</p>
182	EH15 2AB	No	<p>If this proposal does go ahead, then you will need to look at putting double yellow lines the full length (both sides) of Brighton Place and Southfield Place, as this would surely be used as a way to avoid these proposals (the road is a nightmare as it is with the parking both sides on Southfield Place).</p>
183	EH15 2JQ	No	<p>I live in the Collesdene area which even now suffers from speeding drivers (despite the 20mph limit - not enforced) and a plethora of learner drivers of varying ability. This proposal would substantially increase traffic through flow and the combination of these elements would make accidents much more likely. Moving traffic from one residential area with a score of houses to another with hundreds does not seem to me to be a very constructive approach to the problem.</p>
184	EH15 2HY	Yes	<p>A longstanding issue which needs addressed. The diversion for traffic is minimal. I live in Joppa Terrace but never use Brunstane Road due to the frequent traffic stand offs despite it being the most direct route.</p> <p>This will block up yet more traffic in portobello, cause more delays, add more pollution, reduce air quality and increase journey time for thousands of people a day. If we are to set a precedent that busy roads get closed (but the residents on those roads can carry on driving on other roads), then this opens up all roads to challenge.</p>
185	EH15 1DT	No	<p>If the council was seriously about traffic they would stop shoe-horning more and more building into Portobello. The issue of traffic is being caused, in part, by the council.</p> <p>These proposals may benefit residents living in Brunstane Road but to the detriment of the residents in the Collesdene area!</p>
186	EH15 2JR	No	<p>How long is the trial going to last?</p> <p>I believe that a full closure of Brunstane Road will just move the traffic into the Joppa Triangle through other residential streets, as witnessed during the previous closure.</p> <p>A partial (one-way) closure of Brunstane Road does not seem to have been considered and the proposal doesn't consider the Portobello area as a whole or where and why people are going to and from when using Brunstane Road. For example, improved walking and cycling infrastructure around Fort Kinnaird could potentially reduce traffic as it's within easy reach of the area by walking but is incredibly difficult to navigate on foot.</p> <p>I also think this could set a precedent for several other street closures in the area.</p> <p>Unfortunately being forced to travel further will likely also increase traffic speed through the streets as witnessed previously.</p> <p>I don't think that the partial closures and calming measures in the triangle will have much of an impact at slowing traffic, only at increasing distance, and pollution.</p> <p>There doesn't seem to have been any consideration of traffic travelling from Portobello towards Milton Road as there are no traffic calming measures on any of the streets between Brunstane Road towards Collesdene Drive, which drivers are likely to use as a short cut.</p>
187	EH15 2hb	No	
188	EH15 2az	No	
189	EH15 2HU	No	<p>The plan is hard to understand? Were is local access? I live in Joppa Gardens? I don't understand why Brunstane Rd can't just be a one way system. I think closing the road completely is absurd! Making it one way makes more sense.</p>
190	EH15 2JF	No	<p>As previously advised, I would support changing brunstane road to a one way system to ease the congestion issues. Closing one of the few access roads to portobello will only create congestion at the other access roads. This is the 3rd time I have responded to consultations about brunstane road. Each time, the results have been overwhelmingly against closing brunstane road. I'm concerned that the views of such a large majority are being ignored. A proper justification for this is absolutely essential so as not to undermine the consultation process. Closing brunstane road will greatly benefit the small number of residents who live there, and disadvantage the much larger number of people who use it as an access road to the local amenities such as the nurseries, schools, beach, leisure facilities, shops and cafes.</p>
191	EH15 2RE	No	<p>It will have an impact on the already busy Milton road and local area.</p>
192	EH15 2QF	No	<p>It would seem far more sensible (and a more environmentally sustainable) idea to make Brunstane Road one way from just before the bridge on Brunstane Road to Brunstane Gardens? Ideally this should be heading south (to support access to hospitals). Then only local access drivers (i.e. residents) would be using this road PLUS those driving south. It has the benefit that it would avoid any issues around the bridge. It would lesson traffic for cyclists too. But why don't you consider the parking issues as part of the consultation. There are better ways of organising the parking on this road - e.g. turn one side of the road into diagonal parking for the whole road - leaving the other pavement and road lane empty. There could also be a "gap" half way along - or two gaps (as happens on Bath Street) - creating 1-2 passing places. Closing this road in both directions is going to mean an awful lot of people have much longer journeys in BOTH directions and that access to the hospital will take longer. Please consider OTHER options.</p>
193	EH15 1LW	No	<p>Depending on traffic destination, most will divert down Brighton Place which is already a high traffic area with multiple traffic issues daily. I do not support this road closing to through traffic.</p>
194	EH152RD	No	<p>The proposed measures can only conflict with any interest the City has to reduce vehicular impact on the environment. Brunstane Road is, for better or worse, an important means of communication from the southern sections of the Greater Portobello area to the North and North-Eastern sections. It relieves the pressure on other access roads - diverting traffic from the already busy High Street and Brighton Place. The traffic calming proposals for the Collesdenses, which block off major accesses into the Collesdene area, cause significant inconvenience for those with a genuine need to transit the area - having an increased impact on Collesdene access routes versus offsetting the decrease in traffic on Brunstane Road.</p> <p>The needs of road users who cannot feasibly use "active transport" as an alternative are very negatively impacted.</p> <p>Implementing the proposed measures would simply turn Brunstane Road into a private carpark for the residents - it would not increase the use of the space for active play or transit.</p> <p>Surely, while the wishes of those resident are important, so are the needs of the wider community. Alternative options, including one-way access, should be considered before a full road closure. We have already seen, many times over the years, the impacts of blockages and closures on Brunstane Road - and I cannot support this proposal.</p>
195	EH15 2DF	No	<p>This proposal is a very disappointing attempt at solving the Brunstane Road problem. The cost of all the unnecessary vehicle miles, incurred by circumnavigating the Collesdenses, will be significant. It will be a shocking waste of people's time and effort.</p> <p>These streets are vital for local residents to access the bypass quickly and also help to relieve traffic when the major routes are not accessible. Only a couple of weeks ago there was a tragic accident on Harry Lauder Road, which completely blocked access to town for Portobello residents. The situation featured on BBC Radio 2 traffic update as not item, this is how bad it can get. Denying access to major routes via alternative local routes is unwise and will only make traffic on major routes worse than it already is. Increased traffic can cause inconvenience to the local residents, but we all expect it and accept it when we chose where to live. Closing roads is not an answer to improving traffic flow and connectivity.</p>
196	EH15 2EZ	No	<p>Brunstane Road now experiences a much greater amount of traffic than it has in the past and it is not built to cope with this amount. The road is too narrow, the road to bridge is a pinch point that often causes a back up of traffic as drivers plough across without looking (sometimes it is difficult to see) and with COVID-19, pedestrians are being forced to walk on the road to avoid other pedestrians and there could be an accident. Cars are being damaged and residents are having to view fights in the street with people shouting and swearing at one another as they cannot get past, horns honking etc. Brunstane Road was not built to cope with this amount of traffic.</p>
197	EH15 2QN	Yes	<p>I don't understand why the council are continuing with a proposal 80% of the residents are against? (And I would suggest the 20% who are for it are residents of that road)</p> <p>The proposal causes more congestion on Milton road, and thus more pollution. This road already has terrible congestion especially at peak times. Increasing congestion and traffic on a residential road with a school on it - seems strange policy - especially when there is a huge housing development planned.</p> <p>This plan creates no safe path for cyclists either.</p> <p>A more sensible solution would be to make brunstane road one way and to add a segregated cycle lane on the street to allow traffic to flow and cyclists to be able to use it safely too.</p> <p>Why is the council spending so much time and resources on this project whilst nothing is being done about the top of kings & sir Harry Lauder road when 2 young people have been killed at this junction in the last year?</p>
198	EH15 2px	No	<p>I question why this is such a priority?</p>
199	EH15 2QG	No	<p>I have no idea how I am supposed to access Milton Road and consequently the Jewel, the Fort, etc. from my home if not through Brunstane Road North nor Collesdene. Portobello High St and Brighton Crescent are already bottlenecks.</p>
200	EH15 2DX	Yes	
201	EH15 2NR	No	<p>The east end of collesdene avenue will see increased traffic and this area has disabled residents and children who do not need frustrated drivers going both directions. My parents live there and look after my young daughter and I am worried about this impact. I also think the bottom of Milton Road East needs to be adapted to allow for a better flow of traffic turning left to head west towards portobello. At the moment the filter lane is slow and not able to hold many cars due to parked cars and the garage.</p>
202	EH152pt	No	<p>I agree that currently Brunstane Rd does not function well with frequent hold ups for traffic and unpleasantness for residents. My fear is that the proposal would force the problems onto Milton road and other roads in the Collesden's. I would support Brunstane road becoming one way, an exit from portobello and the traffic coming in being managed through the collesdenses and Milton road/East road. I worry that the current proposals do not address the issue of the vastly increased traffic at the Milton road/eastfield junction.</p>
203	EH7 6LN	No	<p>The roads are busy enough as it is, there is no need to close all of these streets. The traffic is already horrendous and this is going to make it even worse. So unnecessary and is going to cause even more traffic on surrounding streets.</p>
204	EH15 2PT	No	<p>I agree that Brunstane Road is not ideal for traffic but I don't feel this proposal would solve the issue. It simply displaces traffic to other roads on the Collesdenses but at the same time making overall access for local people more difficult, particularly for those needing access to the region of Brunstane Road just over the railway bridge (housing, allotments and bowling green). I feel a one way system going north on Brunstane Road would be better allowing a route out of Portobello and stopping the issues of traffic in both directions.</p>
205	EH15 2JF	No	<p>The proposed closure of Brunstane Road will only move the traffic to other quiet residential streets causing the potential for danger to pedestrians in those streets.</p>
206	EH15 2QZ	No	<p>The proposed changes to the roads layout and "one way" systems will only lead to inconvenience to the residents of the Collesdenses, as well as serving to aggravate those drivers attempting to travel in a north/south direction, therefore leading to faster traffic throughout the limited access roads.</p>
207	EH15 2PN	No	<p>I think a complete closure of Brunstane Road is extreme and not well thought out. I would much rather support either a one way system or parking restrictions brought in to allow the traffic to flow better on this particular road. This is the quickest way for Gilberston residents to reach Portobello and support local business.</p>
208	EH15 2JL	Yes	<p>Instead of closing Brunstane Road to through traffic - make it one way to vehicular traffic (north bound), also reduce parking to one side of the street . Use the space by the reduced parking created to create 2 way cycle way . This will prevent the additional measures needed in the surrounding streets.</p>
208	EH15 2JL	Yes	<p>I agree with the proposals, particularly to close Collesdene Crescent to through traffic. The street is being used as a rat run with speeding drivers and it is only a matter of time before there is a serious accident.</p>

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209	EH15 2DG	No	This proposal is ludicrous. This restriction of access will affect our ability to efficiently move around our neighbourhood and access main roads in and out of portobello. This appears to pander to the desires of the few while affecting the many.
210	eh331ff	No	Artificially creating congestion is not the way to discourage car use. The area is already subject to huge tailbacks thanks to some strange choices of where bus lane cameras are situated. There is no need for the tailbacks and ensuing pollution from idling vehicles due to having to queue to avoid the cameras. Roads are for vehicles.
211	EH152PX	No	I support some form of traffic calming measures, particularly on Brunstane Road. I feel the above measures go too far. Instead, I would make Brunstane Road one way only from the railway bridge up to Milton Road. This is the most problematic area owing to cars parked on both sides of the road. Before the bridge, the road is sufficiently wide with less cars that two-way traffic is manageable. Such a measure may not result in heavy traffic flow in the colliesdene's, but, if that did transpire, traffic calming measures could be introduced.
212	EH15 2BP	Yes	Please ensure these measures are properly enforced
213	EH15 2AD	Yes	
214	EH21 8RJ	No	If you close these residential streets you are just moving the problem elsewhere. Also you are setting a precedent for other residents to close their road. I heard a councillor lives in Brunstane Road North! Closing Brunstane road due to traffic is ridiculous. It is a council owned road that we all pay taxes for. This will only push traffic to other streets it will not solve the issue. The colliesdene are already more busy and pretty dangerous as it is. Making Brunstane road and the colliesdene less available to cars will also be yet another blow to the small businesses in portobello. If people have to travel further to go to portobello they will likely just go to the fort/asda instead. To me the sensible thing to do would be one of two things; 1. Make one side of Brunstane Road double yellows, this would solve the traffic flow issues and make it much safer. 2. Would be to make the road one way traffic only which will again solve the flow issues without pushing as much traffic to the colliesdene.
215	Eh8 7ey	No	I do not think Brunstane Rd should be closed but it should be made one way. Access to our house from Milton Rd will not be easy and entail a far longer drive.
216	EH15 2JH	No	Closing the road seems excessive. I think it would be fine if there were obvious and permanent 'passing places' partway up the road - so both sides of the road would be no-parking for the length of 2+ cars, meaning there is a definite place for people to pass. The problem isn't volume of traffic so much as occasional inability to pass (caused usually by inconsiderate drivers rather than the road itself).
217	EH15 2RQ	No	A one way system might be better
218	EH15 2re	No	This proposal will only increase congestion in other areas
219	EH15 2JF	No	Would it not be more sensible to make Brunstane Road a one way system
220	EH15 1AY	Yes	
221	Eh1515IQ	No	The implementation of this scheme will impede the flow of traffic around the whole area and with the forthcoming expansion of home building across the road will create bottle necks in all areas. A really poorly designed scheme
222	Eh15 2bz	No	One side of street parking only
223	Eh15 2nh	No	This will just move traffic from brunstane road to other side streets and longer routes therefore causing more pollution not less. I suggest having double yellows down one side to prevent cars parking on the pavement as walking down with a buggy isn't easy. Either that or make it one way the whole way down or up. But not closing completely at the bridge. That only benefits residents. No one else. You are just making portobello into even more of a bottle neck for traffic than it already is And you are just pushing the traffic onto other roads which are busy enough already because a bunch of middle class households have decided they don't want traffic along their street and got themselves organised. The streets that will get the traffic instead. Because of this are not getting consulted. The problem is not people speeding along this road it is the residents parking in both sides of the road and also all over the pavements making it difficult for anyone to move up and down this road, whether you are a pedestrian car-driver or cyclist
224	Eh15 2dx	No	This proposal smacks of nimbysim they all want to have cars and park them outside there house even though there isnt room but they dont want anyone else to drive along their road
225	EH15 2BZ	No	Brunstane road could be made one way which would ease congestion on brunstane road and would cause less disruption in colliesdene area. This option has not been put strongly enough
226	Eh6 5IW	Yes	
227	EH15 2JH	No	Coming off the bypass people living in the colliesdene have to go along to eastfield and join traffic coming from Musselburgh and back along....ridiculous extra journey
228	EH15 2QR	Yes	Drivers consistently fail to look ahead for traffic already committed to coming up or going down the top of Brunstane Road and keep coming, causing a standoff, with up to 10 cars each way, often at my front door. Numerous parked cars have been damaged by drivers trying to squeeze past. The road needs closed at the bridge permanently.
229	EH15 2E5	No	This is essentially privatising the road, and severely limiting other access options to and from our own home. It will negatively impact us every day. It blocks our most direct access to schools. We live in Joppa and pay taxes that maintains the road, and yet they will take possession of the asset. Forever after they will be taking our money for it.
230	EH15 1LW	No	I am in favour of traffic reduction, but fear that this will push more traffic onto Brighton Place as it did when Brighton Place was being resetted. Please can you broaden the consultation & proposal to include traffic reduction to Brighton Place at the same time?
231	Eh15 3ds	No	I am a resident of Lee Crescent which became a rat run last time Brunstane Rd was closed. It's unfair to other community residents who are not able to have their road closed to traffic and it is a community resource whose upkeep is paid for by the wider Edinburgh community.
232	Eh15 2h	No	I live in Seaview Crescent, which is a quiet street with little through traffic. This is one of the reasons we bought this house. The whole of the Colliesdene area has little traffic compared to Brunstane Road. This changed when Brunstane Road was closed. I do not think making Milton Drive and Milton Terrace one way streets will help the area, all it will mean is a great increase in traffic along both these street if Brunstane Road and the Colliesdene Crescent entrance from Milton Road East are closed. These are the routes most people usually take. Introducing traffic calming measures on Colliesdene Avenue is also completely unnecessary and will just cause additional congestion. There is already a lot of on street parking and a large number of learner drivers practice in the area which already introduces the required level of traffic calming. Based on the CC consultation the only group of people who think the proposal is a good idea are the very small number who live at the south end of Brunstane Road will benefit from the change. Most of these people moved to the area knowing about the traffic issues, in the same way we bought a house knowing there were no issues.
233	EH15 2JL	Yes	
234	Eh153rt	No	your Proposals will actually increase vehicle emissions in the area by forcing traffic to travel further than is currently the case. E.g someone living in colliesdene crescent going to fort Kinnaird or Asda, instead of driving 10 then exiting colliesdene crescent on to Milton road, will be forced to drive approx 1 km on to seaview terrace, eastfield and then make a right turn onto Milton road east . Result- more fuelconsumed, and actually more traffic on many roads . Euan clayton FHE MILP
235	EH15 2JF	No	I am in favour of discouraging traffic through the Colliesdene, particularly Colliesdene Avenue. We have noticed increased traffic since the closure of Brunstane Road. Some of the driving is at speed, possibly drivers frustrated at having to take such a circuitous route. I am not clear on why Brunstane Road cannot remain open one-way. That would, it would appear, alleviate the difficulties. It is an obvious point to join up with Milton Road East. Thank you for the continued consultation on the matter
236	EH15 2RP	No	When the road was closed before it caused more congestion on the surrounding streets/roads. Make it one way.
237	EH152QD	No	The temp closure of Brunstane Rd was previously done and caused further congestion on the surrounding roads. There should be no need to close Brunstane Rd a one way system would be sufficient. There is concern in the community that safety in the surrounding streets has not been thought through.
238	EH15 2Jl	Yes	This proposal for Brunstane Rd continues to be driven for closure before a one way system is piloted. The council should try this. The proposal is an excellent response to current and future traffic levels and speeds
239	EH15 1AT	No	All these streets are vital routes in and around the area, filtering traffic easily off main roads. Preventing passage through these streets will funnel traffic, creating an isolation of the Portobello/Joppa area between, just as the Harry Lauder Road's traffic has done. The council have done nothing to mitigate the issues on Brunstane Road by proposing more sensible options such as one way system or single sided resident parking! Why is full closure even being considered without having trialled these options? Why are other roads such as Bath Street subject to these measures and not Brunstane Road? I object to the council following the 'instruction' of a small group of invested locals and ignoring the 80% of those consulted who have objected to these closures.
240	EH15 2RD	Yes	Support brunstane Road closure, but should be suggested route through colliesdene
241	Eh15 2qs	Yes	This road has to be closed it's not fit for the amount of traffic going down it. We have experienced road rage, damage to cars, children scared at the fights going on regularly on the road. It's dangerous!
242	Eh15 2lb	No	
243	Eh9 1HA	Yes	I use the NCN route there regularly and this would improve things greatly.
244	EH15 2BL	No	One way system could be used heading in the direction of Milton Road. Reducing traffic levels and keeping traffic moving. It will simply push traffic through colliesdene . My father lives on colliesdene avenue and doesn't want anymore traffic as this area is used for Lerner's. By doing this you will just move the flow. The flow will not just disappear! Simple solution is to make brunstane rd 1 way north and close it on weekends! My sister lives on Brunstane Rd with her two children, and every time I visit I am appalled at the constant traffic that uses the street as a convenient rat-run between Joppa Rd & Milton Rd East. A high proportion of this traffic also drives at well above the speed limit, and there are often impatient stand-off between cars trying to pass at the top/South end of the road where it is very narrow. This is a prime example of a quiet residential street that has become an unsafe rat-run.
245	Eh15 2de	No	The closure of Brunstane Road would be a big mistake. It just makes more traffic running up Brighton Place and/or along the High Street and simply adds to congestion.
246	Eh89HQ	Yes	
247	EH15 1IA	No	Disagree with the closure of Brunstane Rd I completed the survey in March and disagreed with the closure The conclusions of this survey overwhelmingly confirmed this.The data included the wider portobello residents/ Joppa area.
248	EH152QD	No	Seems strange that the data could drill down the top of Brunstane Road residents response and not the colliesdene area.
249	EH15 1JY	Yes	I use Brunstane Road regularly on my bicycle. Stopping through motor traffic will make it safer and more pleasant.
250	EH152QD	No	
251	Eh152df	No	This proposal addresses concerns of a relatively small number of residents (on Brunstane Rd) to the detriment of hundreds of households in the immediate area. The selected road closures will displace traffic to the existing busy Milton Rd and Joppa Road/Seaview Terrace adding more car miles, travel time for driver and increased pollution to this part or Joppa. Brunstane Rd has always been busy and the most obvious solution would be to make the road one way without dictating the route for the opposite direction.
252	EH15 2E5	No	Best wishes
253	EH15 2JP	No	
254	Eh15 2jg	No	When Brunstane road was closed before for laying of the setts at Brighton place, our street, colliesdene Avenue became a race track. This is a wide road which usually lends to speeding already. The amount of traffic diverted along our street was horrendous. If this stupid proposal gets the green light may I suggest speed bumps along the Avenue to slow people down before a child or an animal gets killed! Previous closure was a nightmare . Causes a rat run in the surrounding streets. Previous survey results should stand
255	EH152QD	No	The closing of brunstane road is not appropriate. In doing this the traffic will use the surrounding streets as was shown when the road was closed last year. I do not feel that calming measures will have any impact on the volume of traffic and speed that some drivers will go in a built up area where children could be playing. This is pandering to a small number of individuals living in brunstane road and will have a huge impact on a lot more residents in the surrounding areas.
256	EH15 2JF	No	
257	Eh87rg	No	This area is difficult enough to navigate on the main roads due to the congestion created by poor road management. By closing these roads of you are limiting people's choice of routes. I understand that this area is an "upmarket" area and no doubt this is why this action is being taken. What about Magdalene or Bingham, I don't see roads being closed off there to prevent people avoiding heavily congested routes.
258	EH15 2E2	Yes	

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259	eh15 jlj	No	We live on Windsor place. How are we meant to get to the by pass? Or the road to Dunbar? There are only 2 routes in and out of Portobello excluding the high street. Blocking off Brunstane road and Collesdean will only push increased pressure onto Brighton place. Why not put double yellows at regular intervals to allow passing like in Duddingston village and make it unavailable to lorries. That would solve the problems but still make getting in and out of Portobello possible.
260	EH15 2AF	No	This feels entirely unnecessary. Why not look at a one way system on Brunstane Road?
261	EH15 2EZ	No	The problems in Brunstane road (south side of bridge) are primarily caused by residents parking. Cars parked on "wrong side" of road, both sides parked on pavements, parked too close to the bridge (again on pavements) and on the double yellow lines at the Milton road end. I see near misses of cars, pedestrians and cyclists MOST TIMES I travel through whether I personally am walking, jogging, cycling or driving and I previously lived on Brunstane road for many years and through previous consultations. The speed limit on Milton road needs reduced. Closing Brunstane Road increases the distance people require to travel to their destination and specifically drivers speed - especially along the coast road/Abercorn Terrace and daily offences are observed there too. There is little enforcement of orders. Those able to in the area, do seek alternative travel if possible and pushing cars from one residential area into another's causes drivers frustration. Rather than shutting Brunstane Road, why not facilitate safer travel through with double yellow lines, designated passing places, wider pavements for pedestrians (including buggies, safer route for guide dogs - a regular route for current users), cycling options - including safer crossings at the junctions throughout. Drivers would start seeking alternatives. A proper study would easily show the commercial vehicles inappropriately using the road and those businesses approached to use alternative route. If Brunstane road had those alternatives in place, perhaps drivers and residents would be more considerate of the shared route rather than shutting it and preventing those who need it from travelling on it.
262	EH15 2DQ	No	I think it is a terrible idea to completely block this road off for through traffic - I would love for my street at Windsor Place to be a nice quiet residential parking, but I would never be so selfish as to suggest this publicly! Brunstane Road should either be one-way, or there should be parts of it where there is no parking so that cars will be able to pass. It also should be illegal to drive there in a lorry - not just advising that it is not suitable.
263	EH15 2AF	No	Access to my home in Dalkeith Street will be particularly difficult when driving east along Milton Road from town. I don't see the present suggestions as being in any way helpful.
264	EH15 2HP	No	This would be such a silly thing to do and close a road. This road acts as a connection to portobello and allows an easy route for the local people. Traffic has always gone through this road and never been an issue before why make peoples lives harder and stop them using a public road. If residence don't like traffic why live in the city on a main road
265	EH15 1th	No	80% of previous consultees opposed this. The only constituency which benefits from this is those in Brunstane Rd south of the bridge. The entire population of Portobello outwith Brunstane Rd South is disadvantaged - this is a public road, not a cosy parking area.
266	EH152bd	No	I am concerned about the environmental impact of the significant detour and resulting queues on Milton Road. I am concerned about the increased pressure on the Collesdene and surrounding roads.
267	EH15 1MR	No	Ridiculous proposal - 80% opposed in initial consultation, understandably so!
268	EH152bd	No	
269	EH15 2Q5	Yes	
270	EH15 2AY	Yes	I support any measures to make car driving less attractive and to give Portobello residents quieter, greener streets. I believe these measures will have these effects. I would like to see more traffic calming measures in and around Portobello.
271	EH15 2AY	No	The routes out of portobello are already congested. This will create massive delays. Brunstane road is a link to shopping outlets, east and mid Lothian and to get onto the bypass. Closing this road will make things much more difficult for ordinary people
272	EH15 1BY	Yes	This is worth a trial. I have used Brunstane Road a few times for cycling and find the bridge as well as the narrow street very hard to use with vehicle traffic.
273	EH15 2QF	No	I suggest that Brunstane Road is not closed at the bridge but made into a one way only street so that traffic can still pass over the railway bridge. When the road was shut previously the amount of traffic on Collesdene Ave was dangerous with cars weaving around parked vehicles at speed. This should also be made one way.
274	EH152DG	No	I believe Brunstane Road would Better serve the area being one way in a Northern direction and perhaps a one way system within the other Collesdene areas of the triangle.
275	EH15 2Rg	No	Make Brunstane Road one way - from Milton Road to Portobello - thus saves the passing problems while not just moving the problem!
276	EH15 2QR	Yes	
277	EH151j	No	Impacts too much on Brighton Place which is already a very busy road. Many more apartments are being built in Portobello which will impact on Brighton Place without All Joppa traffic as well. Strongly object to proposal
278	EH152EE	No	I don't think it is fair to residents living in the surrounding areas to close roads to through traffic for the benefit only of the people living in those particular roads. The roads were there when they purchased those properties. If you close these roads to through traffic you surely then set a precedent that will open up applications from residents from other roads asking for their roads to be closed to through traffic too. If people prefer to live without traffic they can choose to move to quieter parts of town or into the country.
279	EH15 2ae	No	Instead of closing these roads would a one way system not be preferable? Putting parking restrictions on the roads in question would be another option.
280	EH151EZ	No	Working fine as it is The one thing I would consider Make brunstane Road from railway bridge one way to Milton Road
281	EH153PQ	No	It will cause more traffic congestion for portobello - it's always been there why is a surprise the residents don't but there if you don't like it - make it one way
282	EH15 2DY	Yes	This is long overdue, and is a small step in the right direction. Good luck introducing it.
283	EH15 2PQ	No	All you will be doing with these proposals is to make the traffic on Milton Road East much heavier. The traffic on that road will also increase when the new development gets underway.
284	eh15 2jp	No	
285	eh152qr	Yes	These measures are long overdue. For at least the last ten years the volume of traffic on Brunstane Road has been at problem levels. Living on the street itself I've seen cars damaged and drivers almost coming to blows while trying to get up or down the street. Making it one way would be one answer but closing the road would be my preferred solution.
286	EH15 2DG	Yes	It will be less convenient for me as a motorist, but I can see the general benefits to Brunstane Road residents and others.
287	EH152EX	No	I would totally support Brunstane Road being one-way but I suspect to close it completely would funnel more traffic through Portobello High Street, as happened during the temporary closure when Brighton road was being resurfaced, resulting in a worsening of the already dangerous Kings Road roundabout.
288	EH15 1LU	No	I am seriously concerned about the knock on consequences for increased traffic flow through Brighton Place. I sincerely hope that the views of the wider population are considered and not just those from 'The Joppa Triangle'.
289	EH152DY	No	It is a vital link and should be maintained to avoid choke points in Portobello, especially with increase in housing in area. Perhaps restricting parking to one side, double yellows on both sides or a oneway system would help?
290	EH15 1HF	Yes	Making car use less attractive will encourage more people who can use different forms of transport to change their choices, leaving more road space for those who have to use their cars due to lack of mobility. Older residential areas could all implement measures like this, bringing their road design into line with newer housing estates that are built without through access.
291	EH15 2QF	No	Rather than closing Brunstane Road could it not be made one way either south or northbound. The road should not be closed A number of roads will in turn be effected One way with parking on one side only This is absurd to think that upset residents Can we have my street closed off to non resident? No I didn't think so
292	EH15 2BE	No	
293	EH15 2jd	No	You are pushing all the traffic up collesdene drive a road that already suffers badly due to learner drivers practicing bill starts your idea seems not to well thought out and fails to take in any local knowledge
294	EH15 1HY	Yes	An additional benefit of closing Brunstane Road at the bridge to prevent rat running would be to create a safer active travel route connecting portobello prom and the innocent cycleway This proposal will cause even more traffic disruption and provide little in the way for traffic to flow elsewhere. The inevitable outcome is that you will get more traffic build ups on the dual carriageway going north towards Leith, the traffic lights at the dual carriageway adjoining Milton Road East, Milton Road East itself, and Joppa Road. Especially during peak hours.
295	EH15 2EZ	No	I live on Brunstane Road, and am completely comfortable with it remaining a thoroughfare for traffic coming from Portobello to the bypass. Please do not close a street when traffic measures and limited parking can bring this to a safer and more convenient conclusion Reduce the parking and allow use if the road Or it will snowball to other areas not particularly fair on Collesdene residents is it?
296	EH15 2BE	No	
297	EH15 2JG	Yes	I would like to have seen additional access restrictions on Collesdene Avenue at the Morton Street junction.
298	EH15 2jf	No	Making Brunstane Road one way would be a much simpler solution to the problem and involve far less disruption for the larger area.
299	EH216BZ	No	I do not hear of injuries through the roads you propose to close. The residents do not like the disturbance of traffic however neither of us do but we know that there roads are outside when we buy our homes. I do not support disadvantaging the many to advantage the few. Also traffic was slow moving when this road was closed the first time. I caused traffic jams and more driving if you were needing to get to the other side of the road, this is not very environmental friendly. The pollution caused by cars backed up on the main Portobello High St. was self evident when Brunstane Rd. was closed previously. Did the council think about doing a test for vehicle exhaust emissions to see if they were significantly higher when the last closure was in place? Common sense would suggest the most populated street in Portobello filled with carbon monoxide for a substantially longer period would definitely be detrimental to a seaside environment. People bought houses in Portobello to get away from the city's polluted air. I stay in Abercorn Terrace and after the last time have seen first hand the problems this is going to cause. Brunstane Rd house owners (who knew what the car problems were in their St. when they bought) want to re-arrange the whole traffic flow for their own selfish ends. I sincerely hope the council think again before implementing this.
300	eh152dd	No	
301	eh15 2qs	Yes	Brunstane Road cannot handle the volume of traffic and size of vehicles. The traffic jams cause abusive behaviour, damage to parked vehicles and pollution. The route is not a short cut as it takes only 2 minutes longer to use the 4 lane wide Milton Road East and Seaview Terrace/ Joppa Road route. 2 minutes that are lost when stuck on Brunstane Road. The Collesdene need protected so traffic is kept on the main routes. Brunstane Road was closed for almost a year last year and drivers found alternative routes/ Portobello did not grind to a halt.
302	eh152lu	No	While supportive of council plans to make our streets safer, this plan seems to create a series of rat runs that feed into Seaview Crescent. We stay in Seaview Crescent which already experiences speeding traffic, compounded by a right angle bend at the foot (where it meets Seaview Terrace) with parking allowed (and thus road narrowing) on both sides, creating a dangerous blind spot. We would support the plan if it included either speed bumps or chicanes to slow traffic, and double yellow lines on bends to prevent thoughtless parking.
303	EH15 2ja	No	When the rail bridge on Brunstane Rd was closed earlier in the year, all traffic was pushed onto the Collesdene roads and morton Street. Quiet residential roads which all saw significant increase in traffic, speeding (there are no traffic slowing measures in place, at all! Not a single speed bump). This made roads more dangerous, not a positive effect on the so-called Joppa triangle. Brunstane road is too narrow to support the residents' cars that are parked nose to bumper on both sides of the road. THAT is the issue. Proper management of parking (eg double yellows on one side) would rectify this. Additionally speed bumps would slow traffic while ensuring a free flow of traffic, safe for cars and cyclists. Deal with the residents parking, don't close off the road in order for them to continue parking for free outside their homes on a PUBLIC road.
304	EH15 2JN	No	I don't mind brunstane Rd being closed or perhaps one-way but I don't see the need to change the entrance/exit accessibility in the Collesdene area. I do feel the need to slow down the traffic in the Collesdene area via speed bumps or traffic islands.
305	EH15 2na	No	I appreciate the issues of traffic in Brunstane Road, but this is sledgehammer to open a nut type of solution. The map suggests no less than eight road closures, restrictions facing local residents looking to get from south side of Joppa to Portobello. We live in Queen's Bay Crescent, how do you propose we get easy access to the local shops, or should we just head to Asda or Fort Kinnaird - much more straightforward! I suggest that Brunstane Road become one way, south to north to avoid the issue of passing car on the narrow road with parking on both sides, that after all is the issue here and a one way system seems a reasonable and appropriate responses.
306	EH15 2QJ	Yes	Since Covid restrictions I have seen many more cyclists and pedestrians of all ages using our road. The road is also the direct cycle link between Brunstane Station (John Muir Way) and Portobello Promenade. These pedestrians and cyclists are being increasingly at risk from speeding motorists who accelerate over the railway bridge heading north having been frustrated by being delayed south of the bridge. They make the cross roads with Argyle Crescent and Dalkeith Street one of the most dangerous places in Portobello for pedestrians and cyclists. Sadly the 20mph speed limit is completely ignored. Speeding drivers coming south down Brunstane Road turn at high speed into Argyle Crescent endangering pedestrians who are trying to cross the road. The number of courier vans who drive up and down this road looking at navigation devices and not the road is an added concern. The grid lock at the south end of Brunstane Road at peak times seriously impedes the flow of traffic on Milton Road. I have seen a number of cyclists narrowly miss being hit by cars turning right into the box junction as the cyclists try to cycle north.
307	EH15 2NQ	No	I would prefer a one way system through brunstane and down through Collesdene This proposal will mean increased traffic usage on Brighton Place. Everyone knows or should know why that is a bad idea. Especially CEC. The closure of Brighton Place caused hardship for local people and businesses, and now there is a proposal to increase traffic? Madness! Also there are many rumours about why this proposal is going ahead, some of them based on the fact that a relative of a councillor lives in the area? I don't know if this is true or not but it needs addressing. And, why ask if CEC are going ahead anyway? Folk are fed up of consultations being ignored. Stop pretending you care what residents think. We all know you don't.
308	EH15 1IR	No	These measures are vital for the safety and well being of those living in Brunstane Road and also those walking up it, as there is no room on the pavement to walk, due to vehicles having to be parked on the pavement. There is much litter thrown from the vehicles which speed up this narrow road adding to the deterioration of the area.

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			The council has gone for the most extreme measure without in my view investigating more specific options to improve the issues on Brunstane Road. Options such as a one-way system or increased parking restrictions would improve the situation on Brunstane Rd while still enabling some flow of traffic. As a resident of Seaview Crescent I am concerned about the impact on access to my immediate local area and that this has been done to appease a vocal minority on Brunstane Rd without due consideration of others in the community.
310	EH15 2LU	No	Specifically limiting access to Milton Rd from Seaview Crescent will impact my ability to transport my wheelchair-dependent child to and from school on time. This is already a challenge.
311	EH15 2LU	No	
312	EH15 2JF	No	It would appear you are only going to move congestion from one area to another. There is a lot more traffic going onto the Milton road from the collisedenes than there is from brunstane road can't really see the point. Better option is to make it one way from Milton road.
313	EH15 2QS	No	I live on Brunstane Road and whilst traffic is absolutely an issue going up and down the road changing one huge inconvenience for another doesn't seem to make much sense. I understand why you would need to add measures around the Collesdene's but the sheer distances that people would now need to drive to get to places relatively near by are farcical. The traffic is also as much to do with the general mismanagement of roadworks by Edinburgh Council and the failure of any town planning to take into account the impact on the roads every time they agree a housing development.
314	EH15 2DU	No	The closure and restrictions of other roads in the Joppa Triangle is going to create a situation at Eastfield traffic lights.
315	EH15 2BQ	No	At the moment there are enough roads in Collesdene that the traffic is dispersed more evenly. HGV's should be restricted but not cars.
316	EH15 2ES	No	I fear that solutions which seek to resolve a problem like this will simply displace the problem, with additional unforeseen consequences.
317	EH15 2QR	Yes	Two way traffic on Brunstane Road is unsustainable. There are often traffic jams as two cars cannot pass along the majority of the road between the railway bridge and Milton Road. In addition there is often anti-social behaviour with motorists arguing with each other to move and on occasions stand-offs. Parked cars are regularly damaged too as inconsiderate drivers try to squeeze past impossible spaces and end up scraping/scratching body work. In fact damage is often more severe with lorries and other larger vehicles. By closing Brunstane Road all that will happen is that the problem will be moved elsewhere and previously quiet neighbourhoods will then be affected. Just over the bridge and slightly off Brunstane Road along the lane there is a bowling club and allotments. If the road is closed then access will be very difficult. It is generally older people who need access to these often carrying heavy bowls or heavy equipment. Bowlers come from all over Edinburgh to play here. The council already closed the indoor bowls - are they now going to make life difficult again for bowlers?
318	EH15 2JX	No	
319	EH15 2QR	Yes	Traffic in Brunstane Rd is reaching unprecedented levels with frequent jams, road rage and damage to cars! When quieter the speed of cars can be dangerous for pedestrians and cyclists! There's never a day when there isn't some kind of unacceptable incident/behaviour in the street by rat running non residents! It seems the problems are escalating and becoming more vicious!
320	EH15 2BY	No	Closing road and restricting access only makes other routes busier. Everyone would like their street closed to non residential traffic if possible. The fewer the routes the busier they will be. The main issue with Brunstane road is that 2 way traffic is problem given the parking issues for residents. A one way proposal for Brunstane road would ease this and not overly divert traffic to Collesdene area. It will also have a knock on effect to other nearby streets. Park Avenue (right next to the school!!!!), Stanley street and Brighton Place will become overused as a route to Portobello as will Duddingston Park. Bear in mind, the students have limited access to indoor space outwith teaching time and with very little outdoor school grounds they are spilling out to the surrounding streets and park.
321	EH15 2QR	Yes	I am so scared to park my car in Brunstane road because of the Narrow street and volume of traffic so I park my car over the bridge hoping it does not get hit
322	EH15 2QG	No	
323	EH15 2JS	Yes	There are definitely winners and losers with this traffic calming measure with both Milton Terrace and Drive as the biggest losers in terms of increased traffic and Brunstane Road as the biggest winner. However we support the effort to make it a calmer neighbourhood - sadly the 20mph has helped but the traffic speeds down the Gardens and along the Avenue at times so this overall will help all.
324	EH15 2QG	No	The traffic lights at the junction of Musselburgh Road and Milton Road East will need tweaking as often parked cars make this one line of traffic - many of whom will be turning right up Milton Road causing queues etc.
325	EH15 2qs	Yes	I live near the corner of Brunstane Road and Argyle Crescent. I would personally find it very inconvenient to get to the junction with the A1 with the proposed changes. I would end up using Joppa Road and Portobello High Street much more than I currently do and I believe this will just add to the already bad congestion through Portobello. This would make life worse for considerably more people than the residents of Brunstane Road.
326	EH15 2HP	No	I started driving last year and have experienced the most horrendous sights in this street. I have experienced aggressive behaviour towards me when trying to navigate this road. This isn't acceptable and needs to be looked at. I felt threatened and scared when only been driving for a short period! I found it difficult to navigate, this road is not made for the amount of vehicles passing and there's no space to pass. I've also witnessed a lot of damage to cars and women being shouted at from men in vans. An accident or incident is waiting to happen! It's been closed before and other areas were not congested.
327	EH15 2qs	Yes	When Brunstane road was closed Dalkeith Street used even more as a rat run - as no traffic calming measures much faster/ more dangerous driving than Brunstane road Agree with maybe making Brunstane road one way/ parking down one side but think this is overkill and causes hardship for many more
328	EH15 2HP	No	This road is horrendous, you only have to spend a few hours here to realise it's not made for this purpose. Lorries/trucks road rage, people directing cars in trouble when can't pass. I've been shouted at, verbal abuse and scared to be honest. One way would make it even more dangerous as the doors of cars using it as a rat race! This needs to change before someone gets hurt.
329	EH15 2JL	No	I do not understand why one street in the area is considered to be more important than the others? A one way street would fox many of the issues raised. It's totally unfair and unreasonable to pander to one street's residents requests and expect all the neighbouring streets to accept the significant increase in through traffic.
330	EH15 2QS	Yes	Brunstane Road has been a main route into Portobello from the south and vice-versa for many years. Almost all of the owners must have known that when they bought their property. These houses with a couple of exceptions were not built for cars and the problems are caused by the car owners parking on both sides of the street. Yellow lines and lights at the bridge are the answer rather than pushing their problem onto to others.
331	EH15 1LT	No	I consider this is too limited a proposal for consultation, looking at a small area piecemeal rather than taking into account the impact of new housing and the overall development of the area. Due to COVID restrictions I do not think that traffic flow at this time can be considered to be representative.
332	EH15 2ex	No	If Brunstane Road plus the proposed roads in the Collesdene are closed then the traffic congestion on Portobello High Street will be much greater and will inevitably cause drivers to use alternative rat runs. Are the council then planning to close all surrounding roads leaving only the main routes clear for all commuting traffic
333	EH15 2HA	No	Any approach to road use needs to be viewed across Portobello, not just having one street closed. Why not close Joppa Road and Abercorn Terrace, we suffer from road accidents, incidents involving pedestrians and cyclists. I could go on. Agree about change, but change of a common sense approach. Make the street one way north.
334	EH15 2JP	No	I feel that even with the traffic calming measures that the traffic in Collesdene would be massively increased.
335	EH15 2DF	No	A one way system of traffic on Brunstane road - from Milton Road down to abercorn terrace - I think is the best solution to this problem. There's no question that the traffic and passing of cars on Brunstane road is problematic at times for drivers and residents but with cars parking on both sides there is still plenty of space for a flow of traffic one way. One way would dramatically reduce traffic and also make it flow easily so fewer stationary running engines waiting to pass. I think personally that closing it completely is too severe and only really considers residents of the street and not the other local Residents of whom there are hundreds. If it was clearly one way people would easily get used to that. There are so many residents in portobello and so many people driving into portobello this way that inevitably the collesdene area would suffer if Brunstane road was closed, as it did last time. So to ask all cars to take a much longer route both in and out of portobello, Joppa and to get to the promenade would cause major frustration. I think a good compromise is one way on brunstane road.
336	EH15 2LB	No	This totally blocks up portobello. At least make Brunstane rd one way!!!
337	EH15 2OD	No	Closure of the road will just push traffic to Collesdene area which is already over run with learner drivers. I suggest the road be one way from Milton Road to Portobello high street with parking on one side of the street only. This would help the flow of traffic and balance out the volume of traffic in the surrounding areas.
338	EH15 2LQ	Yes	As a resident of Collesdene Avenue can I say that we already have a considerable problem with speeding cars. I am pleased to see traffic calming measures included in the plan, can I please point out that several may be needed to slow down cars. We frequently have cars doing in excess of 40 / 50 mph on a road where children sometimes play. Thank you.
339	EH15 2LB	No	The proposals will result in a great deal of extra traffic in the Collesdene area, resulting in a massive detrimental effect to the quality of life in a quiet suburb. Brunstane Road has always been a main route into Portobello and should remain so. Eastfield Gardens turned into an extremely busy rat run during the last closure as drivers attempted to cut out delays at the traffic lights at the East end of the Joppa Triangle. I expect this to happen again. It seems extremely selfish that do many people in the wider community will suffer just so the Entitled Few in Brunstane Road can have a traffic free neighbourhood. I would suggest that Brunstane Road is made One Way with double yellow lines to prevent inconsiderate parking and maintain routes for Emergency Vehicles. It is a pity our elected officials have not taken the views and quality of life of the wider community into consideration who they agreed to appease the vocal minority in Brunstane Road.
340	EH15 1eb	No	I live at the Kings' Road end of Portobello. I don't have a car and need public transport to commute to work and for other journeys. When the existing roads through which traffic can get out of or into Portobello are closed, there is disruption to bus times, with delays with how long it takes buses to get through Portobello. I don't see in these plans any consideration of the impact on public transport if the number of roads by which cars can come into or out of Portobello is affected. It seems as if the driving impetus behind these plans comes from people who have cars and live on Brunstane Road. Maybe if those people had fewer cars and didn't take so much room up with on-road parking, the road would have less problems.
341	EH15 2DG	No	This would prove very inconvenient and so believe would worsen congestion in the surrounding areas. My recommendation is to make Brunstane Road one-way in the direction of Milton Road to the Railway Bridge.
342	EH15 2JG	No	In order to convenience a minority of residents in Brunstane Road who wish their road closed the majority of residents in the Joppa triangle should suffer ! The residents of Brunstane Road were aware of the situation when they bought their houses. Is there any councillor who wishes to declare a vested interest ?
343	EH15 2ET	No	This going to divert traffic management issue to another area. Suggest a one way system for Brunstane Road. Also need clarification on the proposed diverted traffic route.
344	EH15 2ET	No	Without clarity on the traffic diversion route this could just move the traffic to another part of the area as a resident on Joppa Road would not be happy with increased volume of traffic on that stretch. Suggest one way traffic system is implemented on Brunstane Road.
345	EH15 2JG	No	STUPID, ILL-CONCEIVED AND IMPRACTICAL
346	EH15 2qq	No	These measures will result in increased mileage and time wastage for all motorists (which includes most households). In my own case, four extra miles and 22 minutes per day on my present use age. The increase in exhaust emissions will be detrimental to our health and environment. The proposed measures will have a generally negative impact on our community and seem to have been dreamed up with no regard for the majority of the residents. Do we really have the money to waste on such a ridiculous trial? If so, could you at least spend it on something sensible like improving the pavements in Collesdene Drive? Or improving our street lighting?
347	EH8 7HX	Yes	Put a one way system at Brunstane Road I agree with the proposed measures. I would like to suggest closing Seaview Crescent/Milton Drive junction in both directions
348	EH15 2DT	Yes	Brunstane road like Brighton place is a local artery. Traffic no worse there than it is in all other areas. Residents know what they were buying and can't expect such changes. Everyone would like to exclude traffic from their street. Better solution would be one way or better still create a parking areas to rear of left hand side of the street and make parking on one side only.
349	EH15 2QR	No	
350	EH15 2HB	No	Council should not close roads - this simply pushes traffic elsewhere. Brunstane Rd could be one way or single sided parking.
351	EH15 1AT	No	This has come about as a result of a small group of Brunstane Road residents demanding closure without the consent or even consultation of the 80% of local people who object to this. Why are the council ignoring the consultation by the PC which showed an overwhelming resistance to this?
352	EH15 2ei	Yes	
353	EH15 2JH	No	As a homeowner in Collesdene Crescent this has a detrimental impact for residents on access to our own homes. Residents should still be able to access their own street from the Milton Road. The Joppa triangle should allow access for residents only.
354	EH15 2ex	No	We live in ormalie terrace and when the temporary closer for Brunstane road was implemented the traffic build up was ten fold. Cars were backed up along the high street, drivers were taking short cuts through all the back streets and general chaos.
355	EH15 2dj	No	Closing the road is not necessary. It makes getting access to the Rl more difficult. One way traffic is best
356	EH15 2EJ	No	I live locally- one way traffic could be put in place instead of complete closure - 90% of the traffic in these streets is local. Complete closure would increase traffic on Brighton Place which is already madnes adding miles to our daily commuting. Increased congestion around Portobello also has detrimental impact on environment. Many more roads should be turned into one way traffic. Road closure will only increase congestion in the remaining streets- road congestion increases pollution, road rage and traffic accidents. Sadly we already know the outcome-
357	EH15 2EJ	Yes	
358	EH15 2bd	No	Has making Brunstane Road one way been considered?
359	EH15 2PN	No	Seems unfair to shift the resulting traffic onto other neighbourhoods. Brunstane road has already been closed the traffic backed up at the Harry Lauder junction all the way up London Road.
360	EH15 2hr	No	Brunstane Road is indeed quite heavily used. In this plan, each driver will need to travel at least an extra 1.5 miles, substantially increasing total road use. A one way system would address the concerns that Brunstane Road is occasionally temporarily blocked by opposing traffic, while reducing the impact elsewhere.
361	EH15 2dl	No	It would be better as one way, not completely closed - that's been such a pain when it last was.
362	EH15 2jh	No	Make Brunstane road south one way. Heading North.

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363	EH15 2HD	No	Too many roads closed. Access to and from Milton Road from Portobello/Joppa will be slower and longer. Could there be a system of one way along Brunstane Road and one way along some of the other roads, so traffic just going in one direction rather than completely removing access from some roads.
364	EH15 2DL	No	This would be a major disruption. Why not rather make Brunstane Road North a one way or introduce designated passing spots.
365	EH15 2dl	No	Would a one way system with the same measures be better. So I still does not allow the short cut through Collesdene as an option but allows this circuit in one direction. Perhaps allowing people to use Brunstane rd going north, down to the sea and the requiring the loop back
366	EH152dq	No	No need to close Collesdene exits. Brunstane road issue can be solved by making it one - way traffic
367	EH152hy	No	Closing Brunstane road will force traffic in to other areas of Joppa while making Brunstane road a nice little culdesac for the residents there if any changes were made I would think making Brunstane road one way system would be best and fairest way for all residents of Joppa
368	EH15 2EJ	No	Road should not be closed. Would just shift problem elsewhere.
369	EH15 2EJ	No	Closing the road only shifting problem elsewhere. Residents chose to buy a house there.
370	EH15 2ES	No	In general, I support measures to keep cars away from narrow residential streets; Brunstane Road has had particular long-standing problems which should be addressed. I'm not wholeheartedly in favour of the proposals for Collesdene: I believe the different route options between Portobello/Joppa and the Milton Link Road through Collesdene mean that it is acceptable as a route, rather than having to go all the way to the Eastfield lights and then back up Milton Road East. So I'm less happy with the idea of blocking off the Collesdene Crescent/Milton Road East junction. I'd like to have been able to say 'Yes' to Q6, or better still to have had an 'in part' option.
371	EH15 2EJ	No	It will just move the volume of traffic into the Collesdenes. An unnecessary costly exercise. Make BR a one-way south to north to allow fire tenders quick access to Joppa.
372	EH152ej	No	This should be made a one way system either North or South bound, these residents purchased their houses knowing the issues! This will only cause more traffic through the Collesdene area.
373	EH15 2EX	No	I think one way would be better than complete closures.
374	EH152EJ	No	I feel that the closures will benefit the residents of the concerned roads but will cause displacement of the traffic into other areas and not remove the problem in Joppa. Traffic slowing measure seem useful but I would suggest making Brunstane Road and Collesdene Ave into one way only rather than a full closure.
375	EH15 2EJ	No	I would suggest one way system on Brunstane Road. Collesdenes have lots of older people and families and I don't feel it's right to completely close Brunstane at their expense.
376	EH15 2DJ	No	I accept that residents in the Joppa Triangle area would like to reduce traffic flow but blocking their streets entirely is not fair on others. Would the Council consider blocking my street as it is always very busy in the summer? Of course not, because we live in an urban area and have to accept traffic. Has the Council considered the additional traffic fumes/emissions from all the cars that will do the extra mileage driving round the triangle? I would accept a one way system - up or down Brunstane Road and the opposite in Collesdene. As a long term resident, I have witnessed an unacceptable increase in traffic using Brunstane Road which is 'not fit for purpose' any more. The sheer volume of cars and HGV's is worryingly dangerous. It has become a very stressful street to reside in as the daily road rage incidents and car damage is outrageous. Residents have gathered evidence to support these statements and it makes for grim viewing/reading. We cannot tolerate this way of living being verbally abused or witnessing such occurrences. "Moving house" is not a possibility as has been suggested by some local people who don't actually live in the street but use it as a 'shortcut' to and from Fort Kinnaird and ASDA. Change is difficult but it is now time to address this closure once and for all and give the street back to the cyclists, pedestrians and others who can use it safely, in a socially distanced manner. Closure at the bridge (as happened last year when works were being undertaken) did not cause the wider Portobello area to grind to a halt, in fact, emergency/delivery vehicles had more room to manoeuvre safely without obstruction or abuse. Car drivers could use the main arterial route and not encounter traffic jams/bottle necks as is usual on Brunstane Road.
377	EH15 2QR	Yes	
378	EH7 8UE	No	
379	EH15 2EL	No	
380	EH15 2HB	No	The previous consultation regarding this issue suggested making Brunstane Road one way towards Portobello with possible double yellow line restrictions as an option. This seemed a more logical proposal which maintained traffic flow in the area and which would not then push traffic, often travelling at speed out of frustration, onto other residential streets within the Joppa area and which are not covered by these proposed measures. The proposal will in effect create further "Rat Runs" witnessed continuously as a result of the previous closure. This also has the potential for residents in the wider area to call for further street closures in the future.
381	EH15 3DW	No	Not necessary - just because a few households namely hooray henrys - this is institutional vandalism to the access to Portobello. It is sent to affect car users, regardless of the impact to local businesses in Portobello - The main access we had when Brighton Place was closed was at Kings Road and that right turn from Harry Lauder Road was a joke and vice versa (Luthian Buses parked on the south bound blocking access to the traffic lights - this still continues on day last week there were FOR number 26 buses waiting on a driver change (also blocking Aldi entrance - complete insanity. Now that Brighton Place has opened these traffic lights with Brighton Place/Bath St sequence or north/south MIGHT allow two cars through and should a 21,42/49 bus be travelling into Portobello allow twenty minutes. It is completely farcical. And you want to close Brunstane Road and the Collesdene rat runs to create the a triangle. Why not just close down Portobello. Graham you have not done a proper consultation as this just does not effect the BR or Collesdene resident but we folk who use Portobello.
382	EH152ET	No	The proposals will funnel the traffic into main roads which will become more congested. I have lived in this area for over 15 years and believe a good solution would be to make the traffic on Brunstane Road a one-way system. It's not the volume of traffic on Brunstane Road that is the problem - it's the fact that the road is too narrow to cope with 2-way traffic and this leads to blockages on the road. I would object to the proposals as they stand as don't think this offers the best solution and just pushes the problem elsewhere and also note that I think a closure was rejected last time around? The area is not fit for purpose of modern day use, wide or heavy lorries or as a short cut. It causes a war zone in what is a residential area. Road block with cars trying to get out on to the main road. As a resident I am not able to enter the street to park my car without abuse from other drivers or my car being damaged. Closing Brunstane Road did not effect Portobello business's the last time it closed and we would have a better quality of life
383	EH15 2QR	Yes	
384	EH15 2ha	No	One way system would work to reduce the problems hugely. Going all the way to close is far to big of a step pushing more and more traffic in a congested area along the main road these roads off reduce the main problem that is portobello high street Joppa road. It's crazy to push all that traffic somewhere else. However to help everyone a one way up Brunstane road would be great.
385	EH15 2HD	No	Compromise by making Brunstane road one-way northbound. The proposals for Collesdene will result in residents driving round in circles - we are not all able to ride a bike! The bridge at Brunstane is a real pinch point - too much competition from vehicles, pedestrians, cyclists and the infrastructure is too narrow to accommodate all. As a pedestrian with young children, I am unable to navigate the bridge with a buggy (double -twins) and am forced on to the road straight into oncoming traffic, often travelling too quickly. Closing the bridge to motorised vehicles, won't please everyone but it is the correct, future-proof decision to take.
386	EH15 1BE	Yes	I could understand the closing of these roads if there was a large number of cars using these streets but in my experience the only road that has a lot of traffic is Brunstane Road which only seems to have a problem because of the high volume of cars parked on the street which effectively reduces the road to a single lane. I would suggest that it would be a better idea if parking control measures were introduced or the roads were made one way. In a city which is trying to be green these measures will force people to drive further and sit in traffic for longer for very little gain. I can also see these measures creating significant problems at the junction of Brunstane Road and Milton Road with all of the residents from Brunstane Road and Brunstane Road South trying to join Milton Road traffic at a very poorly managed and busy junction.
387	EH15 2RE	Not Answered	
388	EH16 4PY	Yes	Provides a really useful cycle link between the innocent path and Portobello.
389	EH152QG	No	There should be additional measures taken to make accessing the innocent path from the southern end of Brunstane Road easier (e.g. road narrowing, pavement widening etc). This may push traffic onto Argyll crescent which already used a rat run for drivers go to fast.
390	EH221R2	No	The closure of Bruntsfield Road will cause more traffic to have to cut through other parts of the road structure . Cutting down other access routes only forces the traffic to have to drive further and to sit in more queues adding more pollution to the area. If you let residential development happen then you need to consider more appropriate ways of managing traffic just not closing roads .
391	EH9 1EN	Yes	This is a good scheme, and schemes like this need to be rolled out across the city
392	EH164py	Yes	Well done for including cyclist permeability!!
393	EH15 2JW	No	I fail to understand the logic of this proposal which will merely displace traffic from Brunstane Road into the Collesdene area and in particular into Collesdene Avenue which will become a rat run. Collesdene Avenue already suffers from traffic issues with learner drivers practicing their three point turns, emergency stops and reversing around parked cars. The additional traffic caused by the closure of Brunstane Road will add to this issue. At the initial consultation 80% of respondents were against this proposal yet the council are still pressing ahead with their original plan. Why? It was also suggested to me at the original consultation that Collesdene Avenue would be closed mid way along to avoid it becoming a rat run. This has not happened and instead two traffic calming islands have been added. One of which is directly outside residential properties which will make reversing into and out of driveways difficult. I would suggest a more sensible option will be to make Brunstane Road one way from Milton Road Northbound which will reduce congestion on the road and avoid issues with cars entering onto the busy Milton Road. Speed bumps or traffic calming should also be installed on Brunstane Road. To avoid Collesdene Avenue becoming a rat run it should be closed to through traffic at the mid way point. Having lived on Brunstane Road for 23 years and now a resident of Collesdene Avenue I feel the existing proposal must be modified as in its current form it solves the issue for Brunstane Road residents but moves the issue to Collesdene Avenue which will become a rat run. As it is a wider road it will encourage speeding, increasing risks for learner drivers and residents.
394	EH15 2AF	No	This simply pushes the problem elsewhere and will significantly increase journey times and pollution. More traffic will be forced along the high street at school run times increasing danger to children.
395	EH15 2JH	No	This scheme puts the preferences of a vocal minority over all other local road users. Many cities have far busier residential roads whose residents do not complain.
396	EH15 2EL	No	These proposals are I'll thought through; they will cause no end of traffic problems in an already very busy area. One way traffic on Brunstane Road would help. Traffic into and out of Portobello and Joppa would be increased by this proposed measure and would contribute to increased emissions.
397	EH6 8sh	No	I work in portobello and have lived there on and off and as a pet sitter need to travel about portobello to reach different jobs. Brunstane Road is one of only two south to north entries into Portobello and is a crucial part of an overall network of traffic. It would be blatantly unfair to close this one channel with traffic And only shunt the problem to other areas. In times of crisis it is crucial to have open routes to allow traffic to leave or come in to portobello. Ie when the cyclist was killed and there was no through road at King's Rd junction. A fairer and sensible approach would be to make several roads one way only, ie Brunstane Rd, Bath St, regent st, Marlborough, Stratton place And use an all over approach as opposed to a ridiculous piecemeal cherry picking approach that doesn't address the underlying problems.
398	EH6 8HB	Yes	When Brunstane Road was closed during the work on Brighton Place it was a great place to walk or cycle. This will only increase congestion and increase journey times causing more pollution.
399	EH15 2BR	No	If sections of Brunstane road are kept clear with no parking allowed this would provide pull in spaces to allow the traffic to flow.
400	EH15 2JR	No	Please change proposal to one way traffic through Brunstane Road so that traffic through Collesdene is shared, rather than all rat run traffic coming through Collesdene. Like similar consultations and proposals, the council actions confirm this is NOT a consultation, but a PR exercise to try and justify and support a sections already taken in principle.
401	EH8 7TD	No	There are many places of poor and/or outdated road systems, kings road junction being an unfortunate example, but Brunstane Road, is not an issue and it's ridiculous that it's now diverting focus and resources when other traffic hotspots persist. Clearly plans are already in motion before any genuine research has been carried out. Consulting on proposed changes without any qualitative data on this areas and the merits of any work here, relative to other traffic hotspots having been presented is incompetent. There is little value in maintaining data of traffic incidents, when priority is then given to unqualified 'neighbourhood concerns,' with no research data to back it up. Without adequate research, data and behavioural science input the proposed changes will merely shuffle the twice daily extra traffic to another bottleneck.
402	EH151nz	No	I did transport modelling 30 years ago and still find myself cringing every time new proposals come to the fore. To close a road to through traffic only impacts negatively on other roads around. This is not a bus route therefore there is no alternative for most travellers other than to use other nearby routes. This causes increased pollution and added traffic on other roads. The result of this, if it gets a green light, would only be to shift the volume of traffic, not reduce it and to increase pollution. This can only be an advantage to some residents (those who are pushing for this) and a disadvantage to the surrounding residents. All streets with traffic are potentially dangerous(mine included). Surely the answer is to make it safer - yellow lines on at least one side is a start. Duddingston Road has just been given double yellow lines on both sides. Why has this not been trialled first? Fairer on the surrounding community and would make the road safer for all. Widened sections of pavement could also be added (a favourite of this Council).
403	EH8 7ah	No	I agree that Brunstane Road is difficult to traverse both directions especially at the bridge. The Road would benefit from making it a one way street. Cars could travel south bound from Milton Road to access Portobello easier. Too many roads are being closed off and traffic being forced to queue for long periods to get anywhere. The golf course Road at Brand Drive is another closure that makes no sense. Double yellow lines on Duddingston road with cycle lanes that are used very infrequently. Its a sad state of affairs. Keep traffic moving and give the drivers a chance to get where they are going without closing much needed roads for all.

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
404	EH152FD	No	The result of these measures will be to increase traffic speed on Milton Road and Joppa Road. Further, emergency access to Joppa and Collesdene will be restricted. There will also be increased use of the narrowed Brighton Place.
405	EH7 5BA	Yes	I cycle up Brunstane Road from Porty prom to the Innocent cycle path most weekday mornings. It was fantastic when it was closed to through motorised traffic last year. Since it re-opened it's become busy and congested again - much of this seems to be cars taking a shortcut into Porty from Milton Road and inappropriately sized commercial vehicles following sat navs.
406	EH15 2QD	No	I live on argyle crescent and commute to work on the bypass, which I access via Brunstane road. The previous closure was hugely inconvenient and added time to my commute in both directions. The alternative route via collesdene felt less safe as the roads are narrow, residential and poorly lit and there were blind corners that caused dangerous situations. In what was does this proposal benefit local residents who live within the Joppa triangle please? I would suggest rather than closing the street which seems a blanket strategy, the council consider changing the rules so that cars may only be parked on one side of the street as well as making a one way system to alleviate congestion without inconveniencing locals as much as the current proposals would.
407	EH152EF	No	This proposal in particular the effective closure of all through roads in the Joppa triangle will cause problems for all other residents in Portobello needing car access to and from Milton road. It will lead to increased congestion on Joppa road, Portobello high street and Brighton place.
408	EH15 2JR	No	The problem with Brunstane Road is that it is too narrow for two way traffic. It should be made one way.
409	EH6 6LP	No	Brunstane Road closure benefits only those who live on the street, not the community. I regularly drive the road proposed for temporary closure, in addition to other Joppa + Portobello streets. * Why repeat this "trial" when you know that Brunstane Road was previously temporarily closed for works and the result was a disaster jams everywhere. Why not make it one way? That would make perfect sense. * Then do the same for the surrounding roads. The suggestion to spend a bucket of money on travel calming measures simply doesn't make sense when a one way grid is a proven solution elsewhere.
410	EH15 1ag	Yes	Thank you for asking. I would love to think that all voices are heard, including those of us living in neighbouring towns who are in Portobello frequently.
411	EH15 2JH	Yes	Road is a nightmare. The amount of road rage and inconsiderate bad driving is unbelievable. I now park my car at collesdene when I visit my daughter who stays in this road. My new car was scraped one month after purchase. Road should be closed residents only.
412	EH15 1ag	No	if required make it one way onto Milton Road.
413	EH8 7rg	Yes	Road should be closed seen road rage and inconsiderate drivers who race up this road. People race up this road to avoid getting stuck very dangerous.
414	EH15 2gd	No	At the very worst make it one way only.
415	EH15 2ag	No	One way system for Brunstane road
416	EH15 2QR	Yes	The whole Portobello and Joppa area has a volume of traffic that is unsustainable and the volume of that traffic uses Brunstane Road on a daily basis to attempt to shorten their journeys for convenience. As a resident of Brunstane Road I experience first hand the environmental impact, potential danger to children, the elderly, the disabled and animals, aggression, wilful damage to vehicles and poor driving. We have now had to involve the Police on a number of occasions which is a poor use of a really good public service. The additional housing and school locally will add significantly to the problem so this needs to be averted before that happens. Making the Joppa Triangle a safe space for cyclists and all pedestrians is a demonstration of CEC's proposal for a cleaner and greener city. It is a positive method to encourage people to use cars less and live healthier lives. Peoples convenience is not a good enough objection to this proposal. These changes would create disproportionate disruption to the surrounding areas. The whole of the Collesdene area will be affected by these changes which include confusing road changes/closures. All as a response to concerns raised in one street may I note raised at a time when there was increased traffic due to Brighton sets closure which this is now no longer an issue. Even following overwhelming objections at the first consultation why is this still proceeding? Or is this a case of playing lip service and you don't actually care what the public think you are doing it anyway? I want it noted I strongly object to these changes and want a full investigation on why this is still proceeding given the public position presented previously? Questions need to be answered on the motivation to proceed given overwhelming objections.
417	EH15 2JH	No	I am alarmed by the amount of localised traffic calming measures in the area just now. No consideration seems to have been made for where the traffic will go and the bottle necks that will be caused as a knock on effect. Not only will this inconvenience Collesdene residents who want to access the A1 but anyone wanting to access Portobello will be impacted. With traffic no longer being able to go round the golf course Duddington Park, a favourite for roadworks due to critical infrastructure, Brighton Place and the Eastfield junction will become unbearable. Duddington Road "temporary" double yellows have been so poorly thought through it is laughable. With two young children I struggle to drop them off and get to work for 9am. When I am able to work from home we walk, cycle and get pushed. I'm now more concerned about my 4 year old being knocked over as cars jostle for spaces and make unorthodox turns around Duddington Avenue and Durham Terrace/Avenue than I ever was when cars could access the formerly favourable parking arrangements on Duddington Road which is nice and wide. The cycle lane is actually a hazard. The disabled space which had been maintained acts as an obstacle which is actually worse than a row of cars as the street now sets an expectation that it contains a continental style cycle lane. Where does lead to and from? I find it baffling. Only older children will benefit and there has been no consideration for those with younger children who have to get to work. Despite all of this fantastic work I can still run to work faster than I can get a direct bus (6-7 mile commute) and I see no prospect of this changing any time soon.
418	EH151jy	No	In summary all these measures do is push the problem to other areas to the point that the masses are frustrated while a minority benefit. Please stop it and focus on fixing pot holes in roads which are bit part of vanity projects. These will hurt cyclists much more than they will benefit from the proposed measures. Please stop because you are creating problems that never existed before.
419	EH15 2es	Yes	Brunstane is currently a traffic disaster, where cars, pedestrians and cycles mix, everyone in a rush. A serious accident waiting to happen. I use it for biking and commuting to link up so I can get to the royal. And this part of the commute is currently not nice. Fully support proposal
420	EH15 2JU	Yes	But, Traffic should be diverted along Milton Road East and the main Musselburgh Road thereby allowing the Joppa Triangle to be a residents only area.
421	EH152JU	Yes	exit only from Milton Drive and Milton Terrace access to Portobello from Milton road to be via Musselburgh road.
422	EH6 6JH	Yes	Removing through traffic is essential for making residential areas safe and pleasant to live in and travel through. I fully support these proposals. To assume that all individuals are able bodied and can just get on a bike or walk instead of using a car is not equitable. Having absolutely no way of travelling to portobello bar the two main routes suggested is horrendous for the hundreds of people who live on the Gilbertston estate, brunstane etc. Make the road one way allowing access from Milton road into brunstane road. This impacts many more people than the people who live in the 'triangle'. The way in which the consultation has been managed thus far is disgusting. No mail drops for the older people who do not live on these streets but will be impacted too. Why are the very few who have asked for this being satisfied when the PCC survey shows that the majority of the community are not in favour of this proposal. This will push more traffic to queue in the main roads. Whilst it's a nice win for the safer streets that our local councillors are so vocal about, it makes life difficult for a lot of residents here.
423	EH15 2RP	No	I question if this consultation is even worth filling in. As I write, the roads are being closed for changes anyway.
424	EH15 2JN	No	I find it absolutely ridiculous that despite a previous survey in which 80% of the residents in the area being AGAINST the closure of Brunstane Road, Edinburgh Council are going ahead with it. It shows total disregard for the surrounding residents and roads. I have 2 small children who will now be at risk by drivers speeding along near our house. Will it take one of the many young children that live and play in the Joppa Triangle to be involved in an accident for Edinburgh Council to realise the consequences closing Brunstane Road will have on the surrounding area?? How can one road be deemed so important that Edinburgh Council feel it's okay to close despite knowing full well the negative impact it will have on the surrounding roads and residents. Many of whom have young children or are elderly.
425	EH152QS	Yes	DISGUSTING. The growth in developments near and around the Joppa Triangle has led to many of the local streets being used as rat runs. Brunstane road receives the bulk of the traffic but when this is jammed then the traffic diverts to the collesdene area. It is important that a holistic perspective is taken and hence I fully support the measures being proposed.
426	EH15 2QR	Yes	Traffic up the Milton road end of Brunstane Road is a nightmare, with regular incidences of damage to parked cars and road rage. The road is too narrow for 2 way traffic. This measure is strongly needed.
427	EH15 2QU	No	I live in the bottom half of the road, all residents from the bridge towards Milton Road can travel up and down as usual. Residents after the bridge can only go down, i.e myself included. It would be more sensible and fairer to make Brunstane Road one way also delivery vans, removal vans, gas, electricity etc etc still have to enter the street to get to households, why not ask residents after the bridge their views.
428	EH15 2ap	Yes	
429	EH15 2QS	Yes	
430	EH152QW	Yes	I wholly support this proposal as Brunstane Road has become increasing fraught, unpleasant and sometimes downright dangerous due to be levels of traffic for which it was never designed to carry. During the closure temporary closure last year the quality of the environment and life was significantly improved and look forward to experiencing it again. Thank you for your help in bringing this about. The closure of one road, simply diverts traffic to bear bye streets, in this case the Collesdenes. We live on Straiton place. During the summer, and on sunny days and weekends, people understandably flock to the beach and the prom. Traffic is frequently gridlocked, and parking for locals returning to their house is nigh on impossible. But we knew that when we bought our house 32 years ago, Should Straiton Place be closed to through traffic? Bath Street, Regent Street and Marlborough Street all face similar problems. There was a detailed consultation on options to deal with these issues a few years ago. Since then? Silence. No feedback. Nothing. The problems of Brunstane Road should be considered as part of a much wider study of the entire Portobello/ Joppa area.
431	EH152B8	No	To deal with the problems of one street in this piecemeal fashion is not only unfair, it is simply wrong.
432	EH15 2QN	Yes	As a resident who lives in the property which is first over the railway bridge going south I totally support this proposal. I work at home at the moment in a room over-looking Brunstane Road and my desk is positioned so that I can observe traffic movement from 9 am to 5 pm. In amongst the many cars that go up this street I observe a constant flow of very large trucks which due to their size often can't move into the side to let traffic coming the opposite way through, cause traffic jams and in some cases almost total obstruction which takes a long time to clear. I would say that there are around 20-30 large trucks and vans which go up the road every hour. As a resident I have been included in the emails sent which clearly show the damage these large vehicles can cause due to their width and lack of clearance. In addition from my own driving experience going south up Brunstane Road is far too stressful as on many occasions I can get stuck and so I am now avoiding going up the road and now go down to Joppa Road if I want to get to Milton Road East. Going the other way I also avoid going north down Brunstane road from Milton Road East as there is a high risk as well of getting stuck which has happened many times. I now go all the way down Milton Road East to Joppa Road and turn left. It hardly adds any time to my journey but I know I'm not going to get my car scraped or get stuck in a jam. The times when the road has been closed at the bridge for roadworks as when Brighton Place was being cobbled worked in my opinion very well and calmed things down in the road substantially. It also gave cyclists the confidence to come down the road without meeting many cars or trucks.
433	EH152QR	Yes	As a resident of Brunstane Road I agree that the volume of traffic is getting greater. My new car has been hit 3 times in the last year with considerable damage. The police were involved twice and agreed this is unacceptable. I have been shouted at by passing drivers and threatened with abuse from huge HGV vehicles which are far too large to even consider coming down the road. I am very much in favour of road closure.
434	EH21 8QS	No	The proposed closures that do not maintain emergency access will result in delayed response times for appliance attending an emergency. The proposed routes are also being used by SRK to access surrounding areas again resulting in delayed response times due to diversions that will be required Closure of Brunstane Road is badly needed. Congestion is horrendous and dangerous. Although I live in Brunstane Gardens, due to the double yellow lines on our street (which were needed to allow access), I have to park on Brunstane Road sometimes and my car has been damaged 5 times in 2 years! The language from drivers when held up is foul and the hound school children walking along the pavement should not be witnessing this foul mouthed behaviour. Closure of the road to allow safe passage for pedestrians and cyclists is long overdue.
435	EH15 2QW	Yes	As a resident of Brunstane Gardens my household has had our cars damaged on more than 3 occasions from being parked on Brunstane road. People drive far to fast up the road and are not considerate on giving way. The sooner the road is closed the better.
436	EH15 2QW	Yes	There is too much parking on brunstane road. Better to put double yellow lines than close it
437	EH15 1HZ	No	This road is like a war zone during rush hours especially, fast cars, huge lorries, horns peeping, angry drivers. Road rage, cars damaged, unsafe too cross. The bridge especially unsafe as no room to distance from other pedestrians and using the road to let people walk past safety is extremely dangerous
438	EH152QS	Yes	the measures will help safety for parked cars, pedestrians, cyclists, and the overall amenity of the area!
439	EH15 2QU	Yes	

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
440	EH8 7QH	No	Why on earth should some streets in our city have so called "quiet neighbourhoods"? Vested interests, perhaps! I live on the Willowbrae Road and I am constantly subjected to high volumes of noisy traffic. Travelling at all speeds up and exceeding 70mph, passing my house on this (apparently!) 30mph road. Install cycle lanes perhaps!
441	EH15 2EZ	Yes	I have asked for Safety cameras to be installed to force traffic to slow down to something approaching the official speed limit but no reaction from our council. Quiet neighbourhoods! Don't make me laugh. It is clear to everyone, bar the councillors and their experts it would seem, that all that matters is making it easier for cyclists and sod the motorists (who actually pay for the upkeep of the road network (another joke, as there is almost no maintenance being done anymore. However you will spend millions inconveniencing road users with useless PS rubbish like cycle lanes, even when this brilliant idea simply adds to the real traffic congestion pollution and inconveniences the residents who live along these routes (such as Duddingston Road). Again the rate and tax payers receive little for their taxes and are being ignored. Hopefully these councillors will be remembered come local action time.
442	EH15 1EZ	No	This is the second time recently that I have filled out a questionnaire regarding the proposed closure of Brunstane Road. The first time was a couple of years ago and was from the Portobello Community Council in response to the imminent closure of Brighton Place which was subsequently closed for over a year due to the installation of sets. At that time the residents of Brunstane Road realised how much extra traffic was going to be generated by the closure of Brighton Place and requested a temporary closure of their street until Brighton Place reopened to through traffic. This temporary closure was granted. It is now disingenuous of these same residents to not anticipate that the same thing will happen in reverse should Brunstane Road be closed in the same way. At the time of that original consultation 80% of respondents were against closing the road. For all the same reasons as last time, I think it's a very bad idea to close off this road which is a direct, arterial route between Portobello and Milton Road. I know of someone whose husband would have died had she not been able to get him to the hospital in time by using this direct route. There was also an accident on Portobello High Street a few months ago and the emergency services had to use Brunstane Road. Minutes and seconds can make a difference between life and death. On whose conscience would that be? Having lived in the area for 50 years I can say from personal knowledge and experience that Brunstane Road has always been a narrow, busy road (it was part of the route of my driving test in 1979)- this goes with the nature of it as a link - see above - and clearly has got even busier (as has everywhere else) as more and more people are car owners and since the opening of the Harry Lauder Road many years ago. This means that anyone who has bought a house on Brunstane Road in the last few decades would have done so in the full knowledge of how busy the road is. In addition to that, the residents, (who seem to be very much for closure of the road) have their own vehicles parked on both sides of the road adding hugely to the congestion. This smacks of NIMBYism and doesn't take into account that the closure will just push the problem onto neighbouring streets. I don't believe that people will drive to the junction at Eastfield to access Milton Road as that will take considerably longer than the 2 minutes I've heard claimed. The proposed closure and one way systems for the neighbouring streets looks, from this, to be quite unworkable and will create tensions and flashpoints in those streets instead. Plus it will result in much higher emissions from stop/start driving - I'm sure that is against the Council's policy. We witnessed additional traffic fumes, massive tailbacks and the frustrations that built up locally when Brighton Place was closed a year or so ago and this would be repeated on a smaller but still significant scale if Brunstane Road is closed. Finally, Brighton Place is a very busy pedestrian thoroughfare as a route to the local high school, two primary schools and two local nurseries and the additional fumes that would be generated by the displaced traffic will be a health issue. Indeed all it takes is a quick search on the internet to find a great deal of evidence to prove that children are at a significantly greater risk from traffic fumes than adults.
443	EH15 2RF	No	Although these measures will make Brunstane road and the immediate Collesdene areas quieter it's inevitable that the roads outside of the measures will be far busier. Resulting in extra congestion extra commuting extra pollution and extra frustration for residents and commuters alike. If Brunstane road is too busy it should be made one way into portobello or there should be double yellow lines down one side to give more room. Benefiting 20 of 30 households at the expense of hundreds of others is neither fair nor equitable.
444	EH15 2QS	Yes	
445	EH15 2QS	Yes	
446	EH15 2Az	No	Make Brunstane Road one way for all traffic, South to North ie coming down from Milton Road to Portobello. No traffic calming measures are required by way of speed bumps etc. Perhaps make Collesdene Avenue one way coming up from Portobello for all traffic but this may not be required as there are various options for people to get to Milton Road. No speed bumps etc are required.
447	EH15 2QE	Yes	I wholeheartedly support this measure. I would strongly encourage considering a 1-way restriction to try and avoid other local streets being turned into a busy rat run. Please also consider access for cyclists, pushchairs and wheelchair users in these adjustments
448	EH152QE	No	Would propose parking on one side of street only or one way system coming down from Milton road. By closing it completely to through traffic the problem then moves to the narrow roads of the Collesdene streets, with speed then becoming an issue as well as traffic flow
449	EH15 2QS	Yes	The proposal is good as it considers not just the major traffic problems on Brunstane Road but mitigates against increased traffic through the Collesdene, hopefully pushing the volume of traffic via Milton Road and other more suitable roads
450	EH15 1LW	Yes	Please ensure you use traffic calming measure that are safe for cyclists. Those half speed bumps encourage drivers to swing into the cycle lane in order to avoid slowing down. I'm very happy for the council to implement LTNs and generally to find ways of preventing short car journeys. Could the council look at further traffic calming measures around Portobello? I'd like to see automated bollards on Brighton Place, at the Porty High Street end, which will lower for buses, taxis, emergency services etc. This will allow traffic to reach Porty High Street, but not to pass through - so it won't affect trade.
451	EH15 2QS	Yes	Brunstane Road should be closed, with the traffic diverted to the main roads of the Joppa Triangle. This would add approximately 2 minutes extra onto a journey, which could take a lot longer, if stuck in a jam on Brunstane Road. There has been a huge increase in the volume and size of traffic (HGV's, even army vehicles) using this residential street, causing continual traffic jams, resulting in frustrated drivers, shouting, swearing and causing damage to parked cars, as they squeeze past the parked cars. Residents fear for the safety of their children and elderly neighbours. Jams force cyclists onto the pavements, which cause concerns for pedestrians, pram walkers and wheelchair users also. The Collesdene Roads should be signed for "local access only" as there is at the Jewel, with cameras ready to catch a fine those abusing the route. This in turn, will also place traffic on to the main roads of the Joppa Triangle. Which will be in good time for the increased traffic which will come with the extensive new housing being build in the surrounding area.
452	EH15 2QX	Yes	This will be a huge relief due to many safety concerns that I've had for years magnified by the pandemic and the crucial need for safe physical distancing which is rather impossible. When the road was closed at the bridge for a year, it was so pleasant without 'rat runners', space for cyclists, buggies, dog walkers, disabled neighbours and I did not feel any negative experiences driving either. It really wasn't a hassle taking a slight detour as a resident. This is well overdue and the sad circe of the cyclist being killed in Portobello of which I sadly remember the aftermath, as well as having to personally divert traffic at the bridge away from Brunstane Road (due to understandable mass congestion) that evening, galvanised my view. Had the road been closed I would not have had to spend 45 mins trying to stop drivers getting stuck along the whole road as a result of this tragic event. Sadly I have seen many near misses of cyclists, pedestrians over my 16 years living here outwith this very recent event. Many thanks for taking our concerns seriously. It really is very much appreciated.
453	EH15 2qd	No	I understand the proposal for the closure but the problems come from the residents parking on both sides of the road therefore making the road only wide enough for one way traffic causing grief! I have experienced this myself and the road is a nightmare but I feel as a resident from Argyle Crescent we should not be punished for this! This road closure will make my families journey time in and out of our local area much greater! Surely since the grief is coming from the very tight space for driving down the road due to residents parking on both sides of the road these residents should have to help towards solving the problem-not everyone else! The residents park on the pavement which makes it very difficult to pass with a buggy or wheelchair which I think is a disgrace. The council should be doing something about this!!!! Possibly the answer is to allow only one side to be parked on? Not at all would be much better as the houses when purchased did not come with a private parking space on the road outside the house-I think residents need to be reminded of that!
454	EH15 1NW	No	This is a main route. I am very much against any closure. Extremely unfair. People bought their houses knowing the road was used. Live with it.
455	EH15 2QS	Yes	This change in traffic management is much-needed and long overdue. The volume of cars and heavy traffic on Brunstane Road constitutes a serious health hazard. This health hazard is aggravated by the current need for social distancing, which requires pedestrians to walk in the road to keep their distance. This is particularly problematical at the bridge. We reside in Brunstane Road. I was a member of the previous group who attempted to convince the Council to close this road some 20years ago. Traffic in Brunstane Road is undoubtedly increasing in volume and size with a large number of HGVs and smaller vans and lorries seeking shortcuts. It's beginning to get beyond a joke with frequent blockages and instances of road rage and temper tantrums. My wife and I are now at a crossroads as all children departed and we are both semi retired and aged 61. Our neighbours are both 80 and regret not leaving Brunstane Road earlier in life when physically able to cope with moving. This decision to either close the road or to keep it open is pivotal in our decision to remain or depart. If the road closes we will remain here for the foreseeable future but if it remains open we will leave - it's very important to our future. The proposed detour will only take an additional 3/4 minutes and on many occasions users of Brunstane Road spend much longer sitting in traffic jams with many instances of road rage and unacceptable behaviour. We really need to reclaim the street as it was never built to support current levels of heavy traffic.
456	EH15 2QR	Yes	Great idea. These areas get far too much traffic for roads not suited to through-traffic. Would be excellent to quieten these streets, making them safer to pedestrians and residents.
457	EH151ax	Yes	Cyclists mounting the pavement to avoid cars, Aggressive verbal and physical stand offs between drivers as cars cannot pass, all bumpers on my car scuffed (not by me) as cars try to move past each other. Aggressive behaviour if you dare to try and extract a child from your vehicle from the road side - obstacles such as people in danger of being physically intimidated or worse. Motorists blowing horns when children try to sleep. Traffic at a standstill and carbon particles infiltrating my house from their pollution. The speed at which cars go down the road when there is a gap, is both illegal and terrifying. Cars ducking in to tiny spaces with no consideration for the foothold or pedestrians who might be on it. Cars have no choice but to park partially on the pavement, the pavement is narrow, to enable social distancing it is necessary to step onto the road, but this road seems to cause such unrepentant anger, that it is absolutely dangerous and impossible to effectively socially distance. Remember many cyclists and pedestrians also use the road, to get to ASDA, the train station, Fort Kirknaird, the Burn, Newhales and from those places to Portobello. The road is not the only high traffic area, but other users of the road are in grave danger as a result of the inappropriate usage of this road by such large volumes of traffic including trucks and articulated trucks etc. Brunstane Road is not a viable alternative to the Harry Lauder Road or the broader roads that take you down to / up from Portobello to /from the A1 albeit not 'directly'. It is not suitable as a main access route. If it remains open, the volumes and attitudes of the traffic and drivers, will lead to a tragedy. We have enough tragedy in Portobello where the traffic solutions have not been holistically considered.
458	EH15 2QS	Yes	I believe the proposal is holistic and sustainable and will be an asset to the broader community. I fully support it.
459	EH15 2QR	Yes	
460	EH152RP	Yes	
461	EH15 2BB	No	There is no point in looking at one road in isolation to other traffic issues in Joppa and Portobello. We were consulted previously and agreed we did not want the road closed. This is not the way to consult people.
462	EH15 1DB	No	I agree with the traffic calming measures but I don't agree with closing Brunstane Road. I feel doing this will push more traffic onto the high st which is already really busy, especially at peak times. With all the newer housing going up around the area, closing roads is not the best idea why are traffic measures not being thought about for managing traffic in the high street and at the main lights at sea field junction/lights.
463	EH15 2qr	Yes	As a parent of a toddler, Brunstane Road is not safe for pedestrians. Crossing the bridge with a pram and a dog is dangerous and I'm often forced to walk on the road due to the narrow pavement over the bridge. You can't see traffic coming up the hill which is also a risk. Drivers are not courteous when travelling up and down the road and stand-offs occur daily. We've had our car scratched as have visitors to our home, due to people squeezing past when they should've just waited. As much as the road being closed at the bridge would inconvenience me taking my daughter to nursery in the car, it's a sacrifice I'd make for a safer road with less aggression from drivers.
464	EH15 1HH	No	this is like giving the residents a free car park. They can freely drive up and down the road to park, but don't want anyone else in their street. Why not put double yellows all the way up one side, reducing the parking to one side. This will widen the road and prevent traffic jams. The proposed measures will simply displace traffic to other streets.
465	EH15 2QS	Yes	Please give positive consideration to the closure of Brunstane Rd. I have lived here for 25 years and in this time the effect of traffic has increasingly negatively impacted our lives. The dangerous speed, increasing numbers of commercial vehicles, abusive drivers and damage to our vehicles is now completely intolerable. It is simply unfair for residents to put up with this on the basis of a sense of entitlement to rat run through this residential street. It now means that we regularly sit in traffic jams when attempting to leave our homes. Convenience and quicker access to hospital is often quoted by members of the larger community as their reason for opposing the road closure. Convenience is not supported by our research with drivers simply venting their frustration at the business of this narrow road to scupper their speed to their destination. It takes an additional 2 mins to take the alternative route via Eastfield which is fit for purpose. Problems have increase since the requirement for social distancing. The bridge which was already problematic in terms of space for pedestrians has become really unsafe for pedestrians and cyclists as there is no space for social distancing. I recently witnessed a car reversing into a cyclist who was knocked from her bike. I really do not want a one way system as this would only encourage drivers to speed.
466	EH15 2ES	No	I think it will force a dangerous and unmanageable amount of traffic onto other roads. There are not enough lanes in these roads (Eastfield, Seaview, Joppa Road and Milton Road) to accommodate additional traffic, the right turn at Milton Road will cause huge congestion which will stretch all the way back along Portobello high street and it will cause irresponsible driving on these roads. I think it is better for the traffic to be better spread out. I think a one way system should be introduced on Brunstane Road and either speed bumps or narrowing of the road with priority traffic through Collesdene (like in parts of Craigintenny and Restalrig)
467	EH15 2BH	No	This proposal has been driven by the desire to close this one road rather than as a strategic decision to reduce traffic in general or specifically in Portobello. It is feared that without a plan for traffic reduction in the whole of Portobello and Joppa, this one road closure will simply lead to displacing traffic to other already busy roads especially Brighton Place. Closing one suburban road will not lead to traffic evaporation and Brunstane Road is one of only two south to north entries into Portobello.
468	EH152qp	Yes	I live on the street and it is increasingly getting worse and feels unsafe with two young children.
469	EH152ES	No	There is clearly an issue with traffic on Brunstane Road, however the complete closure of this route will be an inconvenience for many people coming in and out of Portobello as the number of connections is already limited. Displacement traffic will often need to use the junction at the east end of the Joppa Triangle which is already a difficult junction, particularly when coming from Portobello and needing to hairpin back onto Milton Road. To maintain some permeability while also acknowledging the issues, I would suggest a one way Brunstane Road southward.

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
470	EH152EY	Yes	The proposal is a very welcome step towards creating safer neighbourhoods and reduction of traffic and local pollution. The congestion at the top end of Brunstane Road is excessive, increasingly dangerous and has progressively worsened over the years I have lived in Brunstane Road. I am very sympathetic to the plight of residents on that stretch of road for the nuisance, worry and damage to vehicles that they have to tolerate, associated with poor driving, inconsiderate behaviours and instances of abuse outside their doors. In addition, many large HGVs use Brunstane Road as a short cut from Milton Road East. They all too often come down the lower half of Brunstane Road (where the road is wider and spays at the bottom end) at excessive speed. Not only is this dangerous (and a particular concern when my children were small), but heavy braking outside my home before the final speed bump (which depresses the ground) and/or crossing the speed bump at too high a speed, shakes the foundations of the adjacent homes. I would urge the Council to ensure the proposal is implemented as swiftly as possible.
471	EH15 2PL	No	Question 6 above should have included the option "Partially". I support closing Brunstane Road but more thought needs to be given to the traffic calming measures in the Collesedenes. My fear is that all the traffic in the Collesedenes and some of the traffic that now can't use Brunstane Rd will be funnelled along Collesdene Av and exist through Milton Rd. Similarly, traffic going in the opposite direction will use Milton Terrace. You haven't achieved anything by using this arrangement and the people in those two roads will suffer hugely from the extra traffic. There'll also be extra traffic on Collesdene Av. So another arrangement has to be found for the Collesedenes. There isn't space here to describe an alternative plan for the Collesedenes but it should be based on a traffic circulation plan that prevents rat running but allows Collesdene residents reasonable access to Milton Rd E and to Portobello. Reasonable mean a compromise between closing Brunstane Rd in conjunction with minimising through traffic in the Collesedenes even if this means lengthening journeys somewhat to get out of that area. The Council should hold a consultation to thrash out a better traffic design for the Joppa Triangle prior to implementing the TTRO. Otherwise it's predictable that there'll be huge resistance to it. The Council must be resolute that a solution to the traffic problem in the Joppa Triangle has to be found but it is hoped that the solution will result in more winners than losers.
472	EH152DF	No	I think Brundland Road should be one way rather than complete closure.
473	EH15 2qr	Yes	Anything that makes for a safer and less threatening environment would be great. As a resident, I witness repeated incidents of road rage and have lost count of the damage to my car.
474	EH152EX	No	The residents of Brunstane Road campaigning for this closure are a tiny proportion of the area residents. The majority of residents want this road to remain open. I use this route every day as I live in Portobello and am a primary teacher in Craigmillar. It is the quietest and most convenient route to work and I have been using this route daily for 4 years I have never seen a problem. There are natural passing places on Brunstane Road and the road users are courteous. The two way traffic and passing places also keeps the traffic flowing slowly which is safe. I physically cannot get to work in Craigmillar on time to bring in my line of school children (I have to drop my children at breakfast club in Portobello first) when Brunstane Road is closed. Roads are there for road users and should be open as key workers need them. If there are drivers who have been rude the police should be called, the road should not be closed causing inconvenience to the whole community. I would like the road to remain fully open. I would also like to see a full and transparent enquiry into the first closure (during the closure of Brighton Place) and this one and the motives and people behind it. I would like to see how much council funding has been spent on this despite the local disagreement with it and would like to know if a council official or someone linked to a council official has been in the small minority of residents asking for a closure. This does not seem transparent. I have young children and Brunstane Road is the route I would take in an emergency to get to The Royal Hospital. The council considering closure to please a tiny group of residents yet adding emergency response time to the rest of us living in Portobello is not right.
475	EH15 2af	No	Rather than closing Brunstane Road entirely just make it one-way north bound
476	EH15 2QW	No	There is no need to implement the proposed changes within the Joppa/Brunstane area. As a resident of Brunstane Road/Gardens (18 years), the so called issues in Brunstane Road have been overstated by a minority of residents in the street. There are many other steps that could be taken to make the flow of traffic in Brunstane Road and the wider area more acceptable to wider majority of people/businesses who live in the area. Brunstane Road should remain open.
477	EH15 2BY	No	Brunstane Road has been an access route for many years. The option for a one way system is a better alternative and saves diverting traffic through the wider Collesdene road network.
478	EH15 2NF	No	If as reported 80% of the residents oppose the scheme why on earth is it going ahead? Despite reports of road rage in Brunstane Road, in my 40 years of living in Brunstane I have never witnessed a single such incident so suspect that it is being exaggerated to enable the proposal to get through! The narrowness of the road forces traffic to go slowly and safely.
479	EH15 2JB	Yes	Great for cycling and walking if Brunstane Road is closed off. I cycle up and down this road frequently. Also, traffic fumes will lessen. I am concerned that traffic will increase for the rest of us though who live within the triangle.
480	EH15 1LW	No	Traffic arrangements in the whole Joppa, Portobello area need to be considered as a whole. I include parking arrangements in this consideration. By considering a small section it pushes the problem elsewhere.
481	EH15 3ae	Yes	I support these proposals for two reasons. First because something needs to be done about brunstane road traffic problems and the proposed solution balances pedestrian and motoring interests. Secondly the proposals will be useful guide on what can be done to protect other residential streets in the area which need some protection to provide greater safety to children and allow them space to meet and play outside.
482	EH15 2DN	No	OK as a temporary measure to see the impact, but car use is up because of covid and a final decision on the impact should wait until after people feel safe to use public transport again. There could be increased pressure on Brighton Place at the moment. Try one way northward on Brunstane Road first. Explore limit of use of road to electric and low emissions vehicles.
483	EH15 2QU	No	It is difficult to understand the overall goal of these measures other than pleasing residents of the south part of Brunstane Road.
484	EH15 1AS	Yes	A one-way system on Brunstane road with parking restricted to one side and a segregated cycle lane would allow both traffic and cycles to use this space. This would link the promenade cycle route with the many cycle route options on the prom while still allowing vehicular access which is important both as a safety measure and economically for the Portobello High Street. Another alternative would be to simply not allow parking on either side of Brunstane Road and thereby make the space available to cyclists and cars alike in a much simpler way. This could include traffic calming measures to ensure 20mph. I would also want to comment that the junction at Musselburgh Road and Milton Road East is wholly unsuitable for significant volumes of vehicles turning right into Milton Road East. I'd also like the council to consider the work done by Portobello Community Council in their survey in March of this year. The overwhelming number of residents rejected plans of this nature. It seems the council are bending over backwards to please a very small group of people. I would be interested if any economic analysis has been done to see if there is likely to be an impact on people travelling to Portobello if this road is closed. Finally I would want to recognise that I am not a dispassionate observer. As someone living directly on the north side of the bridge this will have a significantly disruptive effect on how we go about living our lives and force us to drive significantly further as our cars are required for work.
485	EH15 2LQ	No	I fail to see a clear overall goal here that does not simply push a problem into various other parts of our local community. Keep the road open and adapt it, seems to be the most obvious solution.
486	EH8 7HZ	No	If the Collesedenes are to become a 'quiet neighbourhood' you need to deter people from cutting through the Collesedenes at all - building just 2 traffic calming road narrowing structures on Collesdene Avenue is NOT enough! People will speed between them. If the idea is to make rat running through Collesedenes unappealingly slow and painful, and instead make it faster/easier to stick to the main roads eg drive up Milton Road to the MOT garage at Eastfield then onto Musselburgh/Joppa Road, then we need: 1) LOTS of speed bumps and traffic calming on Collesdene Ave and offshoot streets 2) East end of Collesdene Ave (eg the steep hill down to Eastfield) urgently needs traffic calming where it levels out, cars speed up the hill dangerously! Residents have complained to council and the police many times, at least 16 + children play on this first block where it levels, plus elderly cross the road, there will be a fatal accident! Locals know you cannot drive on this extremely steep hill in slippery/ic winter conditions, however, new rat runners won't! Will result in a pile up at Eastfield! 3) Keep Collesdene Gardens open both directions with speed bumps/traffic calming and seal up Collesdene Crescent where it joins Collesdene Gardens eliminating the tricky turn there. 4) Keep Brunstane Road open one way - we must all share the pain! 5) The council's plan creates a rat run from Milton Road straight down both sections of Milton Terrace onto Seaview Crescent to Joppa Road. Add speed bumps on Milton Terrace as a deterrent to use as a rat run!
487	EH15 2QF	No	I oppose this proposal for the following reasons. 1. It will cause a great deal of inconvenience to a large number of people, including many hundreds of local residents, who need to use that route. The alternative routes are lengthy and already very busy. The additional time for a journey will be quite significant. That will impact not only on routine journeys but particularly on journeys by emergency vehicles and in emergencies to the ER. 2. The effect of the proposed closure, while no doubt beneficial to those living in the road, will have a disproportionately deleterious effect on a much larger number of other local residents. Having regard to the aim, the proposed solution is disproportionate. 3. No serious consideration appears to have been given to exploring alternatives to closure. Those alternatives ought to be carefully explored and considered if or unsuitable. Those alternatives include: (a) making the street one way, (b) creating passing places (c) restricting entry of large vehicles (d) traffic lights (e) restricting/regulating parking in the street (f) erection of signage. No doubt there are other possibilities. 4. It may be that after all possibilities, including this proposal, are considered, none proves satisfactory. In that case, if the solution is worse than the problem, taking no action is an option.
488	EH15 2qw	No	I live on Brunstane Gardens. When the road was closed before Brunstane gardens, a quiet cul-de-sac, became a dangerous, speedy turning point for frustrated drivers and I myself witnessed 3 separate incidents of pedestrians being endangered by cars, once with an actual impact. For residents above the Brunstane road closure to drive to portobello then required a miles-long detour - this had an impact on the Hugh street as many went to Asda or the Fort instead. I have a long-term health condition and cannot always use alternative means of transport. I was often sitting in tailbacks at the top of Milton road having one round from Pirbright, to try to get home but stuck in traffic at the top. There are often dangerous incidents at the crossroads at the top of Brunstane Road, and the previous closure increased these. I would suggest making Brunstane road one way towards portobello if measures need to be implemented, however the road is usually very quiet apart from rush hours - even this has been now mitigated since many people are now working from home.
489	EH15 2QW	No	Closing Brunstane Road feels extreme. I'd rather support a one way system.
490	EH17 8QL	No	The huge increase in traffic relocated as a result of this closure would affect more people negatively than it would benefit the residents of Brunstane Road. It's merely spreading the burden.
491	EH15 2QE	No	Residents of Brunstane Road should have been well aware of the parking and traffic situation when they bought their houses. Why should they be given preferential treatment? We would all like fewer cars using our streets. Far more sensible to make Brunstane road section being discussed one way.
492	EH152BQ	No	It would just shift the traffic problems elsewhere. Maybe a few points should be double yellow/ no parking so there are always convenient passing places?
493	EH15 2br	No	I live in Portobello and I am generally very much in favour of trying to preserve areas for pedestrians and cyclists, whilst trying to reduce congestion. I have lived in portobello whilst this road was closed and the traffic going through the collesdene areas became dangerous. There are few routes in and out of portobello and closing one of the main routes does not ease congestion but rather makes it much worse. The people who bought houses on that road, including the local councillor, did so knowing that it was a bust street.
494	EH152qb	No	It's a vital road for both directions, please don't close it or make it one way.
495	EH15 2QD	No	I am a resident homeowner on Argyle Crescent. Most of my family live in East Lothian and the a1 provides my main route to them daily/weekly and access via Brunstane road south is essential. This closure is simply pushing traffic flow towards and into Musselburgh. Access to the fort for daily gym and shop use is also greatly disrupted. This will only use up more fuel and time, shifting people's frustrations to another part of town. Access to the a1 and fort area will only be possible by driving through portobello and up the newly cobbled Brighton place which is already chaos with buses and more unrestricted parking directly under the bridge.
496	EH15 2PQ	No	I would suggest that any change to the current road structure should include a reduction of the speed limit together with more pedestrian crossings on Milton Road East. Notice was given before that the limit would be reduced to 30 but has never been implemented.
497	EH15 2EY	No	As a resident of Brunstane Rd 'below the bridge' this hinders rather than benefits my family. It means I have to drive further, spewing more exhaust fumes and so not very eco at a. I have periods of limited mobility so walking isn't an option for me. The traffic jams this will create will be considerable. This was evident a few weeks ago during the very sad fatal cycle accident, where one of the main entry points to Portobello was cut off for a number of hours. The tailbacks along Milton Road led into Musselburgh, converging with the car tailback from Portobello High Street to East field. It was chaos. Really, the only people who benefit from this are the minority of Portobello residents who live 'above the bridge' who will in effect have created a private road without paying for the privilege. Those in Argyle Crescent, lower parts of Brunstane Rd, Dalkeith Street, Collesedenes and beyond will suffer so that the 'elite' can enjoy. One rule for them. The idea is ridiculous and in the recent consultation 80% were against it. Why does it need further consultation. It is clear it is either corrupt or madness and largely and widely unwanted.
498	EH15 1EY	Yes	Brunstane Road is a danger as it is. Everyone parks on the pavement. When the bins are out you are forced to walk on the road as the pavements get blocked. It is used as a rat run. I fully support the proposed closure.

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			The previous road closure in Brunstane Road (nicknamed the "Berlin Wall") was unsuccessful in deterring traffic from the northern most part of the road which remained constant throughout - despite visible signage and the restrictions being in place for several months. In fact, the closure only served to cause considerable disruption to residents travelling to/from the Milton interchange (from the north) and into Portobello (from the southern end of the road). I would therefore question the efficacy of this proposal on this basis.
499	EH15 2EY	No	Having lived in Brunstane Road for almost 10 years, we were fully aware when we moved here that this was an access road (rather than a cul-de-sac), and have in all honesty not noticed any increase in traffic during our time here. Whilst I would totally support a solution to help resolve the known issues at the southern section of road (from the railway bridge to the Milton interchange), I feel that implementing a full road closure is a draconian measure intended to suit only a minority of highly vocal local residents whilst consigning the rest of the residents to restrictions on their daily lives - i.e. going to work, shopping, taking kids to nursery etc. Portobello has a growing population and with very few existing routes in/out of the town the fully closure of a longstanding access route would be a mistake, particularly as no other options (e.g. making stretches one-way) have been actively trialled.
500	EH15 2QU	No	1. There is no need for closing Brunstane Road other than because of resident's complaints. 2. The previous local consultation was overwhelming against this proposal (except the cohort of people who actually live on Brunstane Road, but again only those south of the bridge.) 3. Other options such as parking on one side of Brunstane Road only and/or one way would be a much more palatable option for other residents. 4. The junction at Milton Road and Eastfield is completely unsuitable for lots of traffic turning right. 5. More traffic will be pushed along Portobello High Street from Brighton Place too. 6. The traffic moves up and down Brunstane Road without incident. 7. Emergency access will be restricted with increased times to access the north part of Brunstane Road/Collisdene/Joppa.
501	EH152HA	No	I think it would be more sensible to make Brunstane Road 1 way towards Joppa Road. Personally I have never had a problem using this road as I am patient and am happy to give way if necessary. Exiting onto Milton Road is made worse by the positioning of the bus stop to the left - if it was a bit further along it would be less obstructive.
502	EH15 2bx	Yes	
503	EH152BP	No	I think this is too restrictive and think that perhaps traffic could travel at least one way up or down Brunstane Road south of the railway bridge
504	EH151bg	No	It proved incredibly difficult for me to get to work at care homes when Brunstane road was closed before. It added sometimes 45 mins into my journey to travel what should take a maximum of 10. This surely is creating longer journeys benefiting just a few. It could perhaps be trialed as one way before complete closure. This simply moves traffic elsewhere, again benefiting just a few. Brunstane road is a key thoroughfare for commuters getting to and from the Joppa and East Portobello region from the A1 and vice versa. I have no objection to traffic calming measures but this solution of closing streets is simply shifting all the traffic into the Collisdene residential area. Having Brunstane Road one way along with the traffic calming measures at Collisdene would at least reduce the congestion on Brunstane road.
505	EH15 2EX	No	It also seems like there is no alternative transport solution being offered to offset the proposal in the form of additional bus routes, train routes. This proposal will benefit the few (Brunstane Road) and put out the many in terms of time taken for additional driving and the additional traffic going through the Collisdenes.
506	EH15 2BQ	Yes	Looks very forward thinking. Creating a traffic calmed neighbourhood will enhance the environment of the inhabitants of the area. The close of Brunstane Road will create a much needed calm through route to the Range, ASDA, the Fort, Brunstane, Innocent Railway, bike routes through Brunstane to Queens Margarets, Dalkeith Country Park and beyond. This is very positive!
507	EH15 2QU	No	Think Brunstane Road should be 1 way -
508	EH15 2NY	No	It's ridiculous to close the road because residents on that road want it to be quieter! Use some common sense and make it so be way - Milton Road to Portobello. We ALL to have our cars on the road, we are entitled to use ALL public roads.
509	EH15 3AT	No	Make it a one way if it's really that bad, but it has already been close for months and it just caused more road problems else where.
510	EH13 9er	No	Do not close brunstane road
511	EH15 2PE	No	I would prefer to see Brunstane Road becoming a one way street with traffic coming from Edinburgh, Milton Link and Harry Lauder Road turning off Milton Road East onto Brunstane Road and travelling onwards to Portobello. The one way system would not work for traffic travelling up Brunstane Road towards Milton Road East as this causes congestion getting onto Milton Road East if travelling to the City or to ASDA and the A1 as we can all see what happens at the moment. Brunstane Road is too narrow for two way traffic so a one way system would work. If Brunstane Road was closed to through traffic how would delivery vehicles get around. I appreciate that Brunstane Road should not be used as a rat run. It must be very frustrating for the residents at the moment and this situation cannot go on so please give a ONE WAY system consideration. Thank you.
512	EH15 2PE	No	I suggest Brunstane Road becomes a ONE WAY system with traffic coming from Edinburgh, the A1 and Harry Lauder Road travelling DOWN Brunstane Road. If it became one way with traffic travelling UP Brunstane Road towards Milton Road East that would cause dreadful congestion as it does now. I WOULD THEREFORE BE IN FAVOUR OF A ONE WAY SYSTEM as I outlined. Thank you.
513	EH15 2HU	No	I suggest that Brunstane Road be closed only south-bound and that Milton Drive be closed north-bound. Access to and from Milton Road East would be maintained. This would be better for Brunstane Road residents than the present situation but would make for a fairer distribution of traffic than closing Brunstane Road completely, as proposed. The current proposal appears to disproportionately benefit Brunstane Road residents.
514	EH15 2QZ	No	I was the person who in 2013, 7 YEARS AGO, via communication with Councillor Maureen Child, and MP Sheila Gilmore, proposed that we make Brunstane rd to portobello a "One way Road" and was politely told via email that there wasn't enough "Quote via email from David Raine" ACCIDENTS or traffic to address this problem "Unquote" This year, 2020, and 2019, we already had a Temporary Closure to the Railway Bridge of Brunstane Road, that closure impacted on the Collisdene residents, yes, but not to the extent that warrants further closures and diversions, as what motorists tend to do, is the very same as the Council instructs Lothian Taxi's to do, by telling them to get from "A to B" using the fastest and safest route without incurring any extra cost to their passengers. This strategy must surely also apply to the residents who live anywhere near to the vicinity of Brunstane rd. and who should be burdened by the extra cost of using Extra Fuel, BUT, what this Council is now proposing with the Temporary Road Closures in this area, is exactly the opposite for the OTHER Residents who live in Collisdene or Brunstane rd, to get to their Destination the most Un-Economical way possible, by Forcing them to go AT least 2 Miles, maybe more per day, more than what they have to do if these roads remained open. How can this Diversion be Eco Friendly to the Environment of Portobello or the surrounding areas, or as a whole, this diversion in no way reduces the CO2 emissions, which is what this Council is saying they're doing, and that "the reductions in these emissions are improving on a daily basis" Councils words not mine! This simply isn't being looked at in an Ecological or environmental way whatsoever and is clearly being ignored to appease the residents of Collisdene and Brunstane rd. Has there been a study to substantiate and accept the amount of Pollution that this Diversion will cause, or am I right in assuming that its being ignored, or hasn't been raised by the Concerns of other residents in Portobello or the surrounding areas. At least 5000 times an extra 2 miles per journey per week by motorists being diverted via Eastfield, will be made by coming from Portobello High Street to Eastfield to get back on to Milton rd east or Portobello via a reversed movement, which would then be around 10,000 miles or more per week in extra miles made by the surrounding residents, which in turn will mean 500,000, (Yes, HALF A MILLION MILES OF EXTRA DIVERSIONARY JOURNEYS PER YEAR) a massive amount of CO2 emissions, all because of a proposed Diversion that doesn't need to be done. God only knows how this same Council is going to handle the Extra 1200 or so motorists coming on to that same road when the New development has been built at Brunstane just off of Milton Road East, and who MUST enter or exit on to or from that same road!!!!
515	EH15 2NB	Yes	We use Brunstane road, primarily by bike, to get to amenities in Portobello as we live off the west end of Milton road east. I think the proposals put forward are sensible and balanced from the perspective of the whole "Joppa triangle", but I agree we need to be trialed on a temporary basis with traffic surveys against the baseline. I really hope they will have 3 added benefits: (1) For cyclists, facilitate a safer link between Portobello and national cycle network 1; (2) for current Joppa triangle residents, alleviate some of the pressures on roads that will no doubt follow from the construction of the large housing development to the south (the oneway systems and closed roads through the Collisdenes will hopefully "put off" these future local residents using these roads as shortcuts to Portobello); and finally (3) for everyone's health and wellbeing, encourage locals to try active transport/public transport. This last point really needs to be the focus of all road use planning as the evidence linking motorised vehicle transport to deaths (air pollution, not just collisions) in addition to its massive contribution to the climate crisis cannot be ignored. I have read the information that residents of Brunstane Road have put forward and have much sympathy with this, having witnessed some appalling behaviour between gridlocked irate motorists, however in relation to my last point here the sheer number of cars parked on the road makes me concerned that their own uptake of active transport may be less than would be hoped for given their concerns around local traffic.
516	EH153AZ	No	
517	EH15 2QW	No	Use traffic calming methods on Brunston Rd.
518	EH15 2PN	No	Make it one way North towards Portobello High St. ?
519	EH15 1jj	No	We would all like our roads closed, that road is used a lot and is great for getting into portobello and for coming out it will just put pressure on the other streets in the area
520	EH15 2EZ	Yes	
521	EH152BL	No	Closing brunstane road creates a bottleneck in other places. It is a natural route within portobello and should be closed. One way would make sense
522	EH15 1DL	No	Portobello traffic is getting worse with this closure there's only one way in and one way out. The traffic is terrible at kings road trying to get in to portobello. There's more houses getting built all the time therefore the traffic needs to flow freely. Brunstane road should be a one way. If the residents at brunstane road don't like the traffic they shouldn't of bought a house there simple. The only reason this is getting a say is there is a councillor that lives on the street. It's redic it's never been an issue for years and all of a sudden it's needing to be changed. How on earth would a bin lorry get down there to get the bins and turn at the rail way bridge. It's nonsense. Fair enough speed bumps through the other roads. This is a ridiculous decision it should be one way down the way or up the way. It will increase commute times significantly and cause more traffic elsewhere. I imagine most people needing to get to the A1 will go Southfield Place (to reach Baileyfield Rd) which will become increasingly congested. I find Southfield Pl is currently much more congested to drive through than Brunstane Road. Whenever I go through Brunstane Road (around 7am and again at 4:30pm) it is quiet so I don't see what the issue is.
523	EH15 2pt	No	
524	EH15 1RL	No	Extremely difficult to reach parents houses as a result of these proposals.
525	EH15 1hd	No	These proposals should be denied as it is not fair for on residents on other streets, why should these residents on this street get preferential treatment? How many other streets are now going to be closed due to residents moaning, absolute joke
526	EH15 1UJ	No	The stated motivation for this proposal is for the residents of Brunstane Road, but it seems to be more about discouraging people from using cars. That is laudable and makes more sense than completely closing off a street that residents CHOSE to move onto, and have now decided should not exist as a road anymore. With that in mind, it would be much more honest to conduct this consultation on that environmental basis and be thinking more strategically as a consequence. The proposed closures will increase the significant traffic at either end of the Portobello High Street and most concerning Brighton Place, which already has a congestion problem impacting on the two bus routes that use it and the residential area that is bisected. To make a decision to increase traffic running through that neighbourhood, which will increase pollutants and the health risks to those who live on the street, with the logic that it will decrease car use is not a responsible decision.
527	EH15 2QU	Yes	This proposal is urgent before there is a major accident on Brunstane Road.
528	EH151UJ	No	The closure of Brunstane road and the other traffic calming measures would only displace the cars to even less suitable routes. The already busy high street and Milton Road would become more congested and therefore less safe for the many pedestrians and school children that use it. This would also highly impact the traffic on Brighton Place, which sees a huge throughput of buses already, and is a walking route for many of the portobello High School Students. Due to the nature of Brighton place and its parking regulations, buses already struggle to get down and a big increase in cars would slow it down even more. I don't think this proposal is a logical or safe solution to the issue.
529	EH15 2QU	Yes	
530	EH15 2ND	No	Some traffic Calming in Collisdene is a good idea. However to close Brunstane Road will either force traffic onto other roads in the area or dissuade people from travelling into Portobello. Larger disruption for all to reduce congestion for a relatively small number of residents on Brunstane Road. A more sensible approach would be the make this street one way or introduce double yellow lines along one side. The Council have presumably already looked at these options and would have some data. One of reasons being suggested for the changes and traffic calming is that there will be increased traffic from the large new development coming into Milton Road East. If this is likely to be such a concern now why did the Council grant permission to allow this development access to Milton Road East?
531	EH15 2QU	Yes	The current proposals are likely to heap more traffic misery onto residents in Portobello than is currently being felt by those on Brunstane Road. Would the proposal also not see a vast increase in traffic along a very small road, Milton Terrace?
532	EH15 2EZ	Yes	Due to high volumes of traffic, the narrowness of the road and the lack of visibility over the railway bridge Brunstane Road has become a dangerous road to use. Many large trucks use this route and it has a very tricky exit onto the Milton Road at the southern end. There have been many cars damaged as a consequence including our car last year. The situation will continue to get worse once the area of land between Milton Road and Newcraighall is fully developed. We welcome this study and hope that common sense prevails and that Brunstane Road ceases to be a though route.
533	EH15 3W	No	While having every sympathy with the residents closing roads is not the final answer and perhaps a one way system from Milton Road down to Portobello should be trialled with traffic calming bumps plus a couple of full time speed cameras. Closing roads fully is a risky road to go down as we all know that the volume of traffic for the area is almost unmanageable indeed my own street of Mountcastle Drive South, before the pandemic, some times resembled a cross between St. John's Road and Asda's car park between 4.30 and 6.30 at night. While accepting that it is a slightly wider road I have seen it totally gridlocked on many occasions and it is used as a three way rat run to avoid the sets of lights on the Milton Road on through Bingham and absolutely no one observes the 20 mph limit. Duddingfield View is also badly affected and is a much narrower road so do we consider closing that also - the list grows by the year.
534	EH152QR	Yes	Traffic on the road is very bad. There are frequent disputes between drivers. I think it unfair that all the traffic coming into Brunstane / Collisdene should be totally re-directed from Brunstane Road. (Not even a one way system.) I also think that from a safety viewpoint the suggestion that Brunstane Road could be used as a cycle/walk route is dangerous. Crossing Milton road near that busy roundabout at rush hour with two lane traffic and only a tiny traffic safety island is an accident waiting to happen
535	EH152JH	No	As a cyclist, I consider that these measures would encourage cycling by making it both safer and more enjoyable.
536	EH15 2Q5	Yes	
537	EH15 2QU	No	I live in Joppa Station Place and have a need to drive through Milton Road East twice a day via Brunstane Road. When the bridge was previously closed this caused a great deal of inconvenience. I don't mind if Brunstane Road was one way only, from the top down maybe but to close the road completely is just ridiculous. All this means is a need for me to drive through collisdene crescent.
538	EH152et	No	Maybe we can something about the speeds that cars go at in Joppa Road instead of making the roads in the area more hard to use for tax payers and motorists

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539	EH15 3AG	No	Since the recent closure of Brunstane Road for a short period the number of cars tearing up and down my parents street (Collesdene Avenue) has vastly increased. I have also experienced a number of people haphazardly pulling out on to Milton Road from Collesdene Cres which is dangerous. The above measures would not deter people from using short cuts and these previously were quiet streets. Brunstane Road has always been busy, perhaps it would be better to put double yellow lines on one side of the street to make it easier for passing cars and congestion instead? People are able to walk to their cars....
540	EH15 2pq	Yes	
541	EH15 2qr	Yes	It's a good idea. I live on Brunstane road and struggle to park my 2 cars on the street. I'm scared my kids will get knocked over as cars speed onto the street. I have 2 young children scared to cross our street, and they are little and the cars speed up as they enter this street, just where we live.
542	EH15 1LR	No	As a resident of East Brighton Crescent I am concerned about the possible closure of Brunstane Road resulting in increased traffic, road noise and pollution on Brighton Place which currently struggles already with heavy traffic flow especially during the school run and at both morning and evening rush hours. We need all the main arteries into Portobello to remain open to avoid traffic jams building up during the busiest times.
543	EH152QQ	No	It will just move the problem of congestion to the collesdenes and Brighton place. Difficult Right turn at east field back onto Milton road. at least make brunstane road one way
544	EH68de	Yes	Traffic in this area has been a nightmare for years - decades even! The volume and size of vehicles in Brunstane Road is excessive and unsustainable. This will worsen when new properties are built south of Milton Rd. The problem causes air pollution in Brunstane Rd and also results in impatient aggressive behaviour from drivers caught in traffic jams. It is only a little longer but much calmer to drive round Seaview Terr and Milton Rd. The recent road closure did not result in major problems elsewhere. At this time it was a pleasure to see families and groups able to use the road safely to walk and cycle and it would be a great benefit to return this road to community use rather than feeling under siege.
545	EH15 2QS	Yes	These measures will help reduce rat running up and down a narrow road which is not fit for purpose. It will create a safer environment for all other non car users and avoid further chaos when the proposed Brunstane development is completed.
547	EH15 3LX	No	Brunstane Road is a through road into Joppa and Portobello. Shutting it just pushes the problem elsewhere. Also increases peoples petrol usage and then pollution. When it was shut it was a nightmare for most people (except a very vocal group of Brunstane Rd residents who bought their house knowing it's on a through road). Put double yellow lines down one side or make it 1 way This proposal is just pushing all traffic onto already busy congested roads Milton Road East and Joppa Road. If you want to visit family in Collesdene you will need to go all the way to Eastfield and double back. These roads are all ready busy without putting more traffic on them which could cut off earlier. This is a ridiculous proposal.
548	EH15 1PE	No	I also note that in an earlier survey 80% of the public stated they were against closing Brunstane Road and yet the council are still proposing this!
549	EH15 2QU	Yes	Should have been completed a long time ago.
550	EH15 2QP	Yes	The volume of traffic has significantly increased on Brunstane Road causing traffic backlog and anger, drivers are leaving their vehicles to vent their anger. There is damage to park cars when drivers are trying to manoeuvre to allow passing, this causes residents having to park their cars on the pavement which reduces the pavement area and makes it difficult for young and elderly pedestrians and impossible to walk on with a pram. The closure of Brunstane Road and traffic calming/deflection measures in the Collesdenes would hugely help with this problem
551	EH15 2JL	No	We live in Collesdene crescent how do we get in and out of our street. Why don't you make brunstane road 1 way from Joppa up to Milton road east Your proposal just make traffic busier
552	EH15 2QW	Yes	Rather than close Brunstane Road at the railway bridge, I think it would be better to make it permanently one-way southbound, bringing local traffic out of the Joppa area towards the major link roads. Last time it was closed, and throughout the duration of that closure, drivers continued to ignore the road-closed sign at the junction of Brunstane Road and Milton Road, and many then refused to admit their error on reaching the block at the bridge, turning instead into Brunstane Gardens, only to find that it's a dead-end (it is not signposted as such at the junction of Brunstane Gardens and Brunstane Road). A one-way system in the southbound direction - perhaps even with speed bumps - would allow the road to continue to be used for its intended purpose, while greatly reducing the number and frequency vehicles, and circumventing the anger and frustration that we see every day as vehicles in conflicting directions 'negotiate' the restricted width of Brunstane Road. Some drivers are very considerate, but many are not.
553	EH15 1JP	No	Closing streets anywhere in Edinburgh only causes more traffic, and therefore congestion, in nearby roads. That is so obvious. It was clear to 80% of people who took part in the last survey (why another by the way?) - why is it not clear to the council??
554	EH15 2JN	No	I am totally opposed to all the ill conceived plans. They seek to address a problem that no longer exists. There was more traffic in the area when the Council closed Brighton Place and Brunstane Road at the same time, but since both reopened traffic returned to previous levels. The residents of Brunstane Road are cynically exploiting the temporary closure of their street to seek a permanent one causing disruption to the whole area and the Council should reject this. I am particularly appalled at the plan to close all the roads joining Milton Road East, especially at Collesdene Crescent and Collesdene Gardens as this will cause major disruption when driving to Milton Road from our street Collesdene Terrace requiring a major detour creating pollution and increased traffic on other local streets. There are many elderly residents and these plans could affect access for ambulances and delivery vehicles. Installing temporary barriers will give the area a tacky and tawdry appearance.
555	EH15 2QS	Yes	I have lived with my family in Brunstane Road since 1982 and it has always been extremely busy, so much so that my wife would have to escort our children aged 12 & 9 to their friends on the other side of the street, because it was so dangerous. This was 1993 and since then the volume of traffic, noise and size of vehicles has increased exponentially. Recently there have been blockages of traffic from the top of Brunstane Road (my end) extending to the bridge. This is not only annoying because one can't cross, its noisy, but there are terrible rows which break out with shouting and swearing and people getting out their cars and approaching other vehicles in an aggressive manner. My wife has phoned me on a number of occasions to go and meet her as she is very frightened (69 and very small). These aggressive behaviours occur on a regular weekly basis and there only needs to be one or two cars blocking the through road.
556	EH15 2EZ	Yes	It is unacceptable and the residents in Brunstane Road have been suffering the congestion etc. for years!!
557	EH6 7hq	Yes	
558	EH151jp	No	This proposal will further concentrate access to Portobello and lead to even more bottlenecks on Brighton Place, exacerbating a traffic problem that is already severe. Brighton Place very regularly sees traffic in the direction of Portobello High Street queuing from the traffic lights back to Brighton Park, making it extremely difficult for residents to exit their driveway by car, having to reverse into stationary queuing traffic. I strongly disagree with any proposal that will make this situation worse. Whilst I am in favour of traffic calming measures and taking traffic away from residential streets generally I am concerned I will just displace traffic resulting in increased through traffic on Brighton Place. Since the works were carried out to replace the cobblestones on Brighton Place the average speed and volume of traffic seems to have increased. I would support these proposals if they were part of a wider more holistic approach to discouraging cars within portobello residential areas generally. For example speed cameras or speed bumps on Brighton place, and parking management as parked cars very rapidly lead to congestion on Brighton place. During the Covid 19 restrictions I now work from home and watch traffic levels on Brighton place while working and I can confirm there are frequent congestion occurrences leading to frustration and increased emissions for all nearby residents. If these measures could be implemented then it would be sensible to close Brunstane Road, but do not close through route without any restriction on the other will simply divert the problem.
559	EH15 1LR	No	I am very unhappy about this proposal. Why would this Joppa triangle reduction in traffic be favoured over increasing traffic on Brighton Place? Brighton place is very congested as it is, the traffic backs up from the high street and actually blocks the traffic at the top of Southfield place already. This is also impacted by the high school move. This would be unacceptable for residents like myself who already have to queue just to park in my driveway, sometimes for 20mins. Also the impact of additional traffic pollution has to be considered, resting cars pollution is unacceptable especially when children are present walking up and down the street to the several local schools, many nurseries and park. With the additional building on Bailfield this will be further impacted! This proposal needs rethinking for all residents of Portobello and Joppa considered.
560	EH151Jj	No	Every time Brunstane Road is closed it adds one mile omn to my journey home. Brunstane Road residents want the road closed as it suits them only. However their parking is the main issue - parking on the pavement, not leaving passing places, having no regard for pedestrians.
561	eh152qu	No	I propose restricting parking on Brunstane Road, with double and/ single yellow lines. This is a public road and should remain this way.
562	EH15 2ND	No	There have been a number of previous closures of Brunstane Road when you would have been able to gather data about the impact on surrounding areas. Is it not time you now look at other options which have been put forward previously, i.e. One Way (South-North) or double-yellow lining one side of Brunstane Road. It beggars belief that this street can become a residents' car park, just because they don't want traffic going up/down it. They are happy to have their own cars on it and it is also becoming a parking place for and increased number of motor homes - perhaps the motor homes on Kings Road would like to move into this area as well. The last consultation showed 80% were against the closure of the road at the railway bridge. Does this not count for anything or is it a case of being a fait accompli or keep asking until you get the answer you want! There must be someone of influence living on this road for this closure to being put forward time after time.
563	EH15 2QS	Yes	I am not clear as to why the road would be closed at Brunstane Road bridge. Would it not be more sensible to close it at the top and therefore allow the residents of Brunstane Road to continue to have access to Portobello?
564	EH15 1AY	Yes	
565	EH15 1JS	No	Concerned on a broader scale with little apparent consideration for provision of required infrastructure changes in east of Edinburgh to not only support current set-up but all the new building developments scheduled. Brighton Place is the prime example where parking restrictions, enforcement of these restrictions and overall traffic control have been totally ignored.
566	EH15 2QW	Yes	My young family live on Brunstane Gardens (just off Brunstane rd). We strongly support this as it would make our walk to nursery much safer.
567	EH15 2JT	No	1. I agree that something needs to be done about Brunstane Road, but this proposal shifts ALL the through traffic from Brunstane Road elsewhere. This is unfair. It is a windfall gain for Brunstane Road residents, and a downside for many many other people. 2. The proposals being put in place for the Collesdene area make no sense. The traffic from the A1 south will be forced all the way down to Milton Terrace, where it will then either go down onto Seaview Terrace or all the way back along Collesdene Avenue - what is the point in that? The traffic will still use the Collesdene area but be forced to drive through alot more of it! The traffic will be speeding because of the longer detour forced onto them. Even the fact that you have put in traffic calming road narrowing on Collesdene Avenue proves the very fact that you are expecting increased traffic volumes and speeding traffic. 3. Traffic from the north will all use Collesdene Avenue and Milton Drive. These are currently very quiet streets (except for a few learner drivers). Many residents moved here for (and paid handsomely for) quiet empty safe streets. 4. The extensive Portobello Community Council consultation showed 80% of respondents are against the proposals, and in fact most want no change at all. The only people in favour of closing Brunstane Road completely were people living immediately on or next to Brunstane Road. 5. Your own brief states "The aim is to create a quiet neighbourhood, where unnecessary through-traffic is removed from Brunstane Road and discouraged from using the Collesdene area". This proposal will not discourage drivers from using the Collesdene Area - it is still the shortest route, and therefore the vast majority of drivers will use it. Also many will be using satnavs and will just follow it - taking them the shortest route - through (thanks to the no entries measures) a now much longer section of Collesdene than without! 6. If you are to do any proposal such as this, you need to meet your aims properly of creating quiet safe neighbourhoods where children can cycle. How do you propose "maintaining cycling in the Collesdene area" when the roads are going to have much heavier and speeding traffic? The only way to meet your goals is you must physically PREVENT through traffic in the Collesdene area, and force traffic to keep to the main roads - Milton Road and Joppa Road - and make a truly quiet neighbourhood suited to cyclists and pedestrians as your aims set out.
568	EH15 1AZ	Yes	It will make the roads safer for bicycles and pedestrians. The extra time for cars will not be huge, in the scheme of things. It may discourage people from using cars.
569	EH15 2dx	No	Very limited ways of getting anywhere from Morton Street. Junction at Morton Street and Joppa Road is the one we'll have to use and I usually avoid like the plague for going right. This only suits the people who live in Brunstane road who bought their houses knowing it was a very busy road. Just make it one way. Eastfield Gardens residents will not be happy as that seems the only one open on Milton Road.
570	EH15 2IA	No	Make Brunstane Road one way or make double yellow on one side. Simple and easy solution.
571	EH15 2RF	No	All this will do is push traffic down Milton road, and along the main road. There will be more congestion and pollution due to this, people will be travelling longer to get to Portobello High St. Why not make it one way, rather than close it? You can address the railway bridge bottleneck by making Brunstane Road one way, preferably northbound as access onto Milton Road East can be an issue. You may wish to implement complementary measures in surrounding streets.
572	EH15 2LZ	No	There is no need for complete closure of Brunstane Road, this is a pretty selfish suggestion from residents, who have plenty of their own cars, as you see if you go down their road!
573	EH15 2QU	Yes	Brunstane road feels dangerous on a bicycle, and is an important cycle route from NCN1 to the Promenade.
574	EH15 2IA	No	Like last time drivers will ignore these measures and will use Morton st and these collesdenes as a rat run We residents will take legal action?! When the y bought their houses in brunstane rd. they knew it was a busy road one of the reasons we bought in Morton st was because it was always a quiet traffic area. One wonders if there are residents there with undue influence in certain circles??
575	EH15 2DJ	No	Am anxious lest prompt access from lower Joppa southwards is denied by closure of Brunstane Road. Emergencies need the fastest access possible.
576	EH152RG	No	Proposed changes will make a driving circuit to Portobello which will create more traffic at the end of brunstane road south making it harder to actually drive out of my housing estate. It will create more traffic down Milton Road east to east field or down the Harry lauder Road to Portobello or it may impact on the business of traders in Portobello by putting people off driving down to Portobello. Brunstane Road is congested by the parking of cars on both sides of the road at all times creating a channel for people to drive through and indeed pavement is also very narrow for walking down. Perhaps some parking changes required and driveways installed for residents of brunstane Road to park on stopping the bottle neck situation. Implementing a one way system in the first place may also help the system. I suggest a one way system from Milton Road east down to the bottom of brunstane Road may also help the amount of traffic which will no doubt bring to travel to Portobello via the collesdene area too. Frankly the junction at Milton Road east, the jewel and Harry lauder Road is a very busy junction with traffic and traffic coming out of brunstane Road already have a task to get out over the road onto a route for the city centre, the jewel or down Harry lauder Road.
577	EH15 2ha	No	I think this would lead to increased traffic along Joppa road (already very congested) also people do not respect the 20 mile limit and therefore any increased traffic on Joppa road means additional risk to people crossing the road

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
			<p>- can you please enlighten me to what this is supposed to address?</p> <p>- can you please provide the benefits analysis for closing Brunstane Road?</p> <p>- by forcing such changes, can you please inform me how this is not just moving the - ---- problem and creating new problems?</p> <p>- I live on Milton Terrace, where are the findings of the consultation, in particular from those living on the roads which will be affected?</p> <p>- please publish the findings of both the impact assessment and the risk assessments for the 'proposal'.</p> <p>- can you please inform me how forcing traffic off Milton Road East through Milton Terrace is not a safety hazard?</p> <p>- can you please inform me what consideration has been given to the safety of those (predominantly elderly and infirm) who live in the shelter housing at/by Milton Grove, on Milton Terrace, those who walk across that very small stretch of road, to go to the nearby bus stops etc, irrespective of other local residents in the 'Joppa Triangle'?</p>
578	EH15 2LF	No	I would very strongly support any traffic calming measures in Portobello and Joppa. Anything that nudges people away from cars and onto bikes and walking has to be encouraged. I am very much in favour of anything that facilitates green and safe travel.
579	EH15 2JB	Yes	
580	EH152JB	Yes	
			I have a disabled wife and need to use the car. Access to Dalkeith Street from the west would involve either a longer journey through the "Joppa Triangle" or travelling through the centre of an already crowded Portobello.
581	EH15 2HP	No	Happy to have Brunstane Road closed in one direction (travelling south?) but definitely not both.
582	eh152ey	Yes	
			I am relieved that this is moving forward. The 'Joppa Triangle' has become a rat run and this will be much, much worse when the houses at New Brunstane are built. There are over 1000 houses to be built and it is a dead cert that every single one of those residents will use the Joppa Triangle to get to Portobello. The Collesdenes are already getting excess traffic including commercial vans and full articulated lorries (!) on streets that were designed as a quiet residential area. We have had traffic jams, people driving up on the pavements to get through, abuse being shouted at local residents, and my car had over £1,000 worth of damage from a hit and run. Sat Navs direct people unfamiliar with the area through the Collesdenes and local people use it to avoid an extra few minutes going round the main roads. There is excessive noise and air pollution. The traffic rarely conforms to the 20mph speed limit and last years survey found top speeds of 50mph. We have had toy racers racing each other round the block (Collesdene Crescent, Gardens and Avenue). Something absolutely has to change before a small child or elderly person gets hit by a car. I support the proposal but would point out that 'The Mini Holland Scheme' may be preferable to locals. The current proposal will deter rat run traffic but not completely. There is a concern that traffic will displace into Milton Terrace and Drive, albeit in one direction to each of them only. The Mini Holland Scheme would stop people going from north to south or vice versa completely so may be more fair to everyone. It would mean that all traffic would have to use the main roads instead of the residential ones. That said the current proposal is still a huge step to sorting a massive problem in the area. My final thought is this - the New Brunstane development is made up of three fields of houses, school etc. One of the areas is to exit onto Milton Road and the other two areas are to exit onto Newcraighall. Buses will be able to go through the three areas all the way from Milton Road to Newcraighall and vice versa. There is a conscious design policy not to allow general traffic to do this, as this would likely cause people to use the area as a rat run from Joppa to Newcraighall. So - modern street development actively avoids creating rat runs. Makes sense. If the Joppa Triangle was developed in 2020 instead of 1930 the planners would not design it so main road traffic would be able to filter north/south between the two main roads. Please consider carefully the Mini Holland proposal. I appreciate it may be a slightly more expensive option to implement but might make for a more successful trial period. If not, then the current proposals will certainly go a long way to resolve the issues.
583	EH15 2JJ	Yes	
584	EH152EZ	Yes	
585	EH15 2AF	No	This is a nonsense and the people of Joppa, excepting Brunstane Road residents, are so aware of the traffic disruption caused the last time this happened. Brunstane Road residents were aware of the road traffic when they purchased their houses and should not be allowed to dump this disruption on the rest of the Joppa residents. Please reconsider this proposal. I strongly object.
586	EH152HE	No	Will create significant traffic along Seaview Terrace. Speeding is already an issue along Seaview Terrace and was significant where Brunstane Road was closed temporarily.
587	EH15 1LR	No	The proposed measures will have an adverse effect on other streets in Portobello. These streets are, as with those included in the proposal, residential streets. What is needed (urgently) is a coherent plan for the whole of Portobello and Joppa.
588	EH15 2HA	No	Consider making Brunstane Rd one way. Open from Milton Road end down to Joppa making the traffic re-distributed a bit more fairly. Ridiculous that a minority seem to have the clout to push this through. Making it one way will reduce traffic chaos in the street and address the current problems.
			Why not introduce either automatically time bollards/barrier to prevent use of Brunstane Road during peak hour traffic - 0730 to 0930 and 1500 to 1830 for example; and/or install barcode operated barriers to allow local residents, deliveries and disabled drivers to get through but not commuters using Brunstane Road as a rat-run. Some residents in Portobello and Joppa have allotments at the site accessed from Brunstane Road and often have to use a vehicle to transport materials to/waste from their allotments - someone living on the Promenade would have to drive an additional 2 miles to get to the allotments, increasing air pollution and costing that driver money for fuel. Disabled drivers would also be penalised financially (noting that this was a key issue relating to traffic restrictions in Edinburgh in the past; human rights and the Equality Act and related legislation requires the local authority to create a more equitable society and environment for disabled people, also noting that not all disabled drivers have a Blue Badge). For a disabled person living at the Promenade, for example, the distance between home and the lights at the Milton Link increases by around (at least) 2 miles; that involves an additional cost for fuel that disabled people often cannot afford due to low incomes (social security or part time salary) so there is a clear human rights issue here in relation to disability and additional cost. And those disabled drivers are least likely to be able to afford electric vehicles so again, there would be an increase in pollution.
589	EH15 2DY	No	This road is a joke, always blocked, huge lorries coming up and down and driver argument.
590	EH7 6ff	Yes	Make it one way
591	EH15 2ND	No	While I acknowledge the problems with traffic on Brunstane Road, the recent closure of this road (when Brighton Place was closed), caused a massive increase of traffic on Milton Road East. It became difficult to cross the road to reach the bus stop - and the traffic drives far too fast along Milton Road East. Could parking be limited to only one side of Brunstane Road, to allow traffic to flow through there more easily? I am worried that it may mean more traffic on Musselburgh Road/ Seaview Terrace. It is already difficult at times to cross the road from the Seaview Terrace bus stop. There is no traffic island. The nearest one, near Joppa Pans is not accessible on the seaward side as there is a stretch of sloping grass between the pavement and the road. I hope consideration could be given to providing an island near the Seaview Terrace bus stops
592	EH15 2HD	Yes	I have an allotment next to the Bowling club and require access with the car. It also makes a much longer journey to get to the A1. The traffic is only going to be displaced putting pressure on surrounding areas particularly through Portobello which is congested enough
593	EH15 2DY	No	Making Brunstane Road one way would be preferable than full closure.
594	EH15 2NL	No	Any action taken by the council to stop the horrendous traffic jams up and down that street (Brunstane Crescent) can only be a good thing. The sheer number of road rage incidents which I have been witness to while out walking up and down this road is off the scale. Having lived in Joppa for nearly 47 years, myself and other car drivers have always thought... why not make it a one way system??
595	EH15 2HE	Yes	You just force more traffic onto other roads
596	EH15 3ds	No	
597	EH152PR	No	
598	eh152xj	Yes	Alternative would be to have double yellow lines in Brunstane Road.
599	EH15 2HG	No	Brunstane Road should be made one way from Milton Road to portobello, the traffic being forced into the Collesdene area will give a risk to pensioner and children who are not used to lots of traffic, their is no obvious advantage to this road closure unless you live on brunstane road.
600	EH15 2HE	No	The proposal would result in significantly more traffic along Seaview Terrace which was what happened when Brunstane road was previously temporarily closed. There is already issues on Seaview Terrace with speeding and this will increase should this proposal go ahead. The proposal does not solve the issue of providing people with a through road to Portobello and I believe making the road one way rather than closing it completely should first be considered.
601	EH15 2EW	Not Answered	I just have a general observation that the proposed road closures will be a significant inconvenience for many local residents, when a one-way system down Brunstane Rd and through Collesdene would be much more effective and balance the needs of local road users and residents of the streets in question.
602	EH15 2ES	No	I would prefer a compromise of creating a one-way system on Brunstane Road, rather than close it at the bridge. It's an important thorough-fare for accessing Joppa.
603	EH15 3BQ	No	I think a one way system leading towards Portobello. Having this route open will help congestion and means people don't always have to use Sir Harry Lauder Road which is extremely busy at peak times. Or have to drive to East field to come back on themselves.
604	EH15 2AB	No	The proposal solves one problem but creates others. I agree that Brunstane rd is narrow and not easy to navigate but would prefer to see it one way and not closed. If closed it will only displace traffic to other streets. For those of us living on or off the high st it will increase traffic jams, pollution and use of our streets as an alternative rat run. The council has approved too many new houses without adequately modelling and monitoring services and infrastructure.
605	EH15 2ND	Yes	
606	EH152ny	No	I think it would be better to make Brunstane Road one way rather than closing it, many people use it to use the shops down in Portobello which could make people just drive down Milton road to Musselburgh, which would effect the small shops
607	EH15 2hd	No	Can't believe this is even being considered. It will obviously have an impact on other roads. Where does it end? Those that live on this road would no doubt welcome traffic calming or a complete closure, just as I would, but I would never expect my road to be closed to through traffic. The residents would have been fully aware of the traffic levels when choosing to buy there.
608	EH15 2PZ	No	I suggest that Brunstane Road remain open and made a one way system rather than make residents have to do multi point turns to get out of the street. Closing entry to the Collesdene area means more travel therefore more pollution to the surrounding roads and more congestion on the coast road, Milton Road and routes into Portobello.
609	EH15 2QW	No	The proposed measures will make it difficult and time consuming for me to visit my doctors surgery, my pharmacist, my dentist, my hairdresser, local shops and my daughter/grandson for childcare reasons. I am a 70 year old cancer surviving old age pensioner with increasing mobility problems.
610	EH15 2BR	No	It's primarily a "road" hence the name Brunstane Road. It is just ridiculous to pander to residents who want no traffic on their road if that's how they feel they should't have bought a house there if they should move to another house! There's already been a consultation about this and the overwhelming majority of people asked were against it so why are you still asking!
611	EH15 2RQ	No	Make Brunstane Road one way to traffic going north bound only. Job done. No more congestion.
612	EH8 7LE	No	1 I feel this effectively cuts off Portobello and Joppa from the wider area.
613	EH15 2ET	Yes	2 As all traffic will be forced to use the route from Musselburgh to Kings Road this will cause more congestion in an already busy route
			The main roads will become busier. There should be traffic lights at the junction between Collesdene road and Milton Road East
614	EH15 2HU	No	I do not agree with this idea at all. When Brunstane Road was closed before our street (Joppa Terrace/Joppa Gardens) which is much narrower than Brunstane Road was used and we had cars tearing along our street to get up to Milton Rd. We had jams in the street with cars refusing to reverse and road rage, plus travelling a lot faster than they should have. The closure of Brunstane Rd will only encourage all of this again and as a mother of a small child I worry about the speed of the cars on our narrow stretch of road. I appreciate the home owners experience problems and sympathise but they bought those houses knowing it was a well used road. Could the road not be made one way. This would make perfect sense and avoid the hassles they are experiencing if there was a one way smooth flow of traffic. I do not think roads should be closed. I'm sure emergency services would be against the closure of this road too. That would add precious minutes to their journey.
615	EH15 2HB	No	Closing the road, caused rat runs elsewhere. Making it one way would be sensible
			Brunstane Road should be one way South to North from Milton Road to the junction with Joppa Station Place . This would be an equitable solution to ensure safe traffic flow and half the pressures placed on the Collesdene area. The suggested complete closure disadvantages the vast majority of local residents only to benefit the residents of Brunstane Road . The calming Brunstane Group are essentially the Brunstane Road residents whose stated concerns principally relate to tempers and traffic jams and the narrowness of the street. These issues would be addressed by a one way street without the expense of contrived control measures in Collesdene. The local consultation held previously was during the period when Brighton Place was closed , its reopening siphoned off a fair number of vehicles which were using the Joppa access to the South thus reducing the pressures. Why not another trial of the one way suggestion ?
616	EH15 2QU	No	I have concerns that you will simply relocate a "rat run" through the more Eastern parts of the Collesdenes. The proposal to close Brunstane Road is disproportionate - yes, this road has a lot of traffic but it has no issues at all with speeding On the south side of the bridge and therefore with safety. When it was closed earlier as a trial, other parts of the Collesdenes saw an increase in traffic and this traffic was travelling at upwards of 20mph - much more of a safety issue as the roads are wider.
617	EH15 2HT	No	
618	EH15 2hy	No	
619	EH15 2ES	No	I am concerned about the junction of Milton Road East and Musselburgh Road. It seems an odd angle, not easy to see up Milton Road when travelling east from Joppa, where I live. What will this look like? Will parking on the North West side of that junction be prevented?
620	EH152ny	No	I am concerned that the proposal will increase traffic on Joppa terrace.
			I live at Brunstane Road. Both my car and my wife's car have suffered body work damage (costing well into four figures to repair) as a result of vehicles trying to squeeze past. Residents have learned to be patient and allow drivers to pass, but people who use the street less frequently will regularly not give way to other traffic resulting in regular "Mexican stand-offs" in the street with violence being threatened and bad language often used. The street is not designed for the volume of traffic it takes, particularly large commercial vehicles. Traffic volume has risen considerably during my time here. If residents chose not to park partly on the pavement to allow traffic through (and to try and protect their vehicles from damage) the street would, to all intents and purposes, be impassable. I am not in favour of a one-way system as that would allow drivers to speed up or down, given that most seem to ignore the 20MPH limit as it is. Any traffic management scheme for the Joppa triangle should ensure that Collesdene Avenue does not become a rat run instead. The recent tragic death of a cyclist at Sir Harry Lauder Road resulted in Brunstane Road being log jammed with traffic for well over an hour. My daughter, who also lives on the street, had to abandon her car and walk to her house with her two young children as she was unable to travel just a few hundred yards to her house. The street should not be treated as a main arterial route and steps must be taken to restrict traffic to the surrounding main roads.
621	EH15 2QS	Yes	

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			<p>While I have no issue at all with traffic calming measures being introduced, it is essential that any restrictions are applied consistently across the whole area, otherwise the result will be existing problems simply being displaced to another route.</p> <p>As was clearly evidenced when Brunstane Road was closed during the recent Brighton Place renewal programme, a large proportion of the traffic that would have previously travelled along Brunstane Road ignored the diversion route and used the streets of the Collesdene area as an alternative rat run. As a resident of Seaview Crescent, we were lucky that we didn't see the majority of this traffic coming along our street (with Collesdene Crescent bearing the brunt of the problem), but there was still a significant increase in traffic flow along our street, a lot of which was travelling well above the 20mph speed limit. We live on the curve of Seaview Crescent where there is often cars parked on both sides of the road, so as a father of three pre-school children, this marked increase in traffic caused a lot of concern for us for the duration of the Brunstane Road closure and I was very concerned for my children's safety.</p> <p>Like I say, I fully support traffic calming measures being introduced, but I have to strongly object to the measures that are being proposed as I don't think they go far enough. As I pointed out in response to the previous consultation earlier this year, your proposal leaves a clear rat run, in both directions, from Milton Road East to Musselburgh Road going directly past our house (i.e. travelling north along Milton Terrace, west along Collesdene Avenue, north along Milton Dive and then west along Seaview Crescent or going in the other direction by traveling east along Seaview Crescent, south along Milton Terrace, west along Collesdene Avenue and then south along Milton Dive to Milton Road East). I have absolutely no doubt that these routes will be taken by many drivers to avoid going all the way round the "loppa triangle" and I feel very strongly that these shortcuts need to be blocked (perhaps by restricting both north- and south-bound traffic at the junction of Seaview Crescent with Milton Drive and at Milton Drive's junction with Milton Road East), otherwise the traffic will become a major safety concern along these routes.</p> <p>I would be very grateful if somebody could let me know what the thinking is in leaving these clear routes open through the triangle, as it seems at odds with your stated aim of alleviating traffic issues on Brunstane Road without simply moving the problem elsewhere in the area.</p>
622	EH15 2LU	No	Thanks in advance for giving consideration to my concerns.
623	EH152QS	Yes	The volume of traffic is becoming a major issue and future developments will only exacerbate the problem so it is necessary to take action now to deal with the traffic volume and the plans are a sensible step in the right direction
624	EH15 2HQ	No	These proposals will greatly increase the traffic loading on Seaview Terrace /Eastfield Rd an already very busy main road with a history of traffic accidents and near-misses I do not agree with effectively creating a private road at Brunstane Road to the provide exclusive benefits (including financial) of the few at a cost to others local residents. By not closing Brunstane Rd and preserving the status quo there is no problem at Collesdene. This will be the second time I have expressed my strong views against these proposals a view shared with other residents I have spoken with.
625	Eh152hn	Yes	Making it one way would also be a good option, ideally allowing downhill only.
626	EH15 2he	No	Limiting parking would be good too. Often problems are caused because there is nowhere for cars to safely pass without one reversing. Can't reverse if there's already a queue behind you.
627	eh152lu	Yes	All it will do will make other roads busier and cause delays for drivers. Whilst the proposal does look good in principal still see routes for vehicles to short cut between Milton Road & Musselburgh Road. Living at the junction between Milton Drive & Seaview Crescent seen many vehicles speeding during past closures of Brunstane Road. Even with it open now still see vehicles speeding past the house. With these proposals who are you looking to please the Brunstane Road/Collesdene residents & bump the through traffic along Seaview Crescent? Possibly a Road Narrowing could be considered along Seaview Crescent between Milton Terrace & Milton Drive & thus reduce the speeding vehicles travelling in either direction.
628	EH15 2QH	No	Total closure of Brunstane Road is unnecessary. It will simply cause frustration amongst drivers and will lead to rat runs elsewhere, as well as traffic hold ups on the main roads. I think making Brunstane Road one way is open for traffic heading south to north is a much better compromise. I live on Brunstane Road
629	EH15 2NA	No	Whilst I wish to play my part in reducing unnecessary through traffic in the area, as a local resident of Queens Bay Crescent which is itself a no through road, I fail to see how pushing everyone, including residents of Brunstane Roads North and South and those of the Collesdene into the proposed single, already heavily utilised rat runs that are Milton Road East and Harry Lauder is a satisfactory solution. Local residents should be able to conduct their business without having to add unnecessary additional time to their journeys. It seems that a relatively small demographic are holding the rest of EH15 to ransom. There are countless other solutions as far as I can see!
630	EH15 2QR	Yes	I am a resident on Brunstane Road for the past @19 years. Quite simply the road is dangerous at the moment and we have all been lucky that there has been no significant personal injuries suffered to date, the narrowness of the road, the speed and volume of traffic means that it is only a matter of time before a tragedy occurs, hopefully these measures will avert that. I would hope the measures are made permanent.
631	Eh15 2pe	No	It would appear all you will succeed in doing is moving the traffic on brunstane road further down milton road east
632	EH15 2RQ	No	At this time the surrounding roads are peaceful other than driving instruction
633	EH15 1af	No	This proposal does not encourage residents close to Portobello e.g. Giberstoun & Brunstane to shop local. This will also congest already busy main roads in the area.
634	EH15 1hf	No	This proposal is ridiculous it will cause extra traffic, fumes etc on the Sir Harry Lauder Road and Portobello High Street. Existing customers to the High Street will have to add extra mileage and time to their journey, if they decide to come at all! They might decide to go to Musselburgh as they will be nearer if they are going via Eastfield.
635	EH15 2ND	No	Ridiculous idea, no need for road to be closed, traffic here is no heavier than many roads in same post code. even during rush hour. Reducing car traffic, promoting the use of public transport and improving the environment for walking and cycling are worthy long term aims. Neither walking or cycling are are, however, particularly realistic propositions for longer journeys where time is critical (for example, for many, the journey to work). Neither are they suited to the elderly or disabled. Use of public transport is inevitably restricted by the fixed route nature of such services and is therefore not a suitable option for many. Realistically, in the medium term (the next 10 years or so), this proposal is not going to get people out of their cars. It will simply concentrate car use into a smaller number of surrounding streets where through access is still possible. This will impose increased levels of disturbance, inconvenience and air pollution onto residents in these streets. By trying to accommodate the wishes of a relatively small number of Brunstane Road residents, Edinburgh Council will be creating a precedent which they will surely come to regret; when residents of surrounding streets request similar treatment.
636	EH15 1AF	No	I object to this proposal because, as far as I can see the residents of Brunstane Road, some with more than one car per household, have decided they want an exclusive carpark outside their property! From my house in portobello high street this the route I would go by car (as it's a through road) to Asda, The Range and Fort Kinnard, I need the fastest route to these places as I am disabled and have toilet needs (in a hurry) so adding extra time and mileage to my journey would not be good.
637	Eh152ba	No	Please do not even consider this ludicrous proposal as it will have an impact on every business in portobello high street that I support for my daily shopping. I strongly oppose this measure as it will merely exacerbate traffic problems in other areas. Given the limited number of routes into Portobello, and the level of traffic that all residents have to contend with, I am baffled as to why the council has focussed on the interests of residents in just one street. I believe that it is inevitable that this would merely move traffic to other residential areas and would create very strong feelings of unfairness. Whilst I do not dispute that Brunstane residents may feel irked by the level of traffic they are not alone. And, residents in that street bought their houses in the knowledge that they would live in an access route. With the level of traffic already very high along the High Street, the prospect of accidents, hold ups, road repairs etc. on the other routes is very grim. Portobello could very easily be cut off. I know from the people I speak to that feelings are running very high about this and I would hope that the Council makes an effort to consult the community by means other than merely an online survey.
638	EH152HB	No	Portobello and Joppa has plenty of traffic flowing through it on a daily basis and I do not see how creating restriction would help this. These closures would create more congestion on already busy roads. At the moment traffic can be dispersed as people can take routes to and from Portobello at various locations. Lack of access to these streets would prove to be a problem if there was an accident on one of the main roads. All residents in Portobello would enjoy the luxury of a peaceful triangle, but I'm afraid it just is not fair as we all need to use the roads and sharing the load is the fairest thing to do. I have lived in this area all my life and Brunstane road has always been a throughway. I'm sure the residents on Brunstane road were aware of that when they bought their houses there, which would possibly have been reflected in the price.
639	EH15 2HY	No	I am in support of closing Brunstane Road at the railway Bridge, but not also Collesdene Crescent in both directions. This makes the round trip to my area unnecessarily long and out of my way if both are closed.
640	EH15 2RG	No	Collesdene Crescent should remain open or I would be supportive of a one way system with Brunstane Road and Collesdene Crescent
641	EH15 2HY	No	why not just make it a one way system.
642	EH15 2LQ	Yes	I am in agreement with the need for Brunstane road to have traffic calming measures but believe that the wider road closures are going to severely impact on the ability of the residents on Joppa Terrace and surrounding roads to access our properties. It feels likely that you will just be moving the congestion to other roads
643	EH15 2LS	No	The problems with Brunstane Rd just continue to get worse in the past 12 months I have been blocked in Brunstane Rd in able to move forward south of rail bridge and it has taken 10 mins to get people to move back. It has to be closed or one way northbound only. I have also nearly had the front of my car hit by drivers trying to get out of Brunstane Rd at Milton road.
644	EH15 2LT	No	The obstruction in Collesdene may need altered or added to as cars can still come up Collesdene Drive and turn left into Collesdene Av and then right into Milton Drive making this the rabbit run there are others and we don't want to just push the short cut from Brunstane Rd to some where else
645	EH15 2QT	Yes	With this proposal the traffic will come down Milton Terrace and along Collesdene Avenue or further down into Seaview Crescent to get to Portobello. This will include residents from Brunstane Road. Seems like a lot of time, money and effort when just making Brunstane Road one way rather than closing it completely to through traffic would be more beneficial and cost efficient. I agree that Brunstane Road is a problem and at the weekends the traffic is awful. I also feel it will make the traffic in the surrounding areas worse. There is no ideal solution but if the street could be residents only access that would be perfect. Making it one way may also be better.
646	Eh152jt	No	Looks like a sledgehammer to crack a nut. Will this not just move the issue to Milton Terrace instead? What about making Brunstane road 1 way only - northbound with speed bumps or some other deterrent for large vehicles. People bought houses on brunstane road knowing the traffic issues (been like that for decades). I bought mine on a quiet street - don't change it.
647	EH15 2QQ	Yes	I'm in favour of reducing the volume of traffic driving straight off the A1 down a narrow road, causing damage to parked cars and pollution.
648	EH15 2jq	No	One way traffic north bound should suffice and improve the situation
649	EH15 2LG	No	Make it one way north bound
650	EH32 9GE	No	I use this road regularly for work and see it as an inconvenience to drive through Joppa unnecessary creating more traffic in crescents and avenues when this is a ROAD which was purpose built as a road and not a residential car park!
651	EH15 2JG	No	How do residents, get to Milton road? All you are going to do is add to volume of traffic in other places; significantly. Last time you closed the brunstane area we lost more than half the hedgehog population in Collesdene. Run over ever night by speeding cars due to the high volume of traffic added to area. OK new measures should help - BUT. The fatal accident to the cyclist last month occurred at a very busy bottle neck, you will add to this pressure point with this change! Indeed at the time of this accident Collesdene was like the m25 - as traffic had no where to go! What if we have a similar incident where will traffic go? In addition we have had a number of road closed signs in area & people just ignored them. I even witnessed people removing barriers! My point is it will take sometime before people avoid area permanently, but only add it to other pressure points.
652	EH15 2PE	No	The proposal as it stands is moving a traffic problem across a wider residential area without consideration of those impacted property owners. I believe in previous representations there was a clear majority of residents opposing this for good reason. Brunstane Road has long had traffic bottlenecks, with the vast majority of traffic going in the northbound direction from Milton Road East to Portobello. This bottleneck was made worse with the council decision to remove the A1/Milton Road roundabout in favour of lights which delivers groups of vehicles to the narrow junction rather than naturally paced.
653	Eh152dl	No	Given the residents of Brunstane Road purchased their homes with full awareness of this long standing traffic throughfare, surely a better solution would include making Brunstane Road a one way road Northbound? Collesdene residents purchased their homes no doubt partly for the quite and safe nature of the estates, many are owned by families with younger children. Passing more traffic through these residential streets will create more danger and noise for those families which is surely against some council values. There is also little use for cycle gates in residential streets such as this - whereas there are many cyclists on Milton Road East very few are in Brunstane Road or Collesdene.
654	EH15 2QS	Yes	Spreading out traffic over wider areas, to impact many more residents using pavement narrowing to slow it down is not a solution to the problem in my view, it is just moving and expanding it.
655	EH15 2RB	Yes	While I do support this trial, I feel a better compromise would be to maintain Brunstane Rd as a through street, one way only (South to North), with better signage dissuading HGVs from using the street. A One-Way system North Bound on Brunstane Rd would be more effective
656	EH15 2HB	No	We live at 71 Joppa Road and use Collesdene Crescent in order to get home from Asda, Fort Kinnard, the A1 and various other destinations in the south east and west. The proposals would be a huge inconvenience for us to get home in our car. I don't use Brunstane Rd but do think it should be one way though I have no great preference of which direction. To close off large parts of Collesdene does not make any sense as most of the traffic in the area is local and generally used as access to people's homes. The alternative routes would only create more traffic for other Collesdene residents. Can't help feeling the proposal is just an attempt to make the detour so inconvenient that drivers would be put off using it and us, as local residents, suffer for it. To me, this definitely is not the answer!

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
657	EH15 2HR	No	Instead of the barriers why not make the streets 1 way. Brunstane road should be 1 way from south to north. This will mean that the people coming from Milton Road will retain easy access to Joppa and Portobello along with those living on Brunstane road. It will remove the queues and current traffic issues on Brunstane road. Collesdene Crescent should be made 1 way from east to west preventing queues building from those who would have previously used Brunstane road to access Milton road. Collesdene Avenue should be made 1 way from west to east, to create a one way system around the Collesdene. Milton Drive, south of Collesdene Avenue should be made 1 way south to north. Milton Terrace, south of Collesdene Avenue should be made 1 way south to north. These measures calm traffic by providing multiple routes to Joppa and Portobello without the need for barriers and other traffic calming measures. Leaving the Collesdene intersecting roads north of Collesdene Avenue 2 way will enable locals to easily access their homes. Those coming from Portobello will use Muselburgh Road and Milton Road East to access roads to the south. This is what those in Brunstane road and the Collesdenes are wanting to achieve all without the need for any physical barriers.
658	EH15 2HB	No	1. Concerned that all this does is move the traffic from one problem site to another (i.e. from Brunstane road to Collesdene) 2. Why is a one way system not being proposed for Brunstane road? 3. Increased emissions from cars having to take a longer route (this will add up if you're doing two 'there and back' journeys a day). 4. As a keen cyclist as well as a car user, I don't think this will encourage more people to cycle over shorter routes.
659	EH15 2HB	Yes	I am in favour of any measures that will discourage unnecessary and short car journeys and that will encourage more people to cycle, walk and to use public transport. Although this change is unlikely to have much of an impact on its own, this (and changes like it) is a small part of the solution needed in Edinburgh. As I live on Joppa road, this change will make my own car journeys longer and more inconvenient. However, I do support the proposed traffic measures. I recognise the difficulties experienced by those living on Brunstane Road, and can sympathise with them. It must be very difficult to park at times, as well as leaving and arriving at their home during busy times. The new measures will make the street much safer for children, and will hopefully provide a more pleasant route for families walking to the beachfront. It is not uncommon for cars to race along Brunstane road at 30mph, which is an accident waiting to happen. Edinburgh is making fantastic progress with its infrastructure (George Street project, meadows to Princes street cycle route) and the Portobello and Joppa area is falling behind. This is a lovely seaside area with so much potential but also with a dangerous and stressful high street that is way behind the times and not an enjoyable place to be. I fully support the addition of a 'traffic gate' on the High Street (which is a popular idea locally) to reduce through traffic and badly improve the high street experience. Encouragement for cyclists to use Brunstane Road is welcomed, given it is a link from The Jewel/Innocent Railway path through to the coast. There are also a lot of runners, dog-walkers and walkers using it regularly to get to the prom. Stopping through traffic will significantly improve the road for these non-motor users. Also welcome the discouragement of through traffic in the Collesdene area, given this is a residential area.
660	EH15 2QJ	Yes	Brunstane road should NOT be closed off. A one way system in place would be the best solution. Owners in Brunstane road, even think a one way system would work. Traffic congestion would be diabolical closing Brunstane road. Brunstane Road should be a one way system and not closed completely.
661	EH15 2nu	No	
662	EH21 7j	No	
663	EH15 2HS	No	I have already seen the effect on the surrounding roads when Brunstane Road was closed. All roads on Collesdene are become a 'rat run' with cars moving fast through all the various junctions, which are already populated by many Learner drivers who use the area, along with the residents. These commuting drivers tend to drive too fast through these roads. Brunstane Road provides a direct route down to Portobello Road so it doesn't make sense to me when I look at the plan to change this route and make other closures. Understand why the residents on that Road struggle, but that route has always been there for drivers... it may be the a one way system on that road may be a good compromise but I think closing it at the bridge will have far too many confused and potentially dangerous consequences. Regards.
664	EH15 2QX	Yes	The previous closure on the railway bridge had a dramatically good effect on Brunstane Road making it considerably safer for cyclists and pedestrians. The current speed restrictions are not effective at reducing the speed.
665	EH15 2JH	No	Leave as is currently.
666	EH15 2QW	Yes	
667	EH15 2JF	No	
668	EH15 2JS	Yes	As a resident in the area I welcome these proposals which should reduce the number and speed of vehicles on the roads and make them safer for pedestrians and cyclists and enhance the residential nature of Joppa. I'm quite prepared and happy to have less immediate access by car to my street/house in return for the above advantages in particular making it safer to use my bicycle for local journeys.
669	EH15 2QR	Yes	I fully support this proposal. Since working from home during lockdown it has been clear that the road is busy all day every day and there is frequent gridlock and noise and there are alterations between drivers. My new car was damaged at the start of the year whilst parked in the street and I reported it to the police, and this is a regular occurrence in the street. HGVs regularly use the street, also travelling at speed over the speed bumps outside my house, and this is a safety concern on a number of levels, including the ability of the rail bridge to cope with this. It is also clear that the negative response from the Collesdene residents to the increased traffic in their area when Brunstane Road was closed (even though this traffic was spread over Collesdene), indicates the issues faced by Brunstane Road, which currently carries the full load of this traffic in a single width street. The proposal deals effectively with concerns from both the Brunstane Road and Collesdene residents and provides an effective solution going forward. However, consideration needs to be given to the traffic lights at the bottom of Milton Road to avoid congestion with traffic coming from Portobello, particularly for traffic turning right up Milton Road, and to make the trial a success.
670	EH15 2Ht	Yes	Thank you.
671	EH15 2JH	Yes	This area is frequently used by learner drivers. Could a ban on Learner drivers be implemented, and maybe work with the local driving test center to not have their tests run through this area
672	EH15 2QR	Yes	Complete support for this proposal. As a resident of Brunstane Road, our household has seen at first hand the serious traffic problems that now exist. The excessive speeds, road rage incidents and use as a thoroughfare by excessively large lorries and trucks is now a daily occurrence. We have two young children and want them to enjoy the benefits of living in this community by being able to cycle and scoot wherever they want to go. At the moment this can't be done without constant concern for their safety on this road. We're also now having concerns about the structural impacts on our property of the increasing volumes of traffic on the road, which will undoubtedly only worsen over time. I appreciate that closing this road will have repercussions for neighbouring streets but I hope the undoubted benefits of these proposed changes will negate any negative impacts.
673	EH15 2JS	Yes	I am looking forward to the trial period and although we have to think carefully about vehicle access to our home, those driving in the area should be only residents and more respectful of the area. We hope to use our bicycles more and the Brunstane Road closure will give a safer access onto Milton Road and beyond. If it works we will be future proofing the area as the housing developments locally and in East Lothian continue apace.
674	EH15 2HY	No	I live on the corner of Joppa Terrace and have first-hand experience of the increase of traffic in my street which came about as a result of the closure of Brunstane Road when the cobbles were being replaced in Brighton Place. There is absolutely no provision for Joppa Terrace, Grove or Gardens in this proposal. Joppa Terrace is a very narrow street with parking on one side. There is not room for two way traffic on this narrow street. During the previous closure of Brunstane Road, there was a constant flow of traffic outside my house, including regular brake-squealing as cars turned the corner only to find traffic coming in the other direction which meant there had to be reversing etc on the corner. I also experienced much more traffic to the back of my house on Joppa Grove which, again is only just wide enough for single-lane traffic. My house was surrounded by traffic constantly. This is a quiet residential area not conducive to the type of constant traffic caused by closing Brunstane Road. Calming bumps etc do not solve the problems of excess traffic. To assume that drivers will keep to the main roads is disingenuous at best...we have experience of what happened when Brunstane Road was closed before. I strongly oppose these traffic measures.
675	EH15 2UJ	Yes	1. major concern about access for emergency services, especially at Brunstane road bridge closure and collesdene crescent/milton road closure. This leaves the area with increased response times for fire and ambulance. Why not include emergency accessible barriers at these major points in the final scheme. 2. If this does not go ahead, as a minimum, speed bumps in these streets would be a great help, especially collesdene crescent, which has become a speed run between the main roads. 3. I hope proper signage will be placed at all the major and minor junctions. Also a large sign indicating the preferred route via Eastfield lights missing out the 'triangle' of housing in question, both on Portobello Road and Milton Road/Harry/Lauder junction.
676	EH15 2QN	Yes	I have noticed that through traffic has been a problem on Brunstane Rd since 1982 when I moved here. It causes congestion, frustration to drivers and residents, damage to parked vehicles and danger to other road users especially pedestrians and cyclists. Periods when the road has been closed encouraged walking, cycling, improved environment and neighbourliness. I support the proposals for the above reasons.
677	EH15 2HU	Yes	It's not clear how access to these streets will be governed, for residents in particular, but also thinking of deliveries? Presumably these road blocks will not just be big concrete blocks dumped onto the road and they will be something pleasing on the eye at least? Also, how long is this trial for and how will it be monitored during it's application???
678	EH15 2IG	No	Please come down and spend time on Collesdene Avenue and see that this is a speed trap. This is one of the longest straight avenues in Edinburgh. Totally agree with the proposals for calming measures but should be increased along the full length of Collesdene Avenue. Please explain also how I get from our home on Collesdene Avenue onto Milton Road East. I asked this question at the meeting held in the community centre earlier in the year but no one from your team could give me an answer.
679	EH15 2nu	Yes	
680	EH15 2JY	No	why can't you make Brunstane road one way from Milton road down to Portobello and put calming measure in Collesdene. I feel you are going to waste a lot of money and increase the traffic from all the surrounding areas. For instance i live in Milton Drive near seaweview crescent and in order to get to my house i will have to go along to Milton Crescent then along collesden to access my street. Increase in petrol not to mention the hold ups with the learner drivers that use this area. This i feel will also increase the pollution and i wondered if anyone can advise what the current pollution levels are for the area just now and what the projected increase will be. I understand that Brunstane Road has always been an issue but if it was one way only from Milton Road surely this would help to alleviate the traffic and more importantly save money for everyone. Please can you advise if this has been considered?
681	EH15 2hu	Yes	This should have happened years ago Brunstane road as a through road on both directions is a very difficult proposition due to parked vehicles at all times and the narrow available passage Perhaps a one way system from south to north might be a compromise but i personally would not vote for it.
682	EH39 5PP	Yes	Even if the street was one way coming down from Milton Road it would be a huge improvement.
683	EH15 2JN	Yes	In favour of more one way roads in Edinburgh in general with cycle lanes in both directions as is the case in Belgium and Netherlands.
684	EH15 2hy	No	It seems ridiculous to close one road in the clear knowledge that the traffic will not deplete rather move. Specifically, Joppa Terrace is negatively impacted- becoming much busier. Joppa Terrace is particularly narrow and wholly unable to accommodate more traffic, lest become a rat run. The period of work on Brighton Place which saw Brunstane Road closed meant Joppa Terrace was used as a rat run - dangerous and aggressive driving/reversing
685	EH15 2LU	No	This proposal will divert northbound traffic west along Seaweed Crescent, a street occupied by very young children, increasing the danger to the lives of these children and increasing pollution. Seaweed Crescent is also a very narrow street. Brunstane Road should be one way only to help alleviate the traffic issues there. A one way system,(my preference would be northbound, to avoid tailbacks trying to get on to Milton Road East) would allow the community as a whole to use this public road. This would also avoid pushing all the traffic through Collesdene and Eastfield.
686	EH15 2EN	No	
687	EH15 2JS	No	This proposal will mean that the local traffic will almost exclusively use Collesdene Gardens to and from Milton Road East. Collesdene Gardens was overwhelmed with cars during the period recently when Brunstane Road closed while Brighton Place was being resurfaced. Also, visibility when turning right on to Milton Road East from Collesdene Gardens is very poor (due to all the parked cars on Milton Road), cars will pull out in front of speeding traffic and cyclists coming down Milton Road. There were countless incidents of near misses and angry motorists tooting their horns when Brunstane Road was closed off before. Milton Road East will need a 20mph limit as well. You are just moving part of the the rat run from Brunstane Road exclusively to Collesdene Gardens. I would suggest you keep Brunstane Road open for North bound traffic only. That avoids the congestion of South bound cars emerging on to Milton Road East from Brunstane Road at the traffic lights junction. It would ease the North bound traffic on Collesdene Gardens. As there is no restrictions on Collesdene Gardens your proposal will mean all the traffic travelling both ways is going to use that street exclusively. There will be highly unpleasant or possibly dangerous levels of pollution from queuing cars accessing Milton Road at rush hour, constant noise and speeding cars. Finally, the junction accessing Collesdene Gardens from Milton Road East is too long a curve on the corner which means that (vehicles travelling East) hurtle into Collesdene Gardens at speed on the long sweep off Milton Road East and ignore the 20mph limit. That corner has to be squared off to slow cars down before they turn. This proposal is going to be awful for the residents of Collesdene Gardens. You will make a quiet suburban residential street in to the local main traffic route. Please consider ways of sharing out of the traffic between all the area access roads better instead of choosing one road to take all the traffic and all the pain. This is very distressing. I hope it will be a trial initially and not a permanent change.
688	EH15 2HD	No	
689	EH15 2QW	No	I would prefer signage to be added to both ends of Brunstane Road stating that no HGVs other than bin lorries be allowed. Also I think the council should consider only allowing residents to park on one side of the road by putting down double yellow lines.
690	EH15 2nf	No	Make brunstane road one way, but not close it altogether as collesdene area will become a rat run
691	EH15 2QE	No	They are unhelpful and unmerited
692	EH15 2j	No	Why has the recent local consultation which voted 80%to20% against a similar proposal been completely disregarded?

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
			Really shocked that you are even considering causing some much more traffic chaos to appease a handful of selfish (top end) Brunstane Road residents who appear to think they own this road and have a right to close it off it caused chaos the last 2 times and will again. This is not a private road. The safety issues in this road arise purely from the residents themselves, many of whom have 2 cars per household and park illegally on pavements. Why do they not park on Milton Road or make this road 1 way with parking only allowed on 1 side? What about all the elderly residents in Joppa Station Place who have regular visitors and carers. How will fire engines and ambulances access this road if it is closed off again at the bridge. There are several residents in Joppa Station Place who are disabled and use mobility scooters. How are they to get to Asda? The pavement is too narrow and the ugly concrete blocks on the bridge last time blocked crossing over. This road leads to the beach and we should all have the right to access it. It is a nightmare walking down the pavement in this street due to these selfish residents parking on pavements. Even when you closed it off last time they still parked on the pavements! My view is that this is a public road which is paid for by public funds. If you go ahead and close this road then you are setting a precedence meaning that we can all harass the council in order to get the roads surrounding us blocked off to all others just because we fancy a nice wee quiet private street, paid for by public funds. I think it's shocking that you are even contemplating this! Better signage on the bridge, making it one way and telling the residents to get rid of their cars and get on their bikes (literally) would be far more pro active and successful. I hope you consider the impact to all of us and not just the whims of a few spoilt residents. Portobello traffic is an absolute nightmare and closing off any more roads will only make what is already a headache into a catastrophe. Thank you.
693	EH15 2NL	No	
694	EH15 2JF	No	Not happy with this at all. Will cause far more traffic for the residents of Collesdene.
695	EH15 2LG	No	There is no need to close Brunstane Road. A one way system (I suggest northbound) would suffice. Perhaps restrict on street parking at the southern end to one side of the street with additional measures to limit traffic speed. Collesdene proposals not required.
696	EH15 2RE	Yes	I would fully endorse this proposal in the form proposed, however as a regular user of the road as a pedestrian I would like the council to include with this proposal to eradicate the parking, at this locus, on the pavement. The footpaths at this location are always obstructed by cars parking on the footpaths at all times. I do not envisage that the traffic calming will have a positive effect on this particular problem
697	EH15 2Jb	No	How does a resident in Woodside terr get there from Milton road east?
698	EH15 2QJ	Yes	Seems sensible to close the rat runs and keep through traffic to the main roads. Inappropriate traffic is using Brunstane Road and there is likely to be a serious accident. Satnav obviously shows this street to be suitable for all traffic.
699	EH15 2HZ	No	I think a one way system down brunstane road would be more appropriate. With Brunstane road being closed you are not solving the problem, just moving the problem elsewhere. I don't think traffic calming on Collesdene would actually make a difference; the volume of traffic would just remain the same, providing a new danger to residents, particularly children.
700	EH15 2QE	No	
			It is vital that action is taken to alleviate the traffic chaos affecting the southern stretch of Brunstane Road before there is a serious accident or assault. With the year on year increase in pedestrian and cycle use the narrow bridge and sub-standard footpath cannot accommodate all users. Pedestrians have to take to the road to allow passing and avoid parked cars which encroach onto the footpath, this then exposes them to vehicles with drivers who are more focused on the narrow road space available and not on any unlucky pedestrian or child who may appear or stray into their path. The residents in the Collesdenes have their localised issues and problems as well but the wider carriageways can absorb more vehicles and the proposed traffic mitigation measures will undoubtedly make the whole area safer. It is vital that large vehicles are channelled onto the appropriate roads which can accommodate their size and weight. There are plans to develop the lands to the south of Milton Road East which will increase traffic flows again. On reading the environmental audit report for this proposed development it suggested that some of the existing road layout, and in particular the Brunstane Road junction would need some minor "tweaks" which is a gross understatement and misinterpretation of how the present traffic flows are forced and squeezed into the adjacent residential streets. It imperative that the present road system is adapted as proposed to make this area safer for all road users.
701	EH15 2QJ	Yes	
702	EH15 2dl	No	
703	EH15 2EN	No	I think the top part of Brunstane Road should be made 1 way between Milton Road and the railway bridge/Joppa Grove.
			I actively avoid using Brunstane road even though it's quicker than other routes. I feel it's dangerous and whenever I do use it I'm usually come head to head with On coming g cars with no room to pass. On occasion I have become stuck. These situations are stressful So would rather avoid using the road. I feel sorry for the people who live on this street and faced with this every day. Another solution would be to make this a one way system.
704	EH15 2HU	Yes	Having lived in Brunstane Road for 20 years I am concerned about the volume, speed and size of vehicles using this as a short cut between Milton Road and Portobello. Damage has been done to cars but I fear more for pedestrians and cyclists. It is only a matter of time before someone gets badly hurt. During the last closure it was great to see families walking and cycling, and disabled people on mobility scooters negotiating the road safely. Now in COVID times walking on the pavement, particularly over the railway bridge, is difficult with social distancing. Drivers have not been very considerate when I have had to walk on the road to avoid other pedestrians.
705	EH15 2QN	Yes	
706	EH15 1AY	No	It is wrong and irresponsible to remove vehicular traffic in one part of Portobello without considering the effect that this will have on other roads in the neighbourhood. The community has already had its say on this matter via the consultation carried out by Portobello Community Council and its findings should be respected.
707	EH15 2DG	No	It's ridiculous you can just close the road completely, a one way system on Brunstane Road would have been a much better option, then traffic would not have to be redirected into the collesdenes and surrounding streets.
			I think it will only push traffic on to the surrounding areas. If you do this then their roads will become busier and then obviously to ensure fairness these roads would have to be considered for the same approach. I think that just putting in traffic calming measures in ALL the roads including Brunstane Road and surrounding roads eg one way is maybe sensible. But I don't see why one particular street should be closed off as this sets a dangerous precedent that people can lobby the council for their road to be shut. I think there is no street in Edinburgh when some residents wouldn't want to shut their street off to through traffic. Including many in the Portobello area.
708	EH87SE	No	
709	EH15 2LU	No	I stay in Seaview crescent and I this proposal is unbelievable. If I'm driving home from Milton Road East I would have to go in a massive circle to get to my house as you are closing the roads off that I would drive down. This will just increase traffic on the major roads when people are just trying to get home safely. I 100% disagree with this and haven't heard anything so ridiculous in my life.
			I strongly object to the proposal to close Brunstane road at the railway bridge. While I recognise the concerns regarding volume of traffic and congestion, this is a KEY LOCAL ACCESS route for LOCAL RESIDENTS. A closure at the bridge will increase the distance and time required for local journeys, thereby increasing pollution, and while it may reduce frequency of congestion on the road, will not actually address the issues causing it. As a local resident I use this route several times a week for local access (including to locations on or just off Brunstane rd). Having considered the proposals and alternative routes, ALL my journeys would at least double in time and distance. This will be the case for hundreds of other local residents. For civilian access purposes this is inconvenient and not eco-friendly, in the case of emergency services access this doubling of time/distance could be life threatening. I use the route at a variety of different days/times and while congestion issues do occur from time to time, it is no worse than on many other local roads and is caused by the volume of parking combined with inconsiderate driving. They can occur with as little as 2 or 3 cars and will still happen south of the railway bridge even if the closure goes ahead, with knock-on effects to Milton Road and the nearby junction. While a closure would stop through traffic, the numerous resident's vehicles, delivery vehicles, refuse collections and visitors to the bowling club would still be using the road, and there may even be an increase of people seeking to use the road as 'parking' for Brunstane station or other local amenities. With regards to the additional measures proposed for the Collesdene area roads, I again feel this is ill-thought through. At present, local traffic using these routes for access naturally disperses throughout the many routes depending on their destination. The proposals would force all traffic to a few streets thereby increasing volume in those locations and creating another problem to be addressed in the future. I am dismayed that these proposals appear to be being forced through despite the many valid concerns of local residents (including an overwhelming reaction of the proposal in a survey done by the local community council), and especially when there are better solutions to the issue which would resolve more issues and benefit more people. Closing Brunstane Road will not only negatively impact local car users, but will do little to help cyclists or pedestrians. Having used the route as both when the road was previously temporarily closed, the pavements were still difficult to use due to the volume of parking and I felt it made no difference to my safety as a cyclist as I still encountered traffic with a narrow area to pass. The alternative solutions suggested of making Brunstane Road one way (South to North) and/or limiting parking to one side of the street (using double yellow lines) would reduce congestion and make the route safer for cyclists and pedestrians (with clear pavements and more space for cyclists) while also maintaining important local access. I am puzzled as to why the proposal of limiting parking (double yellows) is not the preferred solution when it would better solve the issues and has been the chosen solution in many other local streets (even if not favoured by residents).
710	EH15 2QZ	No	
			It is ridiculous that a group of residents on one street in Portobello have been allowed to object to through traffic on their street, this street is no different from many many others in the area, the streets are narrow and there is an issue with parking. Another alternative would be to completely prevent on-street parking but this would be totally unreasonable and unacceptable to the residents, just as the alternative of closing off one of the few 'through roads' to Milton Road and the A1 is totally unacceptable and unreasonable to any other local resident. A balanced approach would be far more acceptable - traffic lights at the bridge or a one-way system. Don't limit every other local user's access to important routes to and from Portobello due to objections from the residents on one street. This sets a precedent for any street with parking issues in the area to campaign to have their streets altered and for congestion to become a real problem for Portobello.
711	EH15 2JA	No	
			Very welcome. I think the measures will help to reduce the high speed rat-running that we experience on Collesdene Crescent and should be trialled as a minimum, although I expect there will be some additional, circuitous rat-running through the area, and maybe Milton Drive could have a 'Waltham Forest' style mid-road closure that is permeable to cycles. Collesdene Crescent, where I live, is misused by many vehicle drivers - in cars, trucks, commercial waste companies, coaches etc and most are travelling well in excess of the 20mph limit - matching poor driver behaviour and speeds on Milton Road itself. When the Council trialled the closure of Brunstane Road previously, the situation was completely out of control, it was hard to even cross the street - absolutely unbelievable - and completely unsuitable for a residential road where small children and vulnerable older people live. I would only support the closure of Brunstane Rd with the proposed additional measures as suggested here. The area has a very mixed age demographic, and not all people own cars and some won't respond to an online consultation, however I welcome the Council's objective survey approach and the consultation events held last year.
712	EH15 2JJ	Yes	
			Turning Brunstane Road into a cul-de-sac may suit the residents of that particular street, however if implemented, this proposal would be to the detriment of the residents in the Joppa triangle, which is currently a quiet, safe area that does not require traffic restrictions or calming measures. The issues with traffic blockages on Brunstane Road are created because there is car parking on either side and no passing spaces for two-way traffic. The poor design of the junction with Milton Road East also contributes to the congestion at the south end, leading to tail-backs and frustration. Making Brunstane Road one-way for north bound traffic would greatly improve the situation in terms of congestion and safety and would deal with the problem with little or no impact on the amenity of residents in the surrounding streets.
713	EH15 2LS	No	There is no need or justification to offset the traffic issues of one street onto others where there is currently no problem. An overwhelming majority of responses from Joppa residents were against very similar proposals earlier this year. The results of that consultation should be acknowledged and respected.
714	EH15 2HA	No	Pure madness, Milton Road and Portobello High Street are already VERY busy and we have only just gotten over Brighton Place being closed. I'm sure the residents on Brunstane Road loved the peace & quiet when it was closed to traffic but it just creates chaos everywhere else. When the cyclist was killed recently (High St - Harry Lauder Rd junction) it took us 2.5 HOURS to travel 6 miles to Queensferry Terrace to collect our children from school. What will happen when all the houses are built around the Harry Lauder road, the system can barely cope now without all that additional new traffic.....
715	EH15 2JE	No	I think traffic calming on Collesdene Avenue will not make a difference to people cutting through - the last time Brunstane Road was closed, my children and I could not get across the road at the junction of Collesdene Avenue and Collesdene Drive, the traffic was unbelievable, there are near misses at this junction on normal days never mind when traffic is speeding to get from Milton Road to Joppa Road. This makes no sense to me, the traffic is much calmer now that Brighton Terrace has reopened. The Collesdenes have to deal with approximately 5-8 learner drivers at any one time, never mind extra traffic. It is dangerous for the residents of these streets and traffic calming will not CALM the drivers, it just makes them more determined to drive faster.
			As a cyclist and part of a one-car (electric) household I am broadly in support of quiet streets and the promotion of walking and cycling. However, I am opposed to this scheme on the following grounds: 1) No environmental impact assessment has been carried out on the consequences of diverting traffic 1.8 miles in each direction. This will create extra CO2 and generate more local air pollution. It seems at odds with the stated aims of the UK and Scottish Governments commitments to Net Zero and Edinburgh Council's statement on reducing local air pollution. 2) The scheme does nothing to address the main issue on Brunstane Road, which is car parking. High (and increasing) car ownership per household means both sides of the street are full of cars. Cars parked on the pavement obstruct pedestrians, especially those with buggies or people in wheelchairs. Closing the road to through traffic will not address this issue unless it is accompanied by parking restrictions and a ban on parking cars on the pavement. This is especially important as it is the major pedestrian artery to and from the station. 3) A similar recent trial closure of Brunstane Road was overwhelmingly unpopular with the local community at a local consultation. It is only a vocal minority of people who live along Brunstane Road, South of the railway bridge who support it. 4) This proposal will restrict all traffic approaching Portobello from the South. Portobello is served by only 4 main arteries. From the East along Musselburgh Road, from the South via Brunstane Road, from the South West via Brighton Place and from the West via the Kings Road junction. Cutting off one of these well-used arteries will undoubtedly make the others busier and restrict access to Portobello, impacting local businesses and constraining economic growth. 5) A better solution would be to combine the current proposals in the Collesdenes with a one way system (rather than full closure) of the railway bridge on Brunstane Road. This could allow through traffic to flow North along Brunstane Road (still giving residents access both ways) and South through the Collesdenes. It would halve traffic along Brunstane Road, maintain good access to Portobello and avoid long detours and the inevitable pollution that would cause. Combining this with a parking ban on one side of the street and installing a two-way cycle lane would further meet requirements of quiet streets, encourage cycling and walking and lower air pollution without increasing CO2 through a long diversion.
716	EH15 2HR	No	
			I believe that the closure of Brunstane Rd in both directions will lead to a considerable increase in traffic using the Collesdene estate roads. This is opposed by over 72% of the residents in this area and will lead to increased road usage and added pollution. The problem of traffic calming can be better solved by restricting parking on Brunstane Rd.
717	EH15 2JR	No	Before proceeding with the closure should we not canvass the views of all the affected parties? A survey would identify if the research showing that 72.4% opposed to the scheme is still valid.

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718	EH15 1BD	No	I am concerned that traffic will be funnelled down Brighton Place where there already problems with cars parked on the east side of Southfield place, causing tailbacks to Brighton Place.
719	EH152HQ	No	The new housing project off Milton Rd will greatly increase traffic (poss. by 500+ vehicles) realistic that most vehicles will want to access Portobello/Leith/Edinburgh for daily commute/schools/shopping or leisure Closing access to Brunstane Rd and Collesdene will force this traffic to use Seaview Terrace to make this journey by entering and leaving Seaview Terrace at its junction with Milton Road East. Seaview Terrace is a main arterial road heavily burdened by cars buses and articulated lorries traffic particularly at peak times it has a history of accidents. Its junctions at Milton Rd East is controlled by traffic lights which at peak times results in east bound traffic being held up by traffic waiting to cross the oncoming north bound traffic to enter Milton Rd East This currently results in 'logjams' of stationary traffic This congestion will be seriously increased by your proposal While a quiet zone and streets maybe highly desirable to the Collesdene residents it is immoral to achieve this at the detriment of the residents of Seaview Terrace who stand to suffer serious harmful impact to their quality of life health wellbeing and possibly mortality resulting from the effects of the increased air and noise pollution produced by the increase in the number of stationary vehicles and the extended length of time that they will be idling outside their property as a result of the congestion This will considerably harm our right to enjoy living in the area and may reduce the value of the properties By maintaining the status quo or at leased access through Collesdene the additional new traffic will be able to percolate onto Seaview Terrace and enter / leave it at several junctions greatly reducing the harmful impact on the road and residents and sharing the burden of the additional traffic
720	EH151LW	No	Overall, traffic in and through Portobello will increase due to new housing here and in East Lothian. These proposals are too partial and if they improve matters for residents of Brunstane and Collesdene it will be at a cost to other residents of Portobello. I am particularly concerned by the impact on Brighton Place and, as a consequence, the use of Lee Crescent and East Brighton Crescent as a "loop".
721	EH151LL	No	As a resident of the other main route under/over the railway into Portobello, (Brighton Place) I am very concerned that the proposed closure of Brunstane Road will force more traffic onto Brighton Place and therefore make an already busy, and potentially difficult to navigate road, even worse.
722	EH15 1BE	No	Not being privy as to why this ill-conceived proposal has come about, I must surmise it is the more selfish and NIMBY residents of Brunstane Road driving it again. Possibly a relative of a councillor involved here? Surely not as the council is the last bastion of fairness and open mindedness. They wouldn't want to destroy the situation for the other tax payers/ voters in Portobello, suffering from even more access problems to the east end of Portobello. We would all like to have no cars on the road. As long as we can park our own car at our door.....! Before even contemplating this expensive and blinkered move, let's look at history here. Having used this route for over 50 years, I've seen the biggest problem over the time as being the huge increase of residents' parked vehicles. I have heard some, not all, residents of B.R. have been complaining of potential damage to their cars and congestion blocking the road. Impact on children has been voiced in the past. Some reasonable points and I do empathise. However, speeding is not an issue now as speed restrictions are in place, a 20mph limit and generally traffic rarely getting above 15mph most times! There is also a huge park for children to play in at the adjacent Joppa Quarry so it can't be a children safety problem. Unless of course they're not educating their children in appropriate life skills. However, severely inconveniencing the surrounding population to satisfy an often aggressive minority group is continuing the slippery slope of democracy we seem to be on. It should be noted several years ago the existing Jewel/Asda route was closed in response to people complaining as soon as their new houses were built beside it. Consequences? Traffic for the people of Niddrie and surrounding areas increased exponentially with no thought given about the effects on THEIR habitations. As long as they got their own way, damn the rest. The current narrow-minded proposal will do the same for everyone else in that area of Portobello/Joppa. How can we address the problems of buying a house in Brunstane Road, already knowing the road there pre-dates your purchase? 1.Well, Caveat Emptor is a big factor here. A parallel example, don't buy a house above a pub if you know you don't like the ambience of a pub below you. That would just be stupid. However, that's the negative, other ideas fairer to all should be considered. 2.Double yellow lines on one side of B.R. would make the route easier to move on, particularly giving more room to cyclists. It would create clearer space for pedestrians crossing the road. The down side is the residents would lose half of their parking spaces. I fear if it impacts them directly, they may not be so keen on that idea. 3.A complaint I've heard anecdotally is their parked vehicles are getting damaged due to the narrowness of the road. To enable the reduction of that problem, dotted lines parallel to the pavement showing maximum width of vehicle allowed to park there could be marked. This would remove the hugely wide SUV's/vans et al as they would be too wide to be there and risk a traffic offence ticket? 4.Berthags the fairest, balanced approach would be to insert a few short sets of double yellow lines (e.g. two car lengths) at appropriate locations either side of the road allowing oncoming vehicles/bikes etc. a place in which to move aside to make space. This reduces speeds further, minimises congestion/occasional aggression and potential parked vehicle damage. Further, it allows clear view crossing points for pedestrians. If this proposal goes through, I look with interest to the 'democratic' Council response when people buying the current new builds adjacent to the City Bypass decide they can't stand the road being so close and demand it moved or closed. A crass analogy perhaps, but the democratic principle is exactly the same.
723	EH15 2JJ	Yes	I live in Collesdene Crescent. Whenever Brunstane road has been closed the traffic becomes very busy in Collesdene Crescent. Some of the cars go along the street at high speeds. These streets were not designed to bear that amount of traffic. It is unsafe for everybody.
724	EH15 2HY	No	This just shifts the issue to other streets. It significantly increased the traffic in the other streets surrounding Brunstane Road, many cars traveling at speed down Morton Street, Joppa Terrace & Gardens. My suggestion would be to make Brunstane Road one way towards Joppa Road, therefore removing the difficult right turn on Milton Road & the issue of parking on either side of Brunstane Road. This would also spread the impact across the area, rather than one traditionally busy street gaining at the detriment of the surrounding.
725	EH15 2QW	Yes	Brunstane Road should be one way, Northbound.
726	EH152JX	No	Southbound traffic from Joppa Road to Milton Road, to decide their own route.
727	eh15 2bh	No	This entire proposal has been driven by a very small number of residents, most of whom have lived on Brunstane Road for a very long time. This proposal benefits them more than anyone else, and only eases traffic in their area. The changes to the other roads is in my opinion, designed to make them feel a bit better about the diversion of traffic away from Brunstane Road. One of the main drivers of this campaign admitted to me that the current action is an opportunistic attempt after the temporary closure due to the works on Brighton Place. It has been dressed in a cloak of environmentally friendly blarney, but stripped back, the residents of Brunstane Road do not like the volume of traffic on their street. I do have sympathy for them, but they bought their property knowing it was on a busy road, though perhaps not as busy as it is now. I bought a property on a very busy road (Straiton Place) knowing that parking, speeding and volume of traffic is not ideal. This has become worse in the 30 years I've lived here, but I don't expect the road to be closed for my benefit, and the traffic diverted to Portobello High Street. The proposed changes will NOT reduce the number of cars on the road, it will simply divert the traffic to smaller roads, and new rat runs will be created. Furthermore, it will create a huge increase in traffic on Milton Road East, which is already a very busy road. Anyone who wants to access Milton Road East from Joppa will have to navigate a very sharp right turn on a main road (Portobello Road) which is already very difficult to achieve, and not designed for heavy use. In terms of pollution, traffic will move slower on Milton Road East, increasing emissions from cars. Anyone who has waited in traffic on Milton Road East when Brighton Place was closed will know that the situation will be intolerable when traffic is backed up even further. I am so disappointed that the Council is not taking a broader approach - this feels like a knee-jerk reaction to the demands of a small number of residents. I attended the consultation meeting in October 2019, and was not surprised that the three proposals under discussion all involved the closure of Brunstane Road. There was no alternative to this suggestion, which was not surprising given who was pushing for the consultation, but very disappointing as it limited the discussion. I cannot understand why, if we are trying to reduce the congestion and calm traffic in the area, we are not considering one way traffic down Brunstane road with traffic calming on that and other roads, rather than limiting options. Or perhaps putting double yellow lines down the length of Brunstane Road, as has been done in other areas of Portobello. Or down one side of the street. This is clearly not to the benefit of those who live there! I asked about this at the consultation and no one could explain why this was not a proposal to balance the closure of the road. I would also add that only a very limited number of people were invited to this consultation, even though it affects a large number of people. The wider consultation on the issue showed, I believe, that 80% of respondents were opposed to the closure of Brunstane Road. Surely this must mean something??? And yet, the same proposals are still on the table. This is beyond me. I am also very disappointed that this particular street has been the focus of attention - I believe there are other roads which deserve attention - Marlborough Street, Regent Street and bellfield street are a nightmare for residents, drivers, cyclists and pedestrians alike. I appreciate that this proposal has been created by the residents of Brunstane Road, but I expect more of the council representatives who act on my behalf. If Edinburgh council is committed to creating spaces for all, this must include drivers as well as cyclists and pedestrians. Not everyone is able or willing to cycle, and for many people (older people, people with childcare and work deadlines, people with underlying health conditions) the car is the best way for them to get from A to B. I think these proposals are for the benefit of the residents of Brunstane Road and no one else, and truly hope that other proposals will be considered.
728	EH21 6SB	No	There will be backlogged traffic from Milton Drive to turn right onto Milton Road East as there are no other outs onto this main road. This is a dangerous junction at present and will present further dangers. Seaview Crescent is presently a quiet residential street with children and this will present a danger to them through increased traffic and pollution
729	EH153AE	No	Already the Christians area is affected by the closure of Stanley st on to the golf course. Closing the only other routes is discrimination
730	EH15 2HE	No	The proposal aims to make what are already quiet streets in the Collesdene area even quieter, at the expense of putting more traffic onto already busy roads, particularly Milton Road and Joppa Road/Musselburgh Road. The junction at Eastfield is not set up to accommodate this additional traffic. Further steps need to be taken to slow and calm the traffic on the main roads also. Until such steps are taken to give a holistic solution, this partial fix takes us nowhere. One useful additional fix here would be to remove the 30 mph zone between the end of the prom and Eastfield. . . . The 20 mph zone needs to be extended to cover this stretch of road. And the 40 mph zone on Milton Road needs to be removed also.
731	EH15 2ER	Yes	Proposals should make it much safer for drivers, cyclists and pedestrians. I have seen several minor collisions on Brunstane Road. It clearly was not designed for the current amount of traffic. It's not just pedestrians and cyclists that will benefit. Who knows how many of these cars crash turn into painful whiplash? Plus minor dents and broken mirrors cost a small fortune to repair nowadays. Closing the road will prevent a lot of hassle for drivers, cyclists and pedestrians. I appreciate it may generate extra pollution if cars have to drive further to reach their destination, but hopefully this extra inconvenience leads to fewer, better planned car journeys, and more bus, cycle and walking journeys.
732	EH15 2BH	No	This is an essential road for access to the bypass and generally out of portobello, and its closure will greatly affect everyone. The only people who would benefit are those who live on brunstane road, who comprise a small fraction of those affected. I understand that the constant flow of traffic on busy days can be annoying, but this happens on my street too (and many others in port - it's a popular town!), but I would never even think that my road should be closed because of this. Closure of brunstane road will cause congestion and road rage in other areas including the collesdienes, which is popular for learner drivers and houses many older persons. Fast and continuous traffic here would pose a greater threat to the public in general than the supposed current 'danger' on brunstane road. There will be other ramifications such as increased traffic on the other main roads out of portobello, which will be disastrous when those roads undergo essential repairs - when only two of the roads out of portobello were closed (one of which was brunstane road) in 2019, this caused significant delays in traffic, a lot of upset and anxiety, and faster speeds on other roads. Having multiple access roads is therefore essential, and as brunstane road is the most direct for many people, it is the most important. It is just not right to impose such unnecessary dangers and delays on the majority of the residents of portobello in order to quiet the complaints of a handful. For these reasons, I do NOT support the proposed traffic measures, and never will - if something needs to be done, make it a one way road. But if brunstane road is closed, I will campaign to reopen it along with many others in portobello. Listen to, cater to, and serve the majority.
733	EH15 2JD	No	I live in Collesdene Drive(north side) and no matter how you look at it the traffic volume will be considerably increased with the closure of Brunstane Road. The Collesdene area is already swamped with learner drivers especially polluting the hill area at my street. With any snow or ice the hill is incredibly hazardous already and the inevitable increase in traffic volume will create more danger. The Collesdienes will become a rat run.
734	EH15 1JU	No	Traffic is already a problem coming in and out of Portobello. Closing any access route will cause further issues elsewhere. The problem with Brunstane road is inconsiderate parking. Many households have numerous cars. Parking should be restricted to one side of the road only. Also potentially parking permits. I live in Brighton place the traffic is frequently gridlocked there already. People park regularly over my driveway despite the council assuring residents that double yellow lines will be painted at the crossroads end. This route is already dangerously busy and serious accidents have occurred including the death of a child going to school. Again parking should be limited to one side of the street. People should have access to driveways. Closing Brunstane road will lead to further congestion and constant gridlock on other routes.
735	EH15 2JS	Yes	This proposed closure will only move the traffic elsewhere and create a new problem - Brighton Place and Duddingston Park for example. Areas close to a school which should be a bigger priority.
736	EH15 1IZ	No	Implementing a one way system in Brunstane Road would be far more effective. What justification is there to close the road, relative to similar challenges all over the city? A closure is a dangerous precedent and should not be entertained.
737	Eh151jr	No	Duddingston park already an extremely busy street will be made even worse. Bus stops lanes pedestrians, entering and exiting my driveway will be almost impossible. Why not make brunstane Road one way As a local driver, I have long since stopped using these routes, in particular Brunstane Road. Far from being an easy way to get from Joppa Road to Milton Road, it can be the slowest and it can become badly congested. I can sympathise with residents who wish the road to be closed.
738	EH15 2ER	Yes	I like to cycle up to the range Asda area, but it's quite stressful or I take a big detour. I would probably cycle more if it were shut off. I also drive and don't mind going via Milton road, it's sometimes more straightforward to drive that way I'm any case.
739	EH152ax	Yes	I welcome the proposal to calm and filter traffic. A traffic reduction on Brunstane Road is welcome as it links to Route 1 cycle route and Brunstane station
740	EH15 1LZ	Yes	The traffic would be moved to Duddingston Park and Brighton Place causing increased traffic in Park Avenue. Already Park Avenue cannot cope with the increased flow of traffic since the new Portobello High School has been built. Like Brunstane Road some homes have on-street parking as their only option. Many school users choose to park in the street rather than the parking space provided in the school grounds. This means that the traffic can only flow in one direction causing congestion.
741	EH15 1JT	No	Brunstane Road is one of only two direct north/south routes in and out of Portobello. I live on the other one, Duddingston Park. I am concerned that the closure of Brunstane Road will result in displaced traffic using Duddingston Park, which is already a busy road, and still a 30mph limit despite being a route to a primary and a high school. Traffic might also be displaced to Park Avenue, which has two private roads coming off it, one of which is like driving through a war zone. More traffic on other routes as a result of the Brunstane closure heightened risk to pedestrians and cyclists.
742	EH15 1JZ	No	

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743	EH151JN	No	While I understand the proposed traffic measures benefit the residents of the Collesdene area it is at the expense of other areas and residents. Since the closure of Brunstane Road the traffic has dramatically increased in Duddington Park with which now experiences queuing traffic throughout the day. Heavy traffic is now an everyday reality, I find it strange that the transport department are striving to reduce traffic in one area are happy to direct it to another residential street with no concern for the residents living there. A large number of Portobello High School pupils walk and cycle to the school via Duddington park, air quality and safety should be a priority for young people but sadly this seems to be low in considering the benefits to the residents of Brunstane Road and the Collesdene area. Speeding and heavy traffic, decreasing air quality and pollution is an on going problem in Duddington Park and will only continue to get worse with these type of measures which benefit one area at the expense of another.
744	eh6 7lj	No	I'm sure every person who buys a house on a through road would like it to be blocked off, so in principle I don't agree with doing this. However I would heavily favour a change that would discourage the use of the road such as traffic lights at the railway bridge or no right turn onto Milton Road or 1 way against the flow of the busiest route while at the same time improve the favoured routes to encourage their use
745	EH15 1LZ	No	I live on Southfield place and feel my family and I would be directly affected by the increase in traffic on this street if Brunstane road was to close. Brighton place and Southfield place is overwhelmed by the traffic moving in both directions already and these closures would dramatically increase road congestion and be a safety issue for children, including my own son and cyclists commuting.
746	eh15 2hq	No	I have lived in this area for 70 years and have some knowledge of it. As far back as the mid-60s the congestion in Brunstane Road was well known. I myself have lived in 3 houses in the Edinburgh Road/Seaview Terrace stretch for the last 43 years and would never have contemplated staying in Brunstane Road because of it's congestion. It seems to me that for some considerable time those buying into that road did so with their eyes open. Having said that, and will I sympathize with the congestion issue, the measures planned would inevitably direct more traffic on to the Milton Road East/Seaview Terrace loop. As a resident of Seaview Terrace I am aware of more speeding, accidents and, indeed, deaths in this area than in Brunstane road over the last half century. While the proposal might ease congestion in Brunstane it would inevitably increase the incidence of more serious traffic issues on the roads which would have to absorb Brunstane traffic over and above the traffic problems which will be created by the new development on the Milton Road itself - I therefore do not consider this proposal to be reasonable.
747	EH15 1JN	No	Traffic has to go somewhere to allow for access to Joppa and Portobello from the ring road. If this route is closed then it is likely there will be an increase in traffic down past the High School, down Duddington Park and hence into Portobello via Brighton Place. Before this proposal is taken forward there needs to be a comprehensive and robust analysis of the likely results on the other routes.
748	EH15 1JL	No	This will only push traffic into already congested areas. The A1 from Hope lane to park lane is often at a standstill for large periods of time. Park Lane will be used as a cut through (this passes by Portobello High school and surely puts children in danger. Likewise the A6106 passes by Cherrytrees nursery and the junction at Southfield place is used by school children going to Duddington Primary and St John's. I feel this proposal is only going ahead to appease the (largely wealthy) residents of Brunstane Road and not because it makes sense in terms of relieving congestion or encouraging road safety. As a parent of young children who is already frequently horrified by the volume and speed of traffic on Southfield Place and Brighton place, I feel this is only likely to exacerbate the situation and cause more incidents of dangerous driving which is inevitably going to lead to fatalities or serious injuries. I would strongly urge the council to reconsider.
749	EH152JE	No	This proposal simply moves a problem and creates more problems. Residents have spoken and made their views very clear on this proposal; A consultation with the wider community, undertaken by Portobello Community Council in March 2020, showed that of 441 responses, 18% were in support of the proposal to close Brunstane Road, with 80% against it. Despite this, the council pushes on anyway. We all know that this "ETRO" will remain in place once instigated and infrastructure placed. This negatively affects access to our home, as well as countless others, to appease the few. If only the council would respect a democratic process, previously completed, and look at alternatives rather than forging on regardless.
750	EH15 2RG	No	Just moves the problem!
751	EH15 1JT	No	Make it one way downhill and use Collesdene the other direction - reduce congestion! Simple really!
752	EH151JX	No	The measures will increase traffic on Brighton Place as it is displaced from Brunstane Road so we do not support the proposal.
753	EH15 2LT	No	This will simply transfer the problem into another area. Brunstane Road is one of the few roads linking Milton Road East to Portobello High Street. The problem with Brunstane Road is that it is too narrow and with residents cars parking on both sides. Recently the whole of Duddington Road was lined with double yellow lines and this should be considered for Brunstane Road and would allow two way traffic to flow unrestricted. Or at least double yellow lines on one side of the road.
754	EH15 2HT	No	We should be trying to improve the flow of traffic and not make it more difficult for people getting where they want to go.
755	EH15 2ES	No	The bridge at Brunstane Road should remain open for traffic from South to North. There is already too much traffic trying to use too few roads - this will only make matters worse. A one-way system on Brunstane Road would make more sense. When Brunstane Road was closed previously there was an excessive amount of traffic through Morton Street at very high speeds. This road is used by many children traveling to school as well as elderly residents who struggle to cross the road safely at times. Your proposals just make drivers speed more to make up for lost time on closed roads.
756	EH15 1JU	No	These measures are draconian and will involve more traffic on the Main Street through portobello. A one way system (one way on brunstane / one way into collesdene will ensure less traffic on these streets at the same time as maintaining balance of traffic throughout portobello.
757	EH15 1JT	No	I do NOT agree with the proposal for the following reasons: The traffic situation in Portobello is already extremely problematic particularly on all routes in and out. Closing Brunstane road will add to the issue considerably. The problem with Brunstane road is inconsiderate parking. Most households have several vehicles ; parking should be restricted to one side of the road only. Alternatively it may benefit from being made a one way street. Living in Brighton Place we experience daily issues with traffic congestion currently. The street is frequently grid locked which has the knock on effect of reducing the high street to a complete stand still. We frequently cannot access our driveway because of queued or parked vehicles . It is extremely dangerous and accidents have happened. The council has for over a year been assuring me that double yellow lines will be painted at the cross roads end of the street to alleviate this situation. It hasn't happened and the traffic congestion is a serious issue. Buses cannot pass each other. Closing Brunstane road will simply put further pressure on all the other routes, this cannot happen in the interests of safety. The council need to consider other solutions such as parking on one side of main routes only (including Brighton Place). Also one way systems need to be considered for some roads e.g Malborough Street. This proposal will cause more problems in the community and ultimately lead to accidents. It will also set a prescience for further road closures. There is also serious concern in the community that one or more resident of Brunstane road has council connections. I do not know if this is true, but if it is; it is a serious misuse of power and or connections.
758	EH15 2HT	No	Thank you for your involvement and support in the community.
759	EH151QX	No	In principle, I agree with traffic calming measures and LTNs. However, my concern is that this will increase traffic through Southfield Place and Brighton Place, which is currently a real mess traffic-wise. Park Avenue may also be more affected, which actually has seen an increase in traffic since the closure of Stanley Street. Through traffic through Brighton Place and Park Avenue should really be avoided given these are routes to school that many children walk and cycle. This plan for the closure of Brunstane road and other traffic calming measures would only work if a similar scheme was applied to Southfield Place and Brighton Place. I have heard rumours that a bus gate may be proposed here and I would strongly support this sooner rather than later. As a cyclist myself I avoid going by car to Portobello and Duddington on the school and nursery run and other trips, but I can just see that some of the streets, particularly Brighton Place, are getting dangerous, with speeding, parking and dangerous overtaking. I would really hope the council can perform some meaningful research into what would motivate people from moving away from using cars and using active travel. At the moment just closing off a road won't do it as they will just choose the next road, resulting in further congestion elsewhere. In my opinion, all the side roads into Portobello should only be open to bus and active travel, leaving access only via Milton road and Musselburgh road on the east side.
760	EH15 2RB	No	Closing Brunstane Road will dump all through traffic on neighbouring streets. Making Brunstane Road a one-way street would both reduce traffic on Brunstane Road and also ensure that all through traffic is shared between Brunstane Road and neighbouring streets. The proposed traffic survey is a repeat of the survey carried out in 2019 when Brunstane Road was closed for a time. Why is the same survey being repeated? Why not test the obvious alternative of making Brunstane Road a one-way street? Furthermore, the timing of this proposed survey is wrong. The Covid pandemic means that many people are working at home, some businesses are closed and travel restrictions are in place. Traffic volume is unusually low and the results of a survey now will be no guide to traffic under normal conditions.
761	EH152It	No	Brunstane road total closure is not the best option to ease traffic, consider one-way system north bound if a change has to be made.
762	EH152In	No	I fully agree with the Brunstane Road North closure proposals, but strongly disagree with the Collesdene Crescent and Milton drive proposals. I wouldn't object to any further traffic calming measures introduced within the Collesdene/Miltons
763	EH15 2HS	No	We already have a large number of learner driver cars that are constantly going round and round the streets of the wedge between Milton road east and Seaview terrace every day of the week. Closing brunstane road will just increase the numbers. Cars park badly far too close to the junctions as it is which means you have to approach a blind junction on the wrong side of the road - more cars means more chance of coming face to face to a car on the wrong side of the road on a corner increasing the likelihood of accidents.
764	EH15 2HR	No	This will just force the problem onto another street - Milton terrace. There are already loads of cars going around these streets as learner drivers use them all day long. It is already used as a cut through from Milton road east to Seaview terrace. What about looking at one way northbound for brunstane road to see what impact that alone has. It will just push the traffic to other streets and also it will cause journeys between the bypass and Portobello to be longer for drivers, polluting the environment
765	EH15 2HZ	No	Closing Brunstane Rd is disproportionate and unreasonable - everyone would like their own street to be traffic free. It has been busy with traffic for years and residents should be used to that. A better solution is to make it one way northbound to the bridge, preserving parking, stopping queues exiting the south end and making stopping congestion. Use of other local roads could be discouraged and speeds reduced by traffic calming measures instead of trying to stop their use.
766	EH15 2HZ	No	When Brunstane Road was closed before there was a unacceptable increase in the traffic in Morton Street. This proposal to close so many other roads also means great inconvenience to the local residents. It seems only to allow access to cycles. I have hardly ever come across a cycle using these streets other than those used by residents. It will surely add to the traffic in Milton Rd East, Joppa Road and Musselburgh Road which is already very heavy in rush hours. Frankly I think it is completely unnecessary.
767	EH15 2by	No	The closure of Brunstane Road previously led to a great increase in the traffic in Morton Street. The surrounding proposals would mean an increase in traffic in Milton Rd East, Joppa Rd and Musselburgh Rd where traffic is already heavy during rush hour, at present it can be backed up from Portobello Traffic lights to Morton Street in the mornings. It will also mean that residents will find it difficult to access the local streets. There is an extremely low usage by cyclists in this area, most choose the Prom so why is this necessary at all.
768	EH15 1SD	No	There are options other than closing the road... Close it to lorries/vans/large vehicles. Make it one way from Milton Road down to Portobello. Put double yellow lines down one side. Put double yellow lines down both sides.
769	EH15 2QE	Yes	There has been no consultation with the wider Portobello community other than a previous survey which concluded a vast majority did not agree with the closure, this survey and the event which was not advertised other than to those in the 'joppa triangle'. Regarding emissions - cars will be travelling further - using more energy and emitting more fumes- to get to the same place. Queues will form in Milton road and other streets. I do not believe that closing this road will make people want to sell their cars and cycle or walk and more than they do at present.
770	eh15 2bd	No	I would also like to know why the result of the previous survey in which 80% stated that they did not agree with the closure has been ignored. Is this democratic?
771	EH151LU	No	The road can be calmed using other measures such as residents parking etc. I would suggest that trucks and lorries be stopped from using the street and possibly making it one way would be feasible. As a through road for local residents, it has always been useful.
772	EH15 2BF	No	Only option for question 6 is a Yes/No, but have reservations. No comment about alternative routes and many may choose to use Brighton Place and Southfield Place. As these are also bus routes the current arrangement is already inadequate for clear flow, especially at the Southfield Place end. There needs to be further consideration to the parking arrangements as the road blocks currently.
773	EH15 2EJ	No	It is a way into and out of portobello without having to travel further: ie via kings road junction or bottom of Milton road. There is no justifiable reason to close this off. Residents want to have a quiet road with easy parking. Don't we all? However we bought houses here because of the area and despite traffic and parking problems . I would love to be able to park outside my house during sunny days and at weekends when people flock to the prom. However I accept that is the price to pay to live in such a great location.
774	EH15 2HB	Yes	Under normal circumstances at peak time traffic tails back as far as the railway bridge at the south end of Brighton Place. Lee Crescent and East Brighton Crescent residents are very concerned about those streets returning to being used as a possible rat-run, but with greatly increased traffic, if Brunstane Road is permanently closed. This would cause congestion on these streets and increase the chance of accidents. This possibility is exacerbated by the presence of two primary schools along the artery of Duddington Road as well as the High School on Gillington Road.
775	EH21 8RD	Yes	Having lived in Brunstane Gdns when the road was closed for bridge alterations and also having lived in Collesdene Avenue I appreciate that change is needed but one way heading north on Brunstane Road means no one loses out. The locals on Brunstane Road will still have trouble with people turning and therefore still blocking the road etc etc. A selfish few who will find themselves hoist by their own pycardly!
			These measures will result in: more miles driven per vehicle, with more petrol consumption and pollution; additional traffic on Brighton Place; a longer journey for many Portobello residents to the ERI, in an emergency.
			Brunstane Road has very narrow pavements. There are areas with limited visibility. It is sometimes necessary to step into the road to let other pedestrians pass. Closing the road will make it difficult for pedestrians and even more limited measures would help.

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
776	EH21 8RL	No	Brunstane Road is the direct route into Portobello from Milton Road. I personally use this road on a daily basis and would have a huge impact on my commute, taking my children to classes and access to the beach/parks for exercise and mental health reasons if closed. Traffic being diverted elsewhere will only cause more problems.
777	EH15 2QU	No	I recommend Brunstane Road becomes one-way only in a northerly direction only. Moreover speed inhibitors should be installed along Collesdene Avenue to avoid it becoming a short-way race track, and some form of speed limiter in the roads that come off it to the north and south.
778	EH15 2QR	Yes	Traffic needs to be directed and encouraged turn at the Y-junction of Milton Rd East and Musselburgh Rd. I welcome the Council's initiative in trying to introduce a sensible traffic management scheme while also trying to accommodate the interests of all affected parties. If implemented it would remove the hazards posed to cyclists, pedestrians and parked cars by the narrowness of Brunstane Road allied to the excessive numbers of vehicles trying to navigate it. The narrowness of the railway bridge on the Road in itself poses a potential hazard as well as slowing traffic flow and adding to the existing likelihood of road rage arising from congestion and a degree of ignorance of the Highway Code. It is not unusual for the volume of traffic to create a tail back into Milton Road, which is not conducive to road safety. There is also an undesirable tendency for drivers, sensing a gap in the traffic flow to accelerate before the gap can be filled and in doing so to exceed the speed limit. I am accordingly very much in favour of the closure of Brunstane Road at the railway bridge but should that eventually be ruled out, I hope that something can be done, such as introduction of a one-way system with traffic flowing north, to alleviate the problems in the Road. Otherwise I can only imagine the problems becoming worse.
779	EH151JT	Yes	Whilst this alleviates traffic problems it will lead to traffic problems in another area in that Southfield place / Park Ave will become the main link to Milton Rd. Southfield Place can be impassable due to parking on both sides of the road. Sydney PI in turn becomes snarled up. Why is this allowed when buses also have to navigate this road. Please consider Parkin restrictions on this road. Increasing traffic in Park Ave increases pollution & traffic risk to children. Whilst there are some traffic calming measures in Park Ave they do not work as they should & more people use the road because of the school.
780	EH151JT	Yes	These measures will lead to increased use of Park Ave as a link to Milton Rd. The road to Park Ave - Southfield St has become impassable at times due to parking on both sides. Why is this allowed when buses have to use it? Increased traffic in Park Ave increases risk to children and pollution for children. Parking is a problem in school hours and should not be encouraged.
781	EH151JT	No	Congestion is bad enough already in this area and all through routes should remain as options.
782	EH15 2jh	No	I propose making brunstane road one way Whilst you might think these are traffic calming measures, it won't help the wider area as you move traffic and traffic flow to other parts, which will then build up. Build up traffic will cause additional co2 emissions in other parts and even have the potential to increase this.
783	EH21 8rl	No	Instead of closing roads, investigate to make it a one way streets, which still allows traffic flow and removes possible near misses at the railway bridge. You buy a house where you buy a house. The fact that you can then close roads because of who lives on the street is quite frankly treasonous behaviour. Very imperialistic if I might add. You don't like your houses location then don't buy it or MOVE. The fact that everyone else has to foot the bill and have added stress onto their daily lives because of who lives on a particular street is audacious behaviour. YOU BUY A HOUSE, YOU CANT THEN CHANGE THE COMMUNITIES INFRASTRUCTURE. We paid more for the area we live in so I suggest you work harder, do some more overtime or start delivery driving save up and get a big house on a big hill far away from all this hustle and bustle. Or maybe This only has weight because the big houses on argyle crescent and Dalkeith street are for the backing? Ridiculous behaviour from community leaders hear.
784	EH152jh	No	
785	EH8 7sa	No	The condemnation of this proposal by the citizens of Joppa on a ratio of 81% against and 18% for, should be more than sufficient to have this proposal moth-balled forever, if one believes in democracy. I reside on the lower half of Brunstane Road and use the road daily to go about my business. Brunstane Road was never designed for modern transport and the residents were aware of that when they purchased their properties. What is being asked here is for the majority of Joppa / Portobello is to grant the minority the right to what is in effect a private road, which we as ratepayers will have to finance the upkeep. I am not against the road becoming one-way from Milton Road to Joppa Road and banning commercial vehicles access. The entrance cannot be narrowed as refuse lorries need to empty the wheelie bins. The idea of shutting off the Collesdenes completely unless your a cyclist beggars belief. If this proposal was to be successful it will result in increased traffic converging onto Joppa Road who it is proposed will be directed to Eastfield causing traffic hold-ups. From there the proposal is they make their way back up Milton Road to a que up to get through the Milton Link where the traffic lights sequence takes over two minutes to change. All this will add considerable time to journeys for anyone trying to access the Edinburgh By-Pass. I am aware that the hidden agenda in all this is the planning of 1300 homes between Joppa and Newcraighall and it is typical that the planning permission is granted before any thought is given to services. The Portobello / Joppa area has in the last few years become a desirable area to both visitors and residents alike, bringing many new businesses into the area. Brunstane Road along with Brighton Place are two of the main arteries connecting to everyone to Portobello Beach. If the Council consider pacifying a small band of residents at the expense of the citizens of Edinburgh never mind Joppa they are not on the same planet as those who oppose this proposal.
786	EH152QU	No	Recent experience of the temporary closure of Brunstane Road at the bridge tells us that Woodside Terrace would be one of several surrounding streets that would be used as an alternative route for people driving, at speed, round the alternative route presented in these proposals. It doesn't make any sense to solve the problems of only half of one street by shifting the problem to surrounding streets.
787	EH15 2JB	No	Perhaps a formal priority system would help the problems of the south end of Brunstane Road. Less popular with affected residents would be a parking on one side only arrangement, which might eventually reduce car ownership on the street.
788	EH15 2HX	No	I would like to know why a one way system on Brunstane Road is not being trialed in the first instance instead of closing it altogether. I live in Joppa Grove which is slap bang in the middle between Brunstane Road and the Collesdene area. When travelling east on Brunstane Road from town or from Fort Kinnaird which I do daily, I currently turn left down Brunstane Road, or left further down Milton Road into Collesdene Crescent. Under the new proposals, I would have to drive to the bottom of Milton Road, left onto Musselburgh Road then double back along Collesdene Avenue. This is at least 5 times the distance! I would of course also have to do this in reverse. I accept that the ongoing gridlock on Brunstane Road cannot continue and that turning right at the top can be challenging. If it was one way, going north (downwards from Milton Road), it would still allow residents to park their cars on both sides but would avoid gridlock and any back log of cars turning downwards at the top from Milton Road. I do not understand why it has to be closed in both directions. Great for those who live there but a complete inconvenience for others in the surrounding area!
789	EH8 7ta	No	Area is bad enough for traffic and road works. As a nurse in the community I'd experience delays getting to clients around this area. The road at porty golf course is closed too many street restrictions I have thought for a long time that Brunstane Road should be one way from the Milton Road. No doubt the residents would all like a quieter road but we all would like that too. To close it at the railway bridge is a step too far!
790	EH15 2LT	No	The traffic will be pushed into the Collesdenes and the rest of Joppa which is busy enough with all the learner drivers in the day and evenings. These proposals make it difficult for residents in Milton Drive North end. They can go one way to get out and have then to circumnavigate the Collesdenes to get to Milton Road? The council has allowed far too much housing in EH15 and near areas its over saturated. The council have also granted too many airbnb and rental accommodation which have used up all the housing stock. Anyone who needs a car, those with old people to care for, parents with kids at multiple schools and nurseries, carers who need to get to clients, older people with mobility issues and those of juggling multiple crap contract jobs who do not have all day to jump on and off buses or pull on the hurns, need to get from place to place. The limited options are overloaded. Your anti car war is unfair. There are 2 families in my street with 10 cars - do something about that. Take measures to reduce cars but not essential drivers. How many in Brunstane area have 2 cars, a work van and a camper. Yellow line one side on brunstane road and allow to flow. People know where that route went when they bought those houses. My street is the same volume of traffic is far more than before. Cutting off options to get around won't help
791	eh151sj	No	The proposed closure of Brunstane Road will significantly disadvantage the whole area surrounding this road, as well as the majority of people traveling into and out of East Portobello. To close off completely Brunstane Road would be a poor move. Making this a one way road (South to North) would be a much better and less disruptive move. This would limit the impact on the surrounding streets by reducing the amount of diverted traffic on these streets and decreasing the amount of extra distance vehicles would be required to travel (environmental impact). Please reconsider. This proposal benefits a small number of people in the street but disadvantages many more people both in the immediate area and far beyond. It also risks to impact businesses in Portobello at a time they can least afford it.
792	EH15 2ND	No	
793	EH15 2QN	Yes	The main roads are far too busy at the moment so this proposal would only create much busier roads elsewhere. We need to be building roads and thinking about this ahead of building new homes. I feel that any road closures are unnecessary, Edinburgh should be allowing traffic to flow freely without obstacles in the way. This would cause havoc.
794	EH21 8RQ	No	
795	EH15 2EJ	No	These road closures will increase traffic on adjacent roads that are also overused with through traffic leaving the already overwhelmed main street as the only entry and exit point to a large community. Traffic delays can be of up to 15 minutes in any ordinary weekday during school times causing more pollution and road accidents that are acceptable at any rate. Any such drastic road closure must be accompanied with a study of traffic flow in the surrounding area outside the proposed triangle, like Brighton Rd. Results of such studies during multiple periods, including summer when people from all over Edinburgh come to the sea side must be comprehensive and made available to the public to justify the social and environmental cost of the proposed measures. The congestion at Brunstane Rd is aggravated by the number of cars double parked on both sides of the road and over yellow lines. Illegal parking and number of cars is not justified neither proportional to the number of houses meaning some houses owing more than two cars, Road tax for number cars/household should also be considered and parking in alternative areas for second and third vehicles be explored. With the number of streets being considered for closure, one way options would be more suitable and decrease pressure on the roads left outside this triangle.
796	EH15 1JT	No	Correction in satnav routes may be considered to divert traffic of large vehicles. My grandma relies on this.
797	EH15 2QR	Yes	I strongly support proposal which will improve safety for children, pedestrians, cyclists and disabled people. The plan will provide a much needed safe cycling route to/from Innocent Railway. Urge the CEC to activate the traffic plan long before opening the huge Newcraighall school / housing development. This will signal that CEC is serious about avoiding accidents, reducing pollution and encouraging community connections. The proposal is exact fit with CEC strategies about developing cities fit for the future and will provide exemplar for other city streets.
798	EH15 1W	No	I do not agree with this proposal because it will simply divert traffic to other routes, particularly Brighton Place, which is a bus route and therefore already busy. The population of Portobello is increasing especially with the Barratt development at Baileyfield. This is not the time to be closing routes into the town, we need all of them. I think we need a thorough traffic survey to inform a decision and not rely on the views of a vocal minority
799	EH8 7DP	Yes	This is long overdue. Hundreds of pounds of damage to cars is incurred by residents every year (our car has been bashed many times over the years, never with any notes left behind) and there's frequent examples of road rage and aggressive behaviour from drivers using the road as a cut through. It's felt really quite unsafe for years (I grew up on brunstane road and my family is still there) and there's just always this horrible sense of heightened emotion and behaviour that makes it feel all the more dangerous and unpleasant the residents of the street, particularly the elderly and children. When the road was temporarily closed, the road felt so much safer. There were more cyclists, more neighbours able to enjoy being in the street to chat and it felt cleaner and safer. The residents were no longer having to park their cars on the pavements to avoid having their cars scraped and wing mirrors knocked off and so the pavements were again safer for buggies and wheelchair users. I really do hope there's something the council can do about this, it's been decades in the making and I appreciate the efforts that have gone into this so far, thank you.
800	EH15 2EY	Yes	I live on Brunstane Road below the bridge, and am in the habit of driving up and down the road as the shortest route - but I support the move anyway, for a whole range of reasons - especially providing a better environment for cyclists, as the road is a useful link in the cycle network, but does provide challenges.
801	EH15 2JB	No	The proposal is not viable and add significant inconvenience to residents in the broader Joppa / Collesdene area. Other technological driven solutions could easily be adopted eg. Number plate recognition allowing local residents to access the streets rather than a major detour of almost 2 miles, why are we once again being penalised? Proposed traffic measures have not properly considered the impact on other routes in and out of portobello. For example this will also increase the flow through Brighton Place & Southfield place, which are also congested with parked cars adversely impacting flow.
802	EH15 2PY	No	Rather than closing Brunstane Road, it's not clear why other measures are not being more carefully considered such as restricting parking to one side or making the street one way.
803	EH151JT	No	Concern about additional traffic being diverted to Park Avenue. High school entrance with 1400 pupils accessing and egressing high school. Access onto Milton Road from Park Avenue is challenging and pavements narrow. This would be incredibly dangerous for children. Park Avenue is already badly congested at drop off and pick up times and very busy 4 d Times each day with all pupils. Exacerbated by closure of Stanley Street
804	EH15 1JX	Not Answered	Concern about any consequential impact on Southfield Place and Brighton Place
805	EH152RD	No	Much better to make Brunstane Road one way...northwards. It would save the dangerous junction on to Milton Road. Unacceptable closure of road infrastructure without reasonable, rationale for such decision making.
806	EH15 2PH	No	Cognisance of any road traffic movement and road safety have already been undertaken by adopting the road infrastructure within this study area and there are no unreasonable not unacceptable additional impacts in this regard.
807	EH152QW	Yes	Closure of Brunstane Road will lead to less opportunities for traffic movements in this area and the loss of a strategic arterial route - which has always been such a route since the housing in this area has been built or certainly since the occupiers have been residents in them - will exacerbate movements along Milton Road East (the Milton Link junction) and the collesdenes, particularly with the proposed no through roads in these streets which should be removed). I agree with traffic calming proposal for Brunstane Road

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			Closure of Brunstane Road will mean that the only direct north/south routes into Portobello will be via Duddingston Park/Brighton Place or Park Avenue/Brighton Place. Both Duddingston Park and Park Avenue have already experienced a significant increase in traffic since Portobello High School opened and there has been a number of accidents in the area in the past few years, including a fatality on Duddingston Park. Given the numbers of school pupils going to and from the school on both Duddingston Park and Park Avenue and the numbers of parents who drive their children to school on these routes, increasing the congestion (and concomitant air pollution) seems foolish at best and dangerous at worst.
808	EH15 1JX	No	Duddingston Park currently has a high volume of traffic with cars often travelling at speeds significantly in excess of the speed limit. Rather than adding to the problems by increasing the volume of traffic, it would be much safer to keep Brunstane Road open and introduce traffic calming measures on Duddingston Park.
809	EH15 1JS	No	All access roads to Portobello from the south are narrow, with residents' and other vehicles parked along them. The temporary closure of Brunstane Road resulted in more traffic flow through Collesdene, however, each time I used that route the roads were quiet, save for learner drivers, and on street parking is not prevalent, most homes having private parking. Brunstane Road residents, in the main, do not have this luxury. Hope Lane has been closed to through traffic also, which has resulted in the lessening of congestion on Stanley Street, especially at peak periods, but not its eradication, some drivers using Park Avenue as a 'rat run'. However, the problem of through traffic from Milton Road to Portobello remains, and will, should this plan be approved, merely redirect even more traffic through narrow, residential Park Avenue, and Duddingston Park. Park Avenue has already been severely impacted by the school, and congestion morning and afternoon has resulted. Large numbers of pupils walk across the top of Park Avenue at break times, and many use it as a route to and from school, a significant percentage of whom are inattentive to vehicles. Heavier traffic on Park Avenue would not only exacerbate this problem, but would endanger other pedestrians' lives, cause severe disruption and increase pollution. Duddingston Park is a main route for buses and other vehicular traffic, which backs up from the traffic lights down Southfield Place, and into Brighton Place, a narrow road with existing problems - passage under the bridge, islands in the middle of the carriageway, parked cars on one side, traffic lights at Portobello High Street whose timing is not conducive to speedy traffic flow. Access to Portobello from the south is, clearly, challenging, but expecting huge numbers of people to use bicycles is in no way a sensible or valid solution. It would be more logical to make Brunstane Road one way, and create a one way system in the other direction through Collesdene. Thus traffic flow would be lessened in both areas, and Park Avenue, Duddingston Park, Stanley Street, Southfield Place and Brighton Place would be spared the nightmare of even heavier traffic.
810	EH15 1JT	No	Closing Brunstane Road would be seriously detrimental to the other connecting roads between Milton Road East and Portobello High Street, in particular Park Avenue. Traffic using the road is already significantly increased as a result of the closure of Hope Lane. Staff and parents of pupils parking in the street, especially between Milton Road East and Park Lane have already caused more obstruction, and it's worse at key times of the day. This proposal is just shifting the problem, not solving it.
811	EH15 2HT	No	I think you should develop another route away from this Edinburgh access road (Milton Road) otherwise you are about to make a horse back side out of these proposals.
812	EH15 1LR	No	The closure of Brunstane Road will negatively affect all the other main roads in Portobello e.g. Milton Road, The High Street and Brighton Place. These roads have a high proportion of residential property. There are two primary schools on Duddingston Road and high density traffic would create more pollution. There needs to be a consultation about the whole area not just one section. It is unjust to move the problems from one area to another. I therefore hope that the proposal will be rejected.
813	EH15 2JG	No	3 near collisions when reversing out of our driveway (no.10) during previous trial closure. Speeding traffic coming round bend going towards Morton Street. Elderly lady falling due to speeding car coming from Joppa Road, up Morton Street and on to Collesdene Avenue. Additional traffic calming measures required at Morton Street end of the Avenue and before the bend in the Avenue. Speeding traffic and noise horrendous at peak times.
814	EH15 2NL	No	I think the answer's quite simple (not least because of the Drivers disobeying the Highway Code at the top of Milton Road): EVERY road off of the left (going west) should be one-way traffic, and this should be northwards. Milton Road East itself could have reduced traffic speed with a chicane arrangement NOT with "Sleeping Policemen" as 'everyone' just speeds between each of them, often not paying attention to Pedestrians. The existing hazard lines should be repainted, as people park outside out Apartment Complex and we don't stand a chance seeing if there's somebody travelling east! Additionally, yellow lines might help to remind that parking SO close to the corner (within the complex) they should be at least 10m from it!
815	EH15 2JP	No	Having not lived there, I am not really in a position to comment about Brunstane Road but if that is closed, I am deeply concerned about the impact on Collesdene Avenue where I live. The road is already far too busy (during lockdown I have been working at home and see the volumes of traffic on a daily basis) and that is only going to get worse if Brunstane Road is closed. Urgent action is needed to deal with this problem and I really hope that the Council, to whom I religiously pay council tax every month, can take action as a priority.
816	EH15 1JS	No	This proposal will mean that a high proportion of traffic will be displaced onto the Duddingston Park/Brighton Place route and possibly Park Avenue causing an increase in vehicle numbers, congestion, queuing and increasing air pollution. It is already difficult turning right or left onto Southfield Place from Stanley Street. Similarly buses have a difficult manoeuvre turning onto Southfield Place from Duddingston Park because of parked cars. The top of Park Avenue at the junction with Milton Road becomes very congested with pupils from Portobello High School entering and exiting the school at various times of the day. In my experience many children loiter on the road and increased traffic will surely make the situation even more dangerous. Park Avenue is a supposedly safe route to school used by hundreds of children during the school week. When Brunstane Road was closed for utility works it resulted in a huge increase in traffic in Southfield Place and Brighton Place. All this proposal is doing is moving the problem on Brunstane Road on to Park Avenue and the environs. Park Ave is already a rat run and for that reason the occupiers of the corner houses on Park Avenue and Duddingston Park paid to resurface and close Durham Place Lane. For the aforementioned reasons I oppose the current proposal.
817	EH15 2JQ	No	This is just diverting the problem and traffic to another area. It is not a solution. It will cause the same issues elsewhere, if not make them even worse. I worry about the safety of my family given the amount of traffic that is already driving through Collesdene Avenue and Drive already, and at speed. Our children are at risk and this is not a safe solution.
818	EH15 2QU	Yes	I don't think it should close completely. Would be better making the road one way.
819	EH15 2EW	No	I hesitate to say this but the request by residents in Brunstane Road smacks of 'Nimbyism'. The residents in Brunstane Road and Collesdene Crescent and Collesdene Gardens will have taken up residence there in full knowledge of the actual or potential traffic issues. They had a choice whether or not to live there and still do. Even with the 'traffic calming' will not ameliorate the adverse impact elsewhere in Joppa. There will be an increase of traffic on Joppa Road which is already full to capacity. I live in Morton Street and the noise 24/7 from Joppa is already disrupting to my health. I regularly and increasingly have disturbed sleep. In short noise pollution.
820	eh15 2js	No	The proposal will simply displace traffic from Brunstane Rd to roads in the triangle that have not been closed and which offer a short cut compared to going all the way round. It won't take long for folk to figure this out - eg locals or those using satnav. Although I would be happy that the current proposals would make my street quieter, it doesn't seem fair for those living on other roads in the triangle. I can understand people on Brunstane Rd wanting their road closed, but I don't think that should happen unless more extensive measures (eg closing off routes) are found to prevent displaced traffic finding alternative shortcuts through the triangle. Would also be interesting to see proposals that include one way system on Brunstane Rd.
821	EH15 2HB	No	This proposal just shifts the problem elsewhere - a better solution would be to trial making Brunstane Road a one-way street, open only in the northbound direction. Southbound traffic could be managed through some of the proposed measures for the Collesdene area.
822	EH15 2BA	No	There are many roads in Portobello with similar problems as Brunstane Road, e.g. Regent Street, Malborough Street, Bath Street (to name a few). If all these roads were closed because they are too narrow for two cars to pass at once, they'd hardly be any roads in Portobello or Edinburgh for that matter, that remain open.
823	EH15 2QZ	Yes	This will benefit people who live in Gilbertstoun or Daiches Brae when exiting Brunstane Road South onto Milton Road.
824	EH15 2QR	Yes	I strongly support these measures. I live on Brunstane Road and have been a victim of road rage, my children have been woken from sleep and been scared walking up the road due to shouting and road anger and my vehicles have been damaged multiple times. Thank you for your consideration of road alterations to improve things. With kind regards
825	EH15 2QR	Yes	I strongly support these measures. I live on Brunstane Road. My children unfortunately have had to witness road rage from other road users too many times. My car has been damaged multiple times. Thank you for your consideration of road alterations to improve things. If road closure is not possible would support making Brunstane Road one way (open northbound) to the railway bridge. With kind regards
826	EH15 2QR	Yes	My family has lived on Brunstane Road for a number of years and we have been faced with an increasing quantity and level of speeding and inappropriate traffic, damage to vehicles and abuse over time. Cars, vans and even articulated trucks constantly speed up and down our street, shaking our house to the foundations and causing regular jams and offensive confrontation. I have personally been physically threatened, sworn at in front of my children multiple times and had vehicles damaged. Our house has an increasing level of cracks due to weight of traffic speeding over the supposed traffic calming measures right outside our house. We live in constant fear of our children seeing and hearing road rage, insulting language or worse still being hit by speeding vehicles. The level and nature of traffic is utterly inappropriate for a narrow residential road with a 20mph limit - someone will be badly injured or killed soon if this continues. There is no need for Brunstane Road (or the Collesdenes) to face this level of traffic and fear for residents when it only takes vehicles 3-4 minutes additional time to follow the Joppa Road/Milton Road triangle.
827	EH15 2QW	Yes	Despite the relative inconvenience, closing Brunstane Road to through traffic is the only option to protect Joppa and Collesdene families and residents from this increasing disruption and threat to property and lives.
828	EH15 2JX	No	Fully support these proposals. The current situation is dangerous. As the road will be closed at the Bridge, could a portion of the road heading north become a shared cycle/pedestrian area on the bridge itself? Due to COVID people are having to walk on the road as there's no space to social distance on the narrow pavement over the bridge.
829	EH15 2HB	No	When Brunstane Road was closed previously the knock on effect of traffic through the Collesdene Area was a significant rise in the number of vehicles, and the speed at which they were travelling. Cars were regularly speeding up and down Collesdene Drive and the junction with Collesdene Avenue became difficult for pedestrians to cross safely. The traffic calming measures will not stop the traffic cutting through the Collesdene area, but it will make drivers more frustrated and more likely to speed.
830	EH15 2JG	Yes	With one suggestion...could Brunstane Road not be one way? ...whichever way handles the least traffic?
831	EH15 2JG	Yes	
832	EH15 1JR	No	As a resident in Park Avenue it concerns me greatly. The increased volume of traffic in our street which now has a very busy high school, reduced access at the top of the road onto Milton Road combined with the parked cars makes this already a very busy junction and often quite dangerous, with lots of school children milling about at all times of the school day. Stopping access to Portobello by closing Brunstane road will push more traffic onto Park Avenue. Exiting Park Avenue by Stanley Street onto Southfield Place, is very hazardous due to restricted movement on Southfield Place with cars parked on both sides of the road and the recent restrictions to movement under the bridge create congestion in both directions, often vehicles are blocking the junction at the bottom of Duddingston Park. Making crossing the road with the green man very difficult and often dangerous. This crossing is used by children from three schools. At all times of the day this little bit of road between the bottom of Duddingston Park and the bridge at Southfield has become a one way street. Making crossing the road with the green man very difficult and often dangerous. The other exit on Park Avenue is an un-adopted road and the surface very poor. This is all at a time when there are fewer cars on the road whilst many people are working from home. Goodness knows how bad it will get if Brunstane Road is shut permanently. These so called traffic calming measure are clearly not working effectively in this area, more investigation and discussion needs to take place before another route into Portobello is shut. Please do not shut Brunstane Road.
833	EH15 2JS	No	It would be grate for all streets to be pedestrianised so children can play safely. If you buy a house on a busy street you know this from the outset. Would it not be easier for Brunstane Road to be made one way or paint Double yellow lines down one side? to allow traffic to move freely as congestion seems to be the issue? There are not very many entrances in and out of Portobello. I feel that residents and owners in the Collesdene's will suffer with more road traffic. This will increase when the new houses are built off the Milton Road East next to the cemetery. Only a small amount of respondents of the last survey want this to happen but it seem like it will go ahead.
834	EH15 1LT	No	This is likely to increase traffic on Brighton Place
835	EH15 1AU	No	THIS WOULD INCREASE TRAFFIC IN BRIGHTON PLACE AND CRESCENT ALSO LEE CRESCENT CAUSING RAT RUNS BOTH WAYS!!
836	EH15 1BD	No	In terms of the traffic flow and capacity of the east-west streets of Portobello, imagine they that they are four half pint glasses and four small whiskey shots. From living here and having friends living on all of these streets/ glasses, I can tell you that they are already full to capacity. Your solution to this is to empty two of those glasses into where exactly? The other remaining glasses? What you will then have created is a drenched bar counter, possibly gridlock at busy times. The problem of traffic congestion cannot be looked at in isolation. We are being affected by the huge developments in East Lothian, many to those commuters passing through Portobello. We have a potential solution on our doorstep. The existing network of railways. Perhaps it time that the car owning public ought to begin some discussion about car use and ownership. Some families have one car, some own four. That is not going to be an easy discussion is it? Perhaps improving and facilitating a cheap, quick public transport system would be a saner, longer term solution.
837	EH15 2QJ	Yes	I support this proposal wholeheartedly. Narrow residential roads should not be used as through routes for cars. Keeping the top part of Brunstane Road open to through traffic prioritises car users at the expense not just of residents but also of other more peaceful road users. In order to maintain enough room for the current traffic, people on the top part of Brunstane Road park on the pavement, squeezing pedestrians (of which I am often one) into a narrow space between the cars and the walls. Currently this part of the road is alarming to cycle along, particularly uphill if you've got a car behind you. I am delighted to see the emphasis of maintaining through routes for cyclists throughout the Collesdene area, while at the same time trying to keep that area peaceful. Overall I am very pleased that Edinburgh council is pursuing policies that promote quiet streets and active travel.
838	EH15 2HY	Yes	Regular check points to allow for feedback on positives and negatives and provide transparency to residents.
839	EH15 2Jn	Yes	I'm also concerned at the speed of cars turning up into Morton street from Joppa road. It would be great if some kind of measure could be put in place to calm the traffic there.
840	EH15 2JG	No	This will result in increased traffic through the Collesdene area and in particular Collesdene Avenue, the wide nature of Collesdene Avenue also encourages cars to travel above the 20mph speed limit. This is an area with a lot of families and young children, some of whom walk to school unaccompanied by a parent or adult. This change increase the risk of an accident involving a child, particularly around peak travel times, regardless of any traffic calming measures. The advantages of this change are unclear and baseless.

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
841	EH15 1LW	No	Living in Lee Crescent we experienced considerable traffic problems and damage to very many of our cars during the 18 months resurfacing of Brighton Place. In addition there were frequently very unpleasant situations due to some drivers considering themselves to have some priority over other drivers and road users and being abusive to others. Brunstane Rd is shut then more traffic will use Brighton Place. Whenever there is a traffic queue at the lights at the Brighton Place and High Street junction some drivers use East Brighton Crescent and Lee Crescent as a high speed rat run. The problem parking in Southfield Place, which has emerged since Brighton Place was shut, continually causes traffic flow issues - and that is at a time when a huge number of people are still working from home so this is only going to be exacerbated by closing Brunstane Road - goodness knows how dangerous it will be once the workforce have to return to their place of employment. I don't understand why access to areas of Collesdene are to be closed if Brunstane Rd is also closed. Brighton Place, East Brighton Crescent and Lee Crescent appear to have higher number of residents with fewer off road parking space per household. We also have to absorb parking displaced from the High Street to allow social distancing measures. Businesses on and around the High Street use our streets to park - neither of these factors occur in the Collesdene area. In the current situation, where we are being asked to avoid public transport, then workers and customers for local businesses need to be able to park to maintain the local economy- something which does not affect the Brunstane Rd/ Collesdene streets
842	EH15 1JN	No	This proposal means that the only through route directly to Portobello from the Milton Road area will be via Duddingston Park and onto Brighton Place. Duddingston Park is already heavily congested with buses, HGVs and cars and this proposal will route even more traffic via our street. We already have considerable issues with speeding traffic, and unfortunately it is only a matter of time before there is an accident involving children trying to cross Duddingston Park on their way to and from school. Instead of diverting more traffic into the area, the traffic should be restricted making this a true Safe Route to School, however it seems that the council just pays lip service to this. Residents have been calling for traffic calming measures in the street for some time but it seems that our concerns are ignored while others are favoured. Southfield Place and Brighton Place are narrow streets which are not designed for heavy volumes of traffic. The proposals to introduce traffic calming in Brunstane/ Collesdene will only move the problem onto other residents who already have to contend with busy traffic. It should be noted that the road in Duddingston Park is already not suitable for some of the traffic that uses it, causing severe shaking in some of the houses. This was already reported to the councillor to no avail and the next step will be to alert our insurance companies to this matter.
843	EH15 2NZ	No	It will create more pollution as cars have to drive further afield to reach a destination. It is already very dangerous for residents to drive out of their driveways on Milton Road East as cars speed along this road and speed limits are minimal. Extra traffic will make it worse. By closing off Brunstane Road completely, the problem is being diverted elsewhere. It would be better to make it a one-way street so that traffic can flow freely rather than create bottlenecks in other areas. My main concern here is the displacement of traffic to an already overwhelmed Southfield Place and Brighton Place. As seen with the recent restrictions on Duddingston Road, removing traffic from one area merely causes more problems in another area. I live on Southfield Place and see daily the struggle with a high volume of cars, lorries and double decker buses all trying to navigate this residential street. The closure of Stanley Street has already led to an increase in traffic on Park Avenue (a school route for many). The residents of Brunstane Road may wish to close 'their' road, but why should their wishes be granted to the detriment of other local residents?
844	EH15 1LZ	No	Based on the way traffic behaves currently and what happened when Brunstane Road was temporarily closed before, I anticipate these changes will simply result in more traffic coming up onto Collesdene Avenue via Collesdene drive or alternatives and then driving along to the next available route through to Milton Road East or vice versa. While I can understand the position of those who live in Brunstane Road, this is not a solution for an area full of families with children who live here because it is quiet and safe. The Collesdenes will become a through route and a couple of road narrowings won't avoid that. If you want traffic to go along the main roads only, the whole residential area needs to be made local access only abs no through routes left open.
845	EH15 2JP	No	I am all in favour of doing something to improve traffic flow and resolving the issue of traffic along Brunstane Road. The only concern I have, as a resident in Dalkeith Street, is that our experience during the period when Brunstane Road was closed before, was of significantly increased traffic along Dalkeith Street, with cars often being driven at excessive speed, so if this proposal is to go ahead, I would be grateful if you would consider traffic-slowing measures in Dalkeith Street as well.
846	EH15 2HP	Yes	Continue to close off roads in Edinburgh, along with the 20 MPH speed limit, and temporary traffic lights all over the city is causing the worst traffic pollution in the whole of the UK. Slowing down traffic and causing redirections is making traffic slow down over the whole city, costing millions more in petrol consumption, wearing engines twice as fast and causing damage to roads, it is a backward step. What happened to "GREEN" Edinburgh?
847	EH15 2JG	No	I am concerned that if Brunstane Road closes the traffic will simply be displaced and create problems for others. In particular the Duddingston Park / Brighton Place route to Portobello is likely to see an increase in traffic and in queuing. I understand the concern of residents in Collesdene however it is not right to simply shift the problem onto other districts.
848	EH15 1JN	No	This proposal makes no sense. In order to appease a small number of vocal residents living on Brunstane Road North measures are being introduced that will have a significant negative impact on a much larger community in the Collesdenes. This is hugely unfair.
849	EH15 2JG	No	
850	EH3 9AH	Yes	
851	EH15 2BH	No	
852	EH15 2HZ	Yes	We think it is important that this is definitely in force for an experimental period and not set in stone regardless of public opinion.
853	EH15 2HX	No	Brunstane Road is, as the name implies, a ROAD. It has been stated that the residents have "problems" with normal NECESSARY through-traffic linking Portobello with Milton Road and beyond. (It serves no other alternative purpose) This is due ENTIRELY to this Road being narrowed down by parked vehicles causing (an unlawful) obstruction to the passage of legitimate traffic, not to mention emergency vehicles attending calls at and beyond areas North of Brunstane Bridge. Attention should be directed at the aforementioned with a view to restricting 'parking' and measures should NOT be introduced to accommodate wilful obstruction.
854	EH15 2JD	No	I live on Collesdene Drive. Cars already come up and down this road too quickly, and as part of your traffic calming proposals there is nothing in place to calm traffic on our street. You are closing Collesdene Crescent for entry/exit from Brunstane Road. Therefore cars will turn southbound at Milton Drive. The only option for these cars to get to the main road is down Collesdene Drive. Collesdene Drive appears to be the only street that will not have any new measures put in place, and I strongly object to this. I can count 15-20 learners drivers who flock to our street every day to practice hill starts, and potentially adding traffic to our street will be very worrying. I propose the entry/exit from Joppa Road to Collesdene Drive is closed, which would have a significant impact on traffic in the Collesdene area.
855	EH15 1JT	No	I appreciate the need for a reduction of traffic, and I am generally in favour of road closures. However in this particular case I believe the plan is not thought through far enough. While measures are proposed to reduce the displaced traffic from using the Collesdene area, these measures are not proposed for THE ONLY other potential route of displaced traffic: Southfield Place and Brighton Place. The traffic situation at this point is in a real dire state, and it is so unpleasant and unsafe for cyclists and pedestrians. I would support closure of Brunstane Road and the Collesdene area only if it was also supported by a permanent road closure of Park Avenue (either at the top or after the school fire entrance) and a bus gate at the viaduct at Brighton Place. As a resident of Park Avenue, I know that closure of Brunstane Road without closing Park Avenue will deteriorate an already bad situation here: the closure of Stanley street has now made PA the preferred route to Portobello for all the frustrated motorists / aspiring racing car drivers and white vans. If you close Brunstane Road, you also need to close Park Avenue because the situation is similar except the fact that there is a secondary school on PA. This closure should be erected either at the top of Park Avenue or just after the side entrance to the school (definitely BEFORE Park Lane). I also know that the situation on Southfield Place is dire. Here I would suggest to close the road except for buses, emergency vehicles, cyclists, and pedestrians. I know this will lead to Portobello becoming inaccessible by car, but that is EXACTLY what we need to happen. It might even lead some people to consider other modes of transport (one can always hope). There are two nurseries directly off Southfield Place / Brighton Place, and the current situation is dangerous and often leads to aggression. Closing Brighton Place will also greatly reduce through traffic past the two primary school on Duddingston Road.
856	eh152jx	No	A long story, but these issues cannot be seen separately. To summarise: Closing Brunstane Road and Collesdene, but not Park Avenue and Brighton Place will make a bad situation in the latter far worse, in a place where there is 1 secondary school, two primaries, and two nurseries. Doing nothing would be better, but closing them all off would be the gold standard (Spaces for the People!!!). Close Brunstane Road by all means but divert traffic down Milton Road East /or along Musselburgh Road via Eastfield. I don't understand why we, in the Collesdenes, should have to put up with disruption when there are two major roads which could be utilised. This will throw a lot more traffic past and stationary by my house on Musselburgh Road for little benefit to property within the proposed area. This will cause high levels of air pollution in the area stretching back from the traffic lights at Scotts garage back towards Joppa. There is only any problem at rush hour and the residents of Brunstane Road knew about the traffic when they bought their properties. There are always unforeseen knock on effects to this type of scheme and a better solution would be to look at double yellow lines extending back from the Brunstane Road / Milton Road junction for a distance and a couple of sections of double yellow lines along Brunstane Road to allow for easy passing of traffic. Another variation which would see less pollution and knock on effects elsewhere would be to make Brunstane Road 'no entry' from Milton Road and instead of blocking exit from the Collesdene area, the reverse would be better - this also should be no entry from Milton Road and should include the road closest to the end of Milton Road. This would cause less harmful pollution because the increased stationary traffic here on Milton Road at Scotts garage would be in a much more open location - not just a few feet from houses as will happen if your proposals go ahead in their present form.
857	EH15 2HQ	No	
858	EH15 2HX	No	I feel that these measures would only shift the problem to other areas and cause difficulties for other residents in the area.
859	Eh15 2Hr	No	A - The proposed traffic calming measures on Brunstane Road do not address any of the issues relating to pedestrians using Brunstane Road. Currently, the street is full of cars which are parked on both sides of the street. Nearly all of these cars park on the pavement, on both sides of the street and prevent access/use of the pavement for wheelchair users (or carers with young children in pushchairs/buggies, and pedestrians walking with young children, dogs etc.). The only access currently for a wheelchair user on this street is to enter onto the middle of the road and use the carriageway which is highly dangerous. Brunstane Road is the main access road from Portobello/Joppa to the train station and this behaviour is currently stopping the access for wheelchair users to use the public transport links into town. The proposed closing of the road does nothing to address this issue. Widening of one side of the pavement, along with creating parking restrictions on the same side of the street would allow wheelchair users to access this street and public transport links. Additionally, when the recycling/bins are presented each week on the street, this actually prevents able-bodied pedestrians using the pavement and forces entry onto the carriageway. The addition of a widened pavement would allow the opportunity for wheelchair users to access the street and train station, increase pedestrian access to the station, encourage the 'streets for people' and quieten the street. Additionally, if the pavement were widened a dedicated cycle lane could be also built for safe cycling. Lastly creating parking restrictions on one side of the street would encourage 2-3 car households currently living on the street encouraging reconsideration of car ownership to support environmental targets. (There is a train station within 0.5km of this street).
860	EH15 1LR	No	B - The closure of Brunstane Road and the neighbouring streets could have an economic impact on the shops in Portobello and I believe an impact assessment should be undertaken to assess this. The economic shock of Covid on these industries is huge and any changes should be taken in consultation with this specific community.
861	EH15 2HY	No	C - The closure of Brunstane Road and the neighbouring streets would potentially have an environmental impact, with cars driving additional miles to access shops and local facilities, for example, the doctor surgery, nurseries, schools, dentists. Additionally, the increased mileage travel of local domestic services for example home delivery drivers, postal workers, window cleaners, home cleaners, dog walkers etc should be taken into account. An assessment of the wider environmental impact needs to be undertaken as these closures may push up CO2 and local air pollution, which is at odds with our environmental commitments, locally and nationally.
862	EH15 1LR	No	D - A recent temporary closure of this road proved hugely unpopular with local residents of Portobello, with an overwhelming negative response to the community council consultation. The results of community council consultations are important and should have a huge weighting applied, as this is the response of the local community to a local issue and the council should be demonstrably listening and working with the community views. The minority views in support of the Brunstane Road closure appear to be the residents from 1 street, south of the bridge at Brunstane Road.
863	EH15 1LL	No	My proposed solution would be to: -Widen one pavement, create a cycle alongside this pavement and stop parking on this side and -Create a one way street for Brunstane Road (heading north toward Portobello/Joppa) with direction of flow into Portobello Traffic will be displaced, not reduced, making traffic denser on corresponding streets, i.e. Brighton Place, a 'safe route to school' street General traffic reduction in Portobello and Joppa is welcome. Chicanes and 20 mile an hour zones may reduce speed and deter those looking for a quick short cut.
864	Eh152ja	No	I live on Joppa Terrace. How will I get to and from Milton Road East? I use Brunstane road everyday to get to the A1. Can you create a one way system including Brunstane road and collesdene crescent?
865	EH15 1AU	No	The proposal to close just Brunstane Road is very shortsighted and too local. Simply closing one road to traffic coming into Portobello will divert traffic onto other access roads. In particular, Brighton Place is already frequently congested, and buses often have to take turns to get past bottlenecks, sometime waiting up to five minutes with their engines running, while traffic coming the other way gets clear. Mostly this happens in a good-tempered way, but I have seen signs of frustration and annoyance. The effect on air quality cannot be good.
866	EH15 1LU	No	Concern regarding increased traffic on other through routes between Portobello and teh A1/A199 I think that a small number of complaints from the top part of Brunstane Road are solely thinking of their own issues and by making these changes a new rat run through Collesdene and down Morton Street will occur. The number of residents then impacted by the rat run will be greater than the current number in Brunstane Road. While I sympathise with the residents They bought their houses on this street aware it was a busy narrow route into Portobello.
867	Eh15 1lx	No	This will cause more traffic to use Brighton Place which at normal times is over capacity and it will disadvantage those living in the Collesdene area The proposed traffic measures would make it impossible to drive from Joppa Road to Milton Road. The only connecting road would be Brighton Place which is already congested at busy times. Already there are difficulties because of the amount of traffic - with buses trying to reverse away from bottle necks. Closing the roads as proposed would add to the chaos of Brighton Place. I am concerned about the increased traffic flow through Brighton Place. There is an element of not in my back yard for all 'sides' in this so we need to come up with something that properly balances the wishes of everyone and not favouring those who shout the loudest.

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
868	EH15 1JR	No	I would support the introduction of a one way system along Brunstane Road but not closure.
869	EH15 2QR	Yes	The volume and speed of traffic has been of concern to us as residents for years and is steadily getting worse. Arguments in the street between drivers, damage to vehicles and pavements and the erratic movement of traffic making crossing more difficult are all increasing.
			My comments are the same as in the previous consultation. south to I have lived in Joppa Grove for 40 years and as a motorist experience at first hand the effects of increased traffic in the area. I am totally against the complete closure of Brunstane Road. The calming measures introduced for the surrounding area will not be sufficient to cope with the large increase in traffic not able to use Brunstane Road. The traffic has to go somewhere to cross the railway line and other streets will suffer as a result. I propose, once again, that Brunstane Road become a one way road, allowing traffic to enter it from Milton Road, travelling north over the railway bridge. This would alleviate the amount of traffic being diverted to streets round about. I do not understand why this compromise does not seem to be considered as a possibility and given a trial. At present I use Brunstane Road travelling north from Milton Road and Collesdene for north to south to get access to Milton Road and find it works well. We would all like to have no through traffic in our street. Joppa Grove sees its fair share of through traffic as it is. However given the amount of traffic trying to cross the railway in both directions, it is not practical or fair on local residents in the Joppa/Collesdene area.
870	EH15 2HX	No	Faith Geddes
871	EH15 2QU	No	I think closing Brunstane Road from the bridge is overkill. I can't see any reason not to keep this open and make it a one way street, either way.
872	EH15 2QW	Yes	Brunstane Road is not wide enough to support residential parking and 2 way traffic. It is a through route for cycle traffic - for schools and public to Portobello and promenade.
873	EH15 2HU	No	I suggest no access from Milton Road East to Brunstane Road (i.e. northbound) until the railway bridge. However, Brunstane Road should remain open to motorists heading south. I frequently take my car to the Meadows area of the city for voluntary work and to be re-routed for both outward and homeward journeys would add a considerable distance onto my weekly travel. Spokes Porty strongly supports the Brunstane Road and Collesdene Area Traffic Calming proposal. Brunstane Road is an important strategic link for cycling. It should provide a safe and direct cycling route between Portobello and: the National Cycle Network Route 1; shopping destinations such as Asda, the Range and Fort Kinnaird; the Innocent Railway Path to the city; and other leisure and commuting routes. It is currently overwhelmed with traffic, and is considered too dangerous by many people, particularly those with children, to use on bikes. They are forced to use indirect and complicated routes, for example going through the Magdalenes. Many people commented to us on how safe it felt when it was temporarily closed to through traffic during the Brighton Place works. This was evidenced through the demand to open the barriers to cyclists at the time. We agree that the residents at the southern end of Brunstane Road should not have to suffer the negative consequences of rat running in a narrow residential street. It is unsafe for children, many disabled people, and pets. It is also deeply unpleasant, with reports of abuse by some drivers, and damage to parked vehicles. We also agree that taking an area-wide approach, with a lengthy trial period, is the best thing to do. Evidence from throughout the UK shows that schemes similar to this take several months to settle down. The trial would allow the Council to monitor impacts and address any unintended consequences within or outside the scheme. Evidence also shows that before such schemes are implemented, there is noisy opposition by some groups. However, once the schemes have been in place, there is overwhelming support for them. See for example the recent report from the Walking and Cycling Alliance (The urgent case for more walking and cycling in the UK). We believe that this scheme, over time, would help reduce traffic (traffic evaporation) and encourage people to switch from cars to active travel modes for short trips. Portobello is increasingly dominated by traffic and parked vehicles with all the negative consequences this entails. We would like to see the scheme expanded over time across the whole area, implementing the sustainable travel hierarchy, and putting walking, wheeling, and cycling above use of the private car (excluding blue badge holders). This would contribute to the Council's own policies on climate change, air quality, and increasing active travel. We would like to see, as part of the scheme, a safe practical convenient crossing from Brunstane Road over Milton Road East for people walking, wheeling, and cycling. This would increase the likelihood of people taking the opportunity to walk/cycle instead of driving to the locations mentioned above. In terms of monitoring impacts, we note that there doesn't seem to be anything to prevent drivers using Milton Terrace/Seaview Crescent as a northbound cut-through. We assume this isn't an issue at the moment, and the route should be included in the monitoring framework. Finally, an effective tailored and on-going communications strategy will be essential to help people understand why the scheme is being undertaken and the benefits that are expected to accrue. Lessons need to be learned from similar schemes undertaken across the UK by other local authorities. Communications should include positive and attractive signage and barriers in the scheme. Signs should welcome those who can go through streets with barriers. For example, 'road open to...' signs rather than 'road closed.'
874	EH15 2BA	Yes	This will lead to increased traffic on Brighton Place which is already congested. Congestion will be particularly bad on Southfield Place (the extension of Brighton Place) as vehicles park on both sides. With increased traffic comes increased noise (among other things e.g. increased pollution) foisted on the areas adjacent to Brighton Place This could adversely affect the number of people using local shops at a time when we are meant to be encouraging people to shop local.
875	EH15 1LR	No	This will cause even more traffic chaos through Portobello. Remember when the Council closed it before how the traffic jams impacted on everyone who travelled through Porty. You are selectively closing a street to suit a few residents who bought their houses knowing the problems with traffic. Making it one way is better than closure, possibly asking residents to consider off road parking in their front gardens. Everyone who lives or works in and around Portobello suffer from parking problems which are even worse now with spaces for people. The 30 mins parking time which should be 90 mins like most of The coastal towns. Not everyone cycles. Being proactive as a council is not about making decisions that negatively affect their constituents. There had already been a survey carried out by the Community council which resoundly voted NO but the democratic decision making process has chosen to ignore this and push ahead with a negatively impracticable plan.
876	EH15 2ES	Not Answered	
877	EH15 1JS	No	Brighton Place, Park Avenue and Duddingston Park will all experience increased traffic which is already heavy. Stanley Street has already been closed and Duddingston Road is a nightmare. This proposal will direct a lot more slow moving and stationary traffic adjacent to my house and my neighbour's houses on Musselburgh Road for little benefit to property within the proposed area. This will cause high levels of air pollution in the area stretching back from the traffic lights at Scots Garage and back towards Joppa. The proposal will also direct the displaced traffic towards the narrow Portobello High Street and then down the already problematic Brighton Place. The problem is mainly at rush hour and the residents of Brunstane Road knew about the traffic when they bought their properties. These vocal residents have long complained about the traffic without thought for the consequences of blocking off through traffic. There are always unforeseen knock on effects to this type of scheme and a better solution would be to paint double yellow lines extending back from the Brunstane Road / Milton Road junction for a distance of four or five car lengths and a couple of sections of double yellow lines along Brunstane Road to allow for easy passing of traffic. Blocking off exit from Brunstane Road and the Collesdene area will displace the traffic mainly to the Scots garage traffic lights at Musselburgh Road where the houses are only feet from the traffic. If it must be blocked then, instead, if entry to Brunstane Road and Collesdene were prevented from Milton Road (ie make these roads No Entry from Milton Road) then the displaced traffic would back up at the Milton Road / Scots Garage lights - a much more open broad and windy area thus causing much less harmful air pollution. These proposals just move a problem from one place to another. Apart from the air pollution and disruption to myself and my neighbours I think increasing the traffic through the already congested Portobello High street is highly inadvisable. At present the traffic moving through Brunstane and Collesdene has a choice of multiple routes thus diluting it to some extent. These proposals will concentrate the traffic mainly as I have detailed above and also to some extent along Portobello High street. I think these proposals should be fully rejected.
878	EH15 2HQ	No	I live on Seaview Terrace and daily experience long standing traffic problems, I guess that's all part of living next to a road. Unfortunately this poorly thought out proposal will have a massive negative impact on these problems. Most traffic which takes the routes shown on the proposal will be sent our way. I note that the junction of Musselburgh Road and Milton Road East (Scott's Garage) seems to lie outside the proposal area but will be the most affected due to the enactment of the proposal. This junction is poorly designed and experiences problems and accidents as it is. Sending more traffic to this junction and not even acknowledging the fact boggles me. Is it a surprise that this traffic will not simply disappear because you close a few streets. I can't actually believe I have to waste my time writing this down. When you change something like this there will be a knock-on effect for the rest of the community. This seems to have been addressed for the Collesdenes but not the roads that already experience the bulk of traffic and accidents in the area - Musselburgh Road. So the council seems happy to appease a few residents at the expense of others. I find the proposal and lack of foresight unacceptable and will be demanding that the council actually approaches the problem in a holistic way, admits this will exacerbate the problem in the Joppa's junction and tells the residents of Brunstane Road to grow up and accept they all bought houses next to a busy thoroughfare. I also cannot accept that Brunstane Road residents will enjoy full access with two way traffic on both sections of the street while denying access to others. It is complete NIMBYism and totally selfish. I presume bin lorries and deliveries will be allowed through-access as I can see no other way for them to turn. So as a wishlist for residents of the street they get everything they want at the expense of others who already experience high traffic. Did I mention I am raging about this?
879	eh152hq	No	Also this is a sneaky move before the new Brunstane development goes ahead bringing yet more traffic to the area. I think not. No way am I or any of my neighbours going to sit back and allow this. Traffic permeability is already very restricted in Portobello with only one east-west route and two north-south, Brunstane Rd and Brighton Place. When the latter was closed for resurfacing in 2019-19, there were frequently times congestion was not only inconvenient for the majority of residents of Portobello but also very dangerous as emergency vehicles could not get through. Closing Brunstane Road permanently would only benefit its residents to the detriment of the quickly growing wider community. A more comprehensive study of how to keep traffic moving smoothly and safely in Portobello and Joppa is needed, especially given the addition of 700 new housing units on the former Scottish Power and Standard Life sites, which is already having a negative impact on traffic and parking at the west end of Portobello before it is even completed.
881	EH15 1TQ	No	The proposed measures would have a detrimental impact across the wider traffic flow through Portobello. There are only two routes north-south and one east/west through Portobello. Closing this access would only serve to create impeded flow elsewhere, including for emergency vehicles, as was experienced during the resurfacing of Brighton Place. These plans take no account of the full impact of the additional 700 NEW HOMES, and consequent traffic, yet to come on stream from the Standard Life Development. Many of the streets in Portobello have similar flow and parking problems. Brunstane Road (with fewer than 100 homes) cannot be treated in isolation because of the wishes of a few residents. A comprehensive review of Portobello and Joppa's traffic is required.
882	EH151dt	No	There's too much traffic throughout portobello which will get worse when all the new houses near Aldi are inhabited. Brunstane Rd cannot be singled out - there needs to be a review of all traffic movement
883	EH151RQ	Yes	Really pleased to see this low traffic neighbourhood being proposed here. Brunstane Road is a notorious rat run with some really dangerous and inconsiderate driving. Adding modal filters here will ensure that cyclists and pedestrians have traffic free access to the innocent railway cycle path. I'm not a road-confident cyclist and would never go down this road as is, but if you got rid of the traffic here, I'd for sure make more use of it. I'd be able to get to Porty High Street without having to cycle over cobbles on Brighton place.
884	EH15 1LW	No	I wish to place my objection to the closure of the bridge on Brunstane Road. The effect would be to channel all the through traffic by Brighton Place causing severe disruption at the railway/Harry Lauder bridge and at the junction with Portobello High Street.
885	EH15 1LW	No	The proposal just transfers the problem elsewhere, particularly to Brighton Place. Portobello has an enormous traffic problem and must be looked at holistically. This should include encouragement to cycle and walk more.
			I write in strong support of the measures. They would inconvenience me personally, as I live on the road and sometimes want to drive north out of it, but the inconvenience would be a small price to pay for the benefits of the traffic-calming measures. We need to transition to carbo-zero so we all have to be thinking about ways to use our cars less. By encouraging people to walk and cycle whenever possible, this measures will help in this crucial task. The road is currently overwhelmed by traffic, making it very dangerous, with motorists often speeding in anger if they've been forced to wait or reversing badly if they've found themselves stuck, making it very dangerous for cyclists and pedestrians. My kids both walk to school and I'm anxious every morning when I wave them off. This doesn't seem right, just for motorists to be able to get to where they're going 5 minutes faster. When there's a log jam - at least once a day - it can be very unpleasant. Last week a van driver wound down his window and called a female driver who was struggling to reverse into a space a "H***ing b**ch" right in front of my daughter who's 10. We lived in Melbourne for 6 months and they closed early all the residential streets to through-traffic. Motorists were restricted to the main roads. It worked like a dream, with safe spaces for kids to play, cyclists and pedestrians to walk around safely. An area wide approach, with a lengthy trial period, is a sensible way to go, as people will realise that going the long way round on the main road does not take as long as it might seem, or that walking/cycling enhances their lives in ways they might not anticipate. A safe crossing for pedestrians and cyclists at the top, south, end of Brunstane Road would really help in this regard.
886	EH15 2QR	Yes	
887	EH9 2AZ	Yes	

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
888	Eh15 2nl	No	This will cause long term traffic problems on Milton Road especially when the new housing development is built and the traffic from there accesses and exits onto new Road planned at side of the cemetery. A simple solution would be to copy what has already been done on the opposite road at Brunstane station which is to install double yellow lines on one side of the road or make Brunstane Road North One Way Traffic. This would be financially cheaper to the Edinburgh Tax Payers.
889	EH152LQ	No	We live at the junction of Collesdene ave and Milton terrace where your plans propose the volume of traffic that would normally filter down brunstane road and the collesdenes and even Milton Drive will be forced to pass where we live. We had an autistic child who has limited road awareness and this heavy increase in traffic causes us great concern. We also live right beside sheltered housing where there are lots of elderly, vulnerable and disabled people who shouldn't have to deal with this unfair increase in traffic that could put them in danger while trying to cross the road and essential ambulances getting into the estate because of congestion at this junction. Your proposal is further ridiculous when you propose the traffic from our house goes down sea view crescent. A narrow road with a very bad bend down to Joppa road with cars parked on both sides just like in brunstane road. Restricted views of the road will lead to accidents. A large number of young families live in this area and children will get knocked down because traffic is forced down here. In collesdene ave I saw the calming areas proposed. You would need speed bumps along the length of the ave to deter people speeding through which they already do. You also have to remove the learner drivers being a test site. We have an average most hours 10 cars carrying out various manoeuvres blocking the road and this isn't an exaggeration! The residents get frustrated with this so add in all those people cutting through trying to get to portobello. This proposal is not in the best interests and the health and safety of all residence that live along collesdene Ave and sea view crescent.
890	EH151BE	No	I am concerned this is being done in isolation from other traffic issues in Portobello. Already we are about to have more congestion on Many streets due to Baileyfield development (you dont mention and then of course the Milton Development (you do mention) . Your proposal suits a few residents and inconveniences many more. It intensifies car pollution in other streets that have equal difficulties with traffic/parking management. Why not one way systems rather than complete closure. ? At least then traffic will keep moving. Or single side parking? Or second car taking? Further diversions away from the collesdenes seems strange as those streets are much wider than any streets in other parts of Portobello. I am disappointed the wider traffic concerns are not acknowledged and it looks to me that this proposal is for the benefit of a few residents .
891	EH15 1LU	No	I would like the road kept open. Closing it as one of the main arterial routes into Portobello will just divert more traffic to central Portobello, especially Brighton Place.
892	Eh151jx	No	The main effect of stopping traffic coming through this area will be to make traffic take longer route increasing problems on other roads and since the traffic will be doing increased mileage their will be an increase in pollution.
893	EH15 2PB	Yes	I live on Duddington park and I am sure that your prediction would have shown that it will suffer a lot of the diverted traffic. Would a more environmentally friendly approach be to make it easier for traffic to use roads away from housing areas in stead of diverting it from one to another. As it is heavy traffic going to docks diverts down my road to avoid congestion on A1 at traffic light next to the Range. This problem gets worse ever year and it's clear to me that something must be done a solution is to widen the A1 here with two lanes going over to Harry Lauder road and extra lane coming up Harry Lauder road and two lanes from Milton East turning onto A1. This would encourage traffic use main roads instead of encouraging them to find rat runs as the policy does just now.
894	EH151LR	No	The blocking of Brunstane Road serves no purpose other than to give the residents of that artery a quieter street! It's imperative within public space planning to consider the broader view of the impact on the wider community and it would be difficult to argue that the increase in traffic along especially Brighton Place will be anything other than very significant. This road and including the follow-on Southfield Place are already at breaking point. Key rush hour periods show road blocks, raised tensions and risk taking. Important to consider the number of children from schools and the 2 nurseries near by. Increasing traffic in this area is a major safety risk (not forgetting cyclists trying to navigate this hazardous route) and I'm not sure any council official would be willing to take and be willing to stand counted for. My opinion and solution would be to make Brunstane Road one way. Easing congestion, releasing pressure points, maintaining rightful access and would certainly be much a safer proposal than shunting the issue along the road.
895	EH15 1AN	No	The proposed measures would have a detrimental impact across the wider traffic flow through Portobello. There are only two routes north-south and one east/west through Portobello. Closing this access would only serve to create impeded flow elsewhere, including for emergency vehicles, as was experienced during the resurfacing of Brighton Place . These plans take no account of the full impact of the additional 700 NEW HOMES, and consequent traffic, yet to come on stream from the Standard Life Development. Many of the streets in Portobello have similar flow and parking problems . Brunstane Road (with fewer than 100 homes) cannot be treated in isolation because of the wishes of a few residents. A comprehensive review of Portobello and Joppa's traffic is required.
896	EH15 1LU	No	
897	EH151LR	No	Whilst I totally accept something needs to be done especially near the railway bridge it effectively forces everyone onto a busy main road with a long way round to move from one main road to the other.
898	EH15 2QS	Yes	As a resident of Brunstane Road, every day I witness how the traffic situation has become intolerable for a residential street. There are too many cars/vans/HGVs using our narrow street. Over the years this has increased to the point of frequent incidents of road rage, damage to parked cars, and increased pollution. I fully support the proposal to close our street at the bridge and introduce traffic calming in the wider Joppa area . The road was closed for 11 months last year, at the same time as Brighton Place was closed, Portobello continued to function well. During the closure Brunstane Road was used extensively by cyclists and walkers. We also face the prospect of 1300 new houses in the Brunstane Development, which will feed even more traffic onto our street. Every aspect of this proposal fits in well with Council/Government climate target reductions, environmental targets, quiet traffic neighbourhood areas and quality of life aims. There is widespread opposition, but the only people inconvenienced are in cars with an extra few minutes added to their journey. There are lots of suggestions of one-way as a means of solving the problem. This will only speed the traffic up even faster, with no solution for the fundamental problem. Lots of people suggest that until there is a whole Portobello solution we should no nothing other than let the car continue to dominate our residential environment. A successful introduction of a quiet traffic neighbourhood , with good ongoing communication, can act as a catalyst for change in Portobello. For Councillors to support the proposal it will send an important message for a future that values the environment and people over cars. I support the introduction of the ETRC.
899	EH15 2ES	Yes	Brunstane Road can be extremely congested and dangerous for cyclists. It needs to be closed to improve the quality of life for the residents and reduce accidents to parked vehicles.
900	EH15 2LX	No	I have attended a meeting re this and filled in forms. I AM AGAINST THIS PROJECT The Council has raised it again - as an on line consultation which is unsuitable for a large number of interested residents. If you proceed with it despite the opinion of a large number of residents - I suggest that keep access esp at the Brunstane Bridge for emergency vehicles
901	Eh15 1tg	Yes	I lived on Brunstane Road and witnessed countless incidents of road rage, traffic jams, arguments and fights. This road has far too many vehicles going up and down at speed.
902	Eh152qr	Yes	I support all proposed measures
903	EH15 1jl	No	A very welcome and creative idea which addresses the problems of rat running throughout the area rather than shuffling it from one part to another. You are doubtless by now aware of the repeated gridlock and angry confrontations , the increasing number of heavy vehicles using the shortcut and the sometimes insane speed of some cars as they traverse the area. The present situation is, I believe, a disaster waiting to happen. Since I moved here (admittedly a while ago) I have seen 3 cats killed on Brunstane Road. You see where I am going with this.
904	EH15 2DX	No	This will increase traffic on Brighton place, Southfield place, Duddington park and Baileyfield and add to already dangerous speeding that occurs along these streets. If cars have to travel longer distances to get to the same destination they will be more inclined to speed. We have several nurseries in the area and the speed at which some cars and buses travel up Brighton place etc is worrying and I am surprised that we haven't seen more accidents. When I suggested to councillors about making Baileyfield and Duddington a 20 as well, we were told that they had to keep the traffic moving but closing off this route will make this more difficult. This road closure would benefit a few but have a detrimental impact on many more residents of the surrounding and wider areas.
905	EH15 1LT	No	We need a city-wide strategy to reduce traffic everywhere, not piecemeal 'solutions' like this one. The proposal effectively turns this section of Brunstane Road into a private car park, which would allow the Council to stop paying for its maintenance but would be inconvenient for residents who have to take their wheelie-bins up to Milton Road for emptying. If the car-users of Brunstane Road don't want other motorists to use "their" road, they should themselves agree never to drive along any other residential street. Brunstane Road should be treated consistently: if parking is to be allowed on both sides of this section, as now, then it should also be allowed in Brunstane Road South. Whatever is decided, parking which infringes on pavements should be stopped. Parking permit policy should apply consistently throughout Portobello and Joppa.
906	EH15 2JH	No	The council needs to consider the effect that closing Brunstane Road will have on other connections between Portobello/Joppa and main roads to the south (e.g. Milton Road). Due to the railway line there are very few of these.
907	EH15 2EU	Yes	As a resident of Brighton Place I am concerned about the amount of additional traffic the will flow along this road if Brunstane Road is closed. Although I can understand residents of Brunstane Road wanting to reduce traffic there, they will simply "beggar their neighbours". Please note that those who e.g. have bought property on Brunstane Road will have been aware of the traffic flow there.
908	Eh15 3ae	No	Your map of the scheme does not even show this wider context, but it is crucial that it is taken into account. I am opposed to the complete closing of Brunstane Road. I suggest that it becomes a one way street to solve the problem of traffic congestion in Brunstane Road. Closing it completely will have a detrimental effect on the whole area, including Brighton Place.
909	EH15 2JB	No	This will create even more traffic on Milton Road which is already extremely busy.
910	EH15 2BA	No	I can see the problems Brunstane Road has but has anyone considered a one-way system northbound? Plus ban all vans, lorries and the like from the road. I live in Woodside Terrace, and we get a lot of racers along there. They have to slow down at the far end as the road is narrower, but I've seen cars going along at 40-50mph and it makes my blood boil! This proposal simply shifts the problem. People need to get across to Milton road and shutting local roads significantly increases congestion and therefore incremental pollution from more congestion on alternative routes - it's a NIMBY approach from Brunstane rd residents who all appear to own cars themselves
911	EH15 2JH	Yes	A more sensible approach would be to either create passing places via double yellow lines or make the road one way as a last resort
912	EH15 1TN	No	Otherwise how many other residential roads will need closing where the traffic is displaced to, causing more and more traffic congestion and worsening pollution
913	EH15 2JT	No	I think as we prioritise reducing greenhouse gas emissions and air quality, we have to move away from a culture where the car is king. I'm cycling more but know that yet another cyclist was killed in Portobello recently. Having residential roads that are genuinely quiet gives real protection to cyclists
914	EH15 1AZ	No	A one way systems would improve traffic flow.
915	EH15 1EA	Yes	Collesdene residents already have to contend with a huge volume of learner drivers who use the Avenue daily in ever increasing numbers. Speeding is already rife here too. There are lots of young children in the area and any increase in traffic will be seriously detrimental to their safety.
916	EH15 2JP	No	I think it is unfair on other residents of Portobello. If the Brunstane Road is closed, traffic will find alternative routes which will clog up other roads, in particular Brighton Place, which is already very busy at peak times of day.
917	EH15 2JF	No	The COUNCIL should be looking at improving the traffic situation for the Portobello area as a whole, rather than just favouring residents of one particular street.
918	EH15 2QF	No	I live at Collesdene Avenue. As a result of the multiple road closures, traffic from a large number of neighbouring streets will now be diverted down Collesdene Avenue to reach Milton Road. This includes going past a section of sheltered housing, and numerous children live, walk and cycle these streets. While I am in favour of schemes that encourage people out of the car, the car is often required for long journeys, most longer journeys out of this area require heading to Milton Road. Ultimately, these measures will take all local traffic that can currently access Milton road from 3 access points (not including Brunstane road) and filter it all along Collesdene Avenue and either up or down one street. I do not support this.
919	EH15 2QF	No	Like the thought of cycle only lanes but it sounds like you are essentially making Collesdene Avenue a rat run which feels very unsafe...
			I oppose closure of Brunstane Road as this is one of only two North/South access roads in and out of Portobello. This road is not only for the residents. This road is too narrow for parking on both sides so this should never have been permitted without passing places in two or three locations to allow trouble free and courteous passing of two-way traffic. It is no surprise that there are now problems, and I blame the Council for letting this happen. They should have taken decisive action years ago. However, as that didn't happen the whole community is now faced with possible closure or one-way only.
			I have the following questions: 1. Has there been a ballot of Brunstane Road residents to determine the level of support as I know some who are not supportive. 2. Has there been an assessment of the impact on response times for all emergency services to all parts of the community, if so, this should be made public. If not, then this must be done before any decision to close the road. 3. As this is an important access for the Portobello community, why is this road not included in the controlled parking zone that I believe is planned for Portobello in 2022? Boundaries are irrelevant to traffic! If the city can control parking, the roads will be safer for everyone. If there is not enough street parking for everyone this is unfortunate but it's not unusual. Residents don't own the road!
			Closing an access route to Portobello that has been and is still essential to Portobello for at least two hundred years is unacceptable. It merely moves a problem onto other busy roads. Unless the bus and train infrastructure is improved people have no alternative. And some people cannot go on bikes, they are too ill, old, fragile or have poor balance etc. The same goes for folk on foot. Reducing the parking in Brunstane Road or and making it one way would be far more sensible and wouldn't cause huge problems elsewhere. Why has this not been tried, closing the road is about a vociferous group of locals, why is the council bowing to them? It is irresponsible to close this road, the emergency services must get through, and we locals who live directly below the bridge need to get through, when my husband had his heart attack we had to get to the ERI fast an extra dog leg along to the Booker turn or to Brighton Place would have meant he would have died en-route, simple as that.
			Much more thought needs to go into this.

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
920	EH15 2JG	No	I do not support the proposed closure of Brunstane Road. Expecting people to drive to Eastfield and back in order to reach Portobello from the top of Brunstane Road is not environmentally friendly. It is also not realistic to expect drivers to make this 2 mile diversion, the majority of drivers will cut through the Collesedenes which will increase the traffic flow through this residential area significantly. The wide nature of Collesedene Avenue encourages cars to frequently travel above the 20mph speed limit. There are many families with young children and the area is not suitable to be turned into a rat run with a high volume of traffic. Even with traffic controlling methods the closure of Brunstane road would increase the risk of an accident, particularly in peak travel hours. The closure of roads and one way status of others within the Collesedenes will also be an inconvenience to the residents on the said streets.
921	eh152hr	No	I don't think the closure of Brunstane Road would be of any benefit to the wider Portobello community, and previous consultations have shown the majority of residents do not support this closure.
922	EH15 2HR	No	I would prefer if Brunstane Road is open but traffic is only allowed in one direction
923	EH15 2QQ	No	I would prefer Brunstane road to be one way, or to have parking on only one side, or traffic lights at some point to allow safe flow. Traffic can be calmed by making Brunstane Road one way. This road is too important for access to Portobello to be closed. It will merely move the traffic elsewhere. Better management of Brunstane road would be a better solution.
924	EH15 2QQ	No	We believe this is unnecessary to deal with the occasional traffic issues on Brunstane Road, and would add significantly to travel time for us when leaving the city. As a route into and out of town, closure is unlikely to reduce traffic, but rather displace and therefore add to congestion and pollution on other roads. If the most obvious solution of adding a couple of passing places to Brunstane Road is not possible, then a one way southbound would be the next preferred alternative.
925	EH15 2AY	No	The proposals seem to ignore the fact that longer journeys are necessitated by it, thus increasing pollution, and the likely outcome that the Collesedenes become used as a 'cut through' to shorten the route despite the intention of the proposal to discourage this.
926	EH15 2JB	No	It is also likely that streets such as Brighton Place in Portobello, which is already busy and congested, become even more so as a consequence. My feeling is that this proposal would create as many problems as it solves.
927	EH15 1TQ	No	A significant contributing factor to the problems reported by residents of Brunstane Road is the parking on both sides of the road. This constricts traffic flow and encourages vehicles to speed through when there is a gap. If chicanes were installed and parking on one side only, this would go a long way to solving the problem without causing displacement flow problems to elsewhere in Portobello.
928	EH152JS	No	This proposal will only move the traffic issues away from Brunstane Road into the Collesedenes. The issues on Brunstane rd are long standing but the residents there moved into the area in the knowledge of the problem. Moving the problem into the Collesedenes will effect far more people and cause a safety issue for all the children living here. Please don't do this to our neighbourhood. If a trial is needed then in needs to be far more short term than 18months. Also any changes to the roads around the Collesedenes (I'm the event of closing Brunstane rd) need to be far more radical to prevent it becoming a rat run.
929	EH15 2Jg	Not Answered	We moved here because the streets are quiet and feel safe for our kids. More traffic would really be unpleasant and unfair!
930	EH15 2ln	No	This will not help traffic calming. The area certainly needs attention but all traffic will be moved to Collesedene Ave which will become unsafe.
931	EH15 2JT	No	The closure of Brunstane Road may increase traffic in Collesedene Avenue which is already blighted by learner drivers.
932	EH15 2NF	Yes	The principle of reducing traffic speeding through the streets within the triangle is a good idea in other respects. This is a good way to cut down on the disorderly situation in Milton Road East at Brunstane Road
933	EH15 2QS	Yes	As a resident of Brunstane Road, I support this proposal as it would address the increasing levels and high volume of traffic on hat is a residential street (with positive impact on air quality and damage to parked cars), while ensuring that Collesedene is not negatively impacted. As a cyclist, I would welcome the creation of a safe link between very popular cycling paths at the top and bottom of Brunstane Road. As someone who is concerned about climate change, I would also welcome the contribution which this and other similar measures would make to a more environmentally sustainable planet.
934	EH9 1RP	Yes	Edinburgh Access Panel has been contacted by a resident of Brunstane Road who uses a manual wheelchair to get to and from Brunstane Station. She says that she is often unable to wheel along Brunstane Road because the pavements on both sides of the road have cars parked on them. She's unwilling to take the risk of wheeling on the carriageway, and any other route would be too long for her to manage. This consultation seems to be a good opportunity to air this issue and to ask you to do anything you can to address it as part of this project. We appreciate that pavement parking will probably become illegal eventually but that's not likely to happen for many months. Please email me if you'd like to discuss. Many thanks.
935	EH15 2JG	No	It is not a solution to divert problematic traffic issues from one residential area to another. Essentially, the proposal seeks to create a rat-run along Collesedene Avenue. Collesedene Avenue is the longest, straightest and widest residential road in the area. This already encourages traffic to travel at speeds greatly in excess of the 20 mph speed limit (even in excess of 40 mph). This is particularly prevalent during rush hour, when traffic uses the Avenue to avoid queues along Joppa Road, caused by congestion from Portobello High Street and Harry Lauder Road. Funneling all Brunstane Road traffic through Collesedene Avenue would only serve to exacerbate the current rush-hour situation. As the Avenue is a residential area, with elderly people, young children and pets along its length, the proposal presents a significant safety issues. It is also counter intuitive to the Government's and the Council's drive to create spaces for people and improve the local environment. It is therefore incredulous that Council is promoting the proposal as a quiet neighbourhood scheme when the opposite is true.
936	EH15 2EZ	Yes	The answer would be to close all through traffic between Milton Road East and Joppa Road. This is easily achievable and would align with the Council's overall traffic management plan for the city. It would ensure that traffic would have to follow the main arterial roads; roads which are specifically designed for the volume of traffic. Planned properly, it would present minimum disruption to local residents.
937	EH15 2JX	No	I fully support the proposal but more allowances are needed at the lights where musselburgh road meets milton road east. For example a filter light for traffic turning right and reduce the on street parking just before the lights so that traffic going on to musselburgh aren't unnecessarily held up. This would stop people looking for a shortcut through collesedene. As the first exit area Milton Drive will suffer a significant increase in the volume of traffic, noise and pollution. It will be very difficult to exit Milton Drive on to Milton Road East as all traffic wishing to enter the Joppa area will need to drive along Milton Road East and past Milton Drive. The significant additional volume on Milton Road East will result in tail backs on Milton Drive and an increase of accidents exiting Milton Drive. There will be additional unnecessary traffic and pollution caused by traffic having to take longer routes. If it's OK for Milton Drive and Milton Terrace to be one way why can't Brunstane Road be one way to prevent detours for so many? There is one disabled individual on Milton Drive, many elderly and my own child is Autistic and suffers from hyperacusis making him extremely sensitive to noise. You are making life for a number of individuals on Milton Drive significantly more difficult and dangerous.
938	EH15 3AY	No	This will just increase the traffic on Milton road, which is already busy, and will be exacerbated by all the new building planned for nearby. The aim seems to be to discourage cars, which is fine in principle, but what about those who can't cycle, or walk very far and rely on lifts? It is also mad with the lack of buses from the area going to Fort Kinnaird etc. We have 38 members all requiring constant access to our allotments, we come by car, foot and bike, even tricycle. Our only access to our allotment site is through a tunnel, through the Brunstane bowling Club car park, we have many members down in Portobello and Joppa, and up in the greater Portobello area and some on Brunstane Road. 1. In order to carry fruit and veg and equipment, sometimes heavy, and awkward, we need vehicular access to Brunstane Road. 2. As many of our members are older the possibility of urgently needing medical assistance increases and driving all round Portobello to get to us is going to add vital minutes to an ambulance journey time. 3. Helicopter access to the plots is not possible due to overhead power lines and railway electrification wires. 3. Only one of our members has expressed an opinion in favour of closure, and that person is one of five who live in Brunstane Road, one other resident has said they strongly opposed to closure, the remainder have not expressed an opinion to the committee. 4. The committee is naturally concerned that this will be a great imposition and inconvenience. We access our plots at all times of day and evening and it is only at peak rush hour that there is a problem with traffic in the Road, may be a peak times one way system could be trialled? 5. We found it extremely difficult when the road was closed for the year Brighton Place was being done and we could not understand the logic of closing two main access streets in Portobello. The round trip with a vehicle full of seedling trays and compost bags took us all the way along the Collesedenes or sometimes along Joppa Road and up Milton road, the latter being a really difficult pinch point and the turn is horrid. An extra 2.1 miles in each direction. 6. Moving heavy equipment and compost from home to the allotments was extremely difficult without vehicle. 7. If the road is to be closed how will the allotment community get our annual delivery of compost (twenty six plus ton bags), our annual skip, and all the items plotters have delivered such as sheds and greenhouses? 8. How will we remove heavy rubbish, particularly as burning of weeds is discouraged by FEDAGA? 9. In general for most plotters this plan has no merit and alternative measures such as reduced residents parking on Brunstane Road would be more sensible or making the road one way should be trialled first. The policy is to reduce vehicular traffic but it is no use if it hinders people getting their outdoor and productive exercise at their allotments.
939	EH15 2QN	No	A significant contributor to the problem on Brunstane Road is that houses have no parking on that street and it is always blocked with parked cars forcing traffic along a narrow passage. Residents bought their houses knowing this to be the case, so quite simply they shouldn't own cars. Transferring these issues to other residents seems rather unfair.
941	EH21 8RJ	No	This proposal will only send local vehicles trying to access Portobello to use Sir Harry Lauder Road or Milton East to Eastfield. There is no sensible reason why this is being proposed other than to provide residents of Brunstane Road with a 'nice quiet area'. There have been no serious or fatal collisions on that road to justify this proposal. Why not consider creating a restricted road similar to Queens Drive in Holyrood Park. In this case restricted access to cars and taxis only. Parking restrictions should also be considered with traffic calming measures. I would also like the local councillor living in the area to be transparent in respect of this proposal as I suspect they are at the centre of this for personal reasons/gain.
942	EH15 2JH	No	Brunstane Road has been closed before and the resulting chaos in the surrounding streets was well known. Consultations were held which resulted in the majority not being in favour of the closure of this road, which would be purely for the convenience of the residents and their own parking requirements. A one way system (south to north) would be the most favoured arrangement or double yellow lining of one side of Brunstane Road so that there is ample space for vehicles to pass. It is not right that one street can ask for their own convenient parking arrangement which will affect many more residents in surrounding areas. It is a surprise that Edinburgh Council is even considering the closure to enable residents' parking considering the limited parking they allow in any new residential developments.
943	eh15 2qd	Yes	I am in principle supportive of the scheme but only with linked calming measures on Argyle Crescent. We and many argyle crescent residents (a residents survey was done in 2020) believe that the temporary closure resulted in increased traffic speed on argyle crescent - people delayed by having to go further round raced even faster down our road than normal trying to avoid hold ups on the main road. This is totally counter to the objective of the 20mph, to providing priority to bikes and sustainable transport and to keeping traffic off residential roads - all Edinburgh council policy. Many cars at rush hour massively exceed the 20 mph on a street full of kids - I would not allow my kids to cycle on the street nor would many other parents because of dangerous driving of non residents. Alongside the Collesedene traffic calming Argyle crescent needs to have traffic management, preferably a one way only or bike/ pedestrian only filter to prevent the terrible rat run traffic. The street should have a pedestrian and bike priority designation with 'dead slow' local residential traffic only. This would improve safety, air quality and support wider council policy such as low traffic neighbourhoods. Without this at present the plans are likely to exacerbate the rat run issues already faced.
944	EH15 2NA	No	There are only two north/south roads in Portobello/Joppa, viz Brighton Place & Brunstane Road. To close one, would obviously have major repercussions. This plan does not address this. Brunstane road is narrow, & a one way system, (south to north) may be sensible. Turning right at the south end is rather problematical anyway. Car travel is essential, & the loss of one of two north/south roads has to be addressed. Turning right on to Milton Road East at Eastfield, is not a viable option. I tried it today, & caused a traffic jam. The stated aims of this proposal, gives the impression that the authors are very naive, & have not spoken to the people involved. I stay close to Brunstane Road, & was not advised of this proposal, nor have most people who use Brunstane Road regularly. As I said, naive, & un-representative.
945	EH152JH	No	We live in Collesedene Crescent. The proposal will make it difficult to travel by car to Asda supermarket and the Fort retail centre which is a relatively frequent journey for us. It will also make access to the bypass and A1 more difficult. For city bound traffic it could result in more vehicles along Portobello High Street which already can get very busy and congested at peak times.
946	EH15 2EZ	No	We have lived in Brunstane Road for over 50 years, and access and egress to and from Milton Rd has always been a problem. Closing the road will inevitably lead to gridlock, and force traffic to go through previously quiet roads in the Collesedene area. Commercial and Council vehicles would also require a clear turning space. One-way traffic heading North from Milton Road would solve some of these problems. It is a pity that this could not have been trialled first to assess the traffic flow.
947	EH15 2Jl	Yes	Pleased with the scheme as a whole, particularly the closure of the Collesedene Crescent/Milton Rd East junction. There has long been an excess of through traffic using the narrow Crescent - including HGVs, vans, learners and taxis - even the occasional coach - using it as a short cut and often travelling at excessive speeds, causing unnecessary noise, air pollution and vibration. I'm also pleased that the southern half of Brunstane Road will obtain relief from similar excessive use by through traffic seeking a short cut.
948	EH152EY	Yes	As a resident on Brunstane Road for over 12 years, I have seen a material increase in traffic using the road, which is now unsustainable and completely inappropriate for a narrow residential street. There are also significant numbers of articulated lorries which are being directed up and down the road by their sat navs. In a daily basis I witness dangerous driving (especially speeding) as a result of frustrated drivers, traffic jams and verbal confrontations between drivers and sometimes pedestrians when vehicles mount pavements to pass each other. I have two young children and feel that the street is particularly unsafe for them to be walking on or crossing, given the speed of vehicles in the northern half of the street. The congestion at peak times at the Milton Road / Harry Lauder crossroads is also exacerbated by traffic coming in / out of Brunstane Road, barely 50 yards from the junction. I fully support the proposals on the basis that they look to resolve not only the issues in Brunstane Road, but to prevent a knock on impact in Collesedene. The proposals will benefit the entire 'Joppa Triangle' area and represent a sensible and safe solution to an issue that will otherwise only continue to become more acute in the future.

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
			<p>This proposal merely shifts the traffic to another residential area where there are arguably more families and elderly people living. As our streets in the Collesdene's are a bit wider traffic travels fast without much care. Your proposal simply accepts you are happy with increased fast flow chaotic traffic through a solely residential area. We have recently had two bicycle fatalities and a young friend of ours being traumatically hit by traffic ploughing through Portobello, please don't bring more traffic doing the rat run past our home.</p> <p>1. I agree that something needs to be done about Brunstane Road, but this proposal shifts ALL the through traffic from Brunstane Road into a different residential area. If you are to do any proposal such as this, you need to meet your own aims properly of creating quiet safe neighbourhoods where children can cycle safely. How do you propose "maintaining cycling in the Collesdene area" when the roads are going to have much heavier and speeding traffic? The only way to meet your goals is you must physically PREVENT through traffic in the Collesdene area, and force traffic to keep to the main roads - Milton Road and Joppa Road - and make a truly quiet neighbourhood suited to cyclists and pedestrians as your aims set out.</p> <p>2. The proposals being put in place for the Collesdene area make no sense. The traffic from the north will be forced all the way down to Milton Terrace, where it will then either go down onto Seaview Terrace or all the way back along most of Collesdene Avenue. Traffic from the north will all use Collesdene Avenue and Milton Drive. The traffic will still use the Collesdene area but be forced to drive through slot more of it due to these no entry additions. The traffic will be speeding because of the longer detour forced onto them. Even the fact that you have put in traffic calming road narrowing on Collesdene Avenue proves the very fact that you are expecting increased traffic volumes and speeding traffic.</p> <p>3. Your own brief states "The aim is to create a quiet neighbourhood, where unnecessary through-traffic is removed from Brunstane Road and discouraged from using the Collesdene area". This proposal will not discourage drivers from using the Collesdene Area - it will be the shortest route, and therefore the vast majority of drivers will use it. Also many will be using satnavs which will take them the shortest route through (thanks to the no entries measures) a now much longer section of Collesdene than without the additional measures. And rat-run traffic following stnavs are the most likely candidates to be speeding.</p> <p>4. These are currently very quiet streets (except for a few leaner drivers). We moved here from a busy road seeking safer streets to live on with our small children.</p> <p>5. The extensive Portobello Community Council consultation showed 80% of respondents are against the proposals, and in fact most want no change at all. The only people in favour of closing Brunstane Road completely were people living immediately on or next to Brunstane Road.</p>
949	EH15 2JQ	No	The proposal is pushing traffic onto other residential streets such as Park Avenue/Stanley Street and Brighton Place. This will cause even more congestion on Brighton Place and subsequently the crossroads at Portobello High Street, which is already heavily congested. The idea that motorists will drive to Eastfield is highly unlikely.
950	EH15 1JS	No	These measures are needed now more than ever. The aggression we are witnessing in the street because there isn't enough space for people to pass has to stop. Children are witnessing disgusting behaviour on a regular basis.
951	EH152QR	Yes	
952	EH15 2QW	Yes	I agree that measures are needed, but think it would be better to create a system of one-way streets with measures to slow traffic instead, because the issue on Brunstane Road is that it is too narrow for two-way traffic, and this proposal doesn't address that issue. One way streets would also maintain access to all the streets for those other than the residents living in these streets.
953	EH15 1LU	No	Closing this area as planned will simply move the problem elsewhere. Brighton Place and Portobello High Street will become even more congested. Lets have a Park and Ride off of Harry Lauder Way which will clear the High St Brighton Place and the rat runs around Brunstane area.
954	Eh152qu	No	Banning parking at junctions of a one side of Southwick Place would be an immense help as well
954	Eh152qu	No	Brunstane Road should be one way down to portobello not closed at the bridge this would make it like a private Road for those on the south side of the bridge, to stop traffic speeding raise the height of the speed bumps.
955	EH15 2BR	No	The proposal means that traffic using Brighton Place will be much increased. This road is already frequently heavily congested. It is much used by pedestrians including children walking to school and so increased vehicle emissions should be avoided.
956	EH15 2BR	No	The proposal means that more traffic will use Brighton Place. This road is already often congested. Increased air pollution will affect the many pedestrians including school children who use this road daily for their views. 22 replies were received: 21 against and 1 marginally in favour.
			<p>The main reason the society is against the closure is that traffic will be displaced on to Brighton Place. Brunstane Road and Brighton Place are the only north-south roads between Milton Road and Portobello High Street. Closing one will inevitably increase traffic on the other with increased congestion, the increased likelihood of rat-running around East Brighton Crescent and Lee Crescent and increased air pollution on a route used by many parents and children to access Portobello High School, Holy Road School, St John's RC Primary School and Duddington Primary School. Brighton Place is already frequently congested, and buses often have to take turns to get past bottlenecks, sometimes waiting up to five minutes with their engines running, while traffic coming the other way gets clear. The effect on air quality cannot be good.</p> <p>The impact of the Baileyfield housing development also needs to be taken into account as residents living on the south side of the site - the 450 units currently under construction at Baileyfield South - will have to exit onto the Sir Harry Lauder Road as no right turn is permitted. Traffic wanting to head west to the Seaview junction will have instead to turn left along the Sir Harry Lauder Road, under the railway bridge and down Southfield Place and Brighton Place then along Portobello High Street, thus adding to congestion, queues and also causing more ambulance emissions.</p> <p>Closing Brunstane Road would create considerable problems for users of both the Brunstane Road allotments and the Bowling Club.</p> <p>Most of the allotment holders, many of whom are elderly, live north of the bridge. Vehicles are needed to transport plants and bags of compost to the allotments and closing the road at the bridge would mean greatly extended trips to and from the allotments.</p> <p>Brunstane Bowling Club is in a league and in many other competitions which means that bowlers from all over come to visit. Most bowlers are elderly and if the road were to be closed, they would have to park on the far side of the bridge and carry very heavy bowls up the steep hill sometimes for quite a distance.</p> <p>Brunstane Road is the main access to the A1 for Portobello residents. Closing Brunstane Rd would add distance to journeys to Milton Rd and the bypass, with more petrol used and therefore more pollution. It would also increase times for potential emergency journeys to the Edinburgh Royal Infirmary. The society wonders if there has been consultation with all of the emergency services on the impact the closure will have on their travel times to Portobello, particularly given Portobello's older population and the popularity of the beach? We are concerned too about fire engines getting into Portobello from their main depot at Newraighall.</p>
957	EH152EF	No	If the proposals are to go ahead, the junction between Milton Road East and Eastfield at Scott's Garage will need re-planning to accommodate more cars turning right into Milton Road East. There has been no traffic modelling for this junction to assess traffic flow and therefore no changes to Brunstane Road and the Collesdenes should be made until the impact of doing so is known.
958	Eh15 3nj	No	This would just displace the traffic to surrounding areas. Making it one way from Milton Road to Portobello would reduce the traffic in that street.
959	Eh15 3nj	No	My first response was aborted... This would cause congestion in nearby roads. Why not make it one way from Milton Road to Portobello?
960	EH15 2QU	No	As a resident of Joppa Station Place where there is private parking we found during the previous period where the road was closed our private parking areas was being used by people who live at the bottom end of Brunstane Road. Cyclists flew down the road during this time. I would add that the residents of Brunstane Road were aware it was a busy road when they purchased their properties and now want it to be a private road. Are they going to pay for the road to be maintained if they want it private? If this road is closed it will impede access for ambulances, police and fire brigade.
961	EH15 2QU	No	The owners/residents of Brunstane Road were well aware that this road was a busy through road when they purchased their properties as this has always been an extremely busy route. It does not appear fair that due to their inconvenience that they should be allowed to request that this road is made private with little to no consideration of the surrounding area and residents. Should this proposal be granted we would request that the owners on Brunstane Road are held financially accountable for the up keep of this road i.e street lighting, road repairs, etc as is expected on all other private roads. As a resident of Joppa Station Place, Brunstane Road is my direct route to the main Milton Road and onto the A1 on a daily basis and fail to understand why I should have to go an excessive alternative route to suit this residential proposal. Furthermore, during the previous experimental period of this road closure we experienced a number of the residents from Brunstane Road abandoning their vehicles at the railway bridge and walking up to their houses to save them the excessive detour the following morning when they return to Portobello. We also experienced a number of these residents utilising the Private Residential parking spaces within our development again for their ease and convenience. Finally, it should be noted that again during the experimental period of this road closure the congestion of traffic through Portobello High Street was excessive. Not only is this a main thoroughfare and road but this has also been restricted by the narrowing of the roads for the walkway/cyclepaths. Should Brunstane Road be closed then Portobello High Street will become totally unmanageable and will have detrimental effects on the local shops and businesses.
962	EH15 2JL	No	I propose leaving Brunstane Road open an d no changes made apart from speed bumps in Collesdene.
963	EH152QW	Yes	Currently the volume of traffic in Brunstane Road is far too high for the size of the road. As well as safety and environmental issues it is becoming increasingly difficult to gain access to our home in Brunstane Gardens. I rarely drive but it's challenging to use the road on a bike and if I do need to take the car I do so with trepidation.
964	EH15 1LW	No	If the closure of Brunstane Road means extra traffic down Brighton Place it is not a good idea. It will attract more traffic to this area and Portobello High Street, which is already congested.
965	EH15 1LW	No	This would generate more traffic in Brighton Place and this area generally, increasing the existing congestion. It will also negatively affect Portobello High Street, which already has long queues and tailbacks affected by this proposal.
			<p>Concerns</p> <p>I am a cyclist and use my bike to travel to and from Portobello several times a day. I cycle my children to school along these residential streets. I have serious concerns that these proposals are going to increase the volume of traffic on Milton Terrace, Collesdene Avenue, seaview drive and Seaview Crescent and Collesdene Drive where there are limited or no traffic calming measures. It could also increase the speed of traffic as the proposal says that this can be a negative impact of introducing one-way systems and a reason why it was not an option for Brunstane Road.</p> <p>I appreciate and understand the long-standing traffic problems on Brunstane Road, I have lived in the area for 15years. I sympathise with the residents on this road but this should not result in the road being fully closed to all traffic except local access. It should be noted in the reason for the issues on this road is also the increase in resident on-street parking. I can imagine it was very pleasant for the residents of this particular road when it was closed through traffic. They would have had their own car park. It would have also "increased the quality of life... for this section". Now the road has re-opened they want the road permanently closed. What about everyone else in the area? Why is the "preferred option" to permanently close Brunstane Road? Other alternatives must be more beneficial to EVERYONE not just those residents of Brunstane Road.</p> <p>The previous closure increased the complaints from the Collesdene area when the traffic increased due to displacement of the traffic to/from Joppa/Portobello. As such the proposal now includes closure of Collesdene Crescent and Gardens. This proposal will now displace ALL the traffic to/from Portobello/Joppa and residents from the top of the Collesdene area to the bottom end of the Joppa Triangle as clear on the proposed diagram.</p> <p>- "The proposal reduces the volume and speed of traffic" in the Brunstane area and the top of Collesdene Area. However, it displaces it and increases the volume and the speed at the bottom end of the triangle.</p> <p>- The scheme "discourages through-traffic and creates quieter streets for EVERYONE". Again this is only true for Brunstane Road and the top of Collesdene Area. EVERYONE does not include the bottom end of the triangle where the only open streets will be used by ALL looking for the quickest, shortest route through.</p> <p>- "The aim of this proposal is to create a quiet neighbourhood". This works for the residents of Brunstane Road and the top end of the Collesdene area. However, this proposal will take my neighbourhood from being a quiet neighbourhood to being a busy neighbourhood with unnecessary displaced traffic using the streets as a 'rat run' to/from Portobello/Joppa to Milton Link.</p> <p>It is clear from the proposed diagram that my area will now be the most affected by these proposals. The first access point in, for traffic travelling from Milton Link along Milton Road East to Portobello/Joppa and the top end of the Collesdene area, is Milton Terrace. Majority of traffic from these areas will take this road in. Anyone who knows this area knows there is a sheltered housing complex on this road with vulnerable elderly and disabled residents. This is not a suitable access point to divert all the displaced traffic down.</p> <p>We all know that drivers will take the quickest route to get where they are going. There are no traffic calming measures proposed on Milton Terrace for vehicles travelling north, allowing traffic easy access to the Seaview Crescent and quickest access route to Seaview Terrace.</p>
966	EH15 2LG	No	
967	EH15 2HS	No	The proposed measures would increase traffic levels in other areas of Joppa which are much less suited to through traffic, therefore increasing the risk of accidents, noise and pollution.
968	EH15 2LF	No	I live in Milton terrace and object to having all the traffic being channelled down our wee street. People such as those living on Brunstane Road, are happy to drive along other people's streets but do not want anybody driving on theirs and so campaign to divert all vehicles on to our street. We already put up with large numbers of learner drivers (particularly dangerous as they practice reversing round our corner) and cars for the sheltered housing coming and going all day every day. Nobody in our house drives - we are not the cause of the problem but will be recipients of the unpleasant solution. During closure of Brunstane Road there was a scary increase in traffic, speed and near misses in the Collesdene's and I am very concerned by your plans.
969	EH15 1LU	No	The proposed road closures will create unnecessary congestion on portobello high st and increase traffic flow along Brighton place/ Southfield significantly. Whilst the scheme may improve traffic for a few residents the unintended consequences of increased local housing density and inadequate planning, will inconvenience the majority of residents, slow journey times, lose local trade and increase risk to other road uses.
970	Eh152qr	Yes	This is an excellent idea. The traffic on Brunstane Road has reached intolerable levels; especially the number of heavy goods vehicles using the road to and from the by-pass. I live at the top of Brunstane road and work from home - the abusive language used by frustrated drivers is an hourly occurrence and makes for a stressful home and working environment. I can hardly get across the road as it is so busy and my car has been damaged so many times I no longer get it repaired. I can't actually take my car out at all at certain peak times and no one lets you out and I hate to think what would happen if an emergency vehicle needed access at one during the frequent gridlocks on the road. When the road was closed temporarily, as a family, our quality of life greatly improved and also my allergies as I was no longer breathing in the fumes of stationary vehicles at the junction to Milton road all day.
971	EH15 1BD	Yes	Having parking on both sides of Brighton Place is at present causing disruptions to flow. There is not room for traffic to go in both directions especially buses, delivery or work vehicles. North - south traffic flow for the wider area needs to be considered and directed away from central Portobello

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972	EH15 1LT	No	The proposals will funnel more traffic onto Brighton Place as an alternative route. As congestion builds at peak times so will pollution levels Brighton Place is already suffering from speeding traffic since the reinstatement of the setts The housing development on the former Standard Life will cause more traffic on Brighton Place due to lack of access from Harry Lauder way
973	EH15 2JQ	No	I refer to the article on Edinburgh Live dated 21/11/20 which suggests only "a number" of residents of Brunstane Road requested a permanent closure be introduced, whereas some 80% of local residents, the vast majority of voted against the closure. These stats alone should be sufficient for councillors to follow public opinion and abandon the proposal. The main issue on the road appears to be caused by parked vehicles, which would suggest the solution should be found by resolving the issue of the parked vehicles either through off-street parking or parking enforcement. This approach seems to have been taken recently to address issues in Duddingston Road. Rather than addressing the issue in Brunstane Road, the proposed solution would impose issues which don't currently exist in neighbouring areas. The residents of the "Collesdene triangle" would see journey times increased with the additional consequence of negatively impacting the carbon footprint. Additionally, the response times for emergency services would also be adversely affected. There are a substantial number of elderly people who live in the neighbourhood for whom the delay of ambulance services could literally be a matter of life and death.
974	EH151lt	No	these closures mean the only way to access anywhere in portobello, including the thousands of new homes on harry lauder road, is down bright place. We live on brighton place and since the new cobbles have provided a smooth surface, cars drive past the house at up to 60mph out with busy times. At other times there is a queue of traffic idling outside the house as they crawl towards the bottle neck traffic lights at portobello high street this causes pollution and poor air for the many pedestrians for whom this is their direct link to the shops. Increasing the number of cars on brighton place will be a significant problem for residents here and overload what is already an extremely busy street. While i might support closing brunstane road, this can only help if other routes are opened. Certainly brighton place is already too busy and we can be sure it will get busier post covid when people start returning to their usual places of work
975	EH15 2JX	No	Milton Drive will be used as a rat run with cars queuing to get out. Why not get some of the cars dispersed throughout Collesdene by keeping open the Gardens and Crescent. that the closure does not stem from an agreed strategy of the council, say for a low-traffic neighbourhood as only East Craigs, South Corstorphine and Leith have been identified. For many years there had been the call to stop through traffic on this road but this was strengthened after the temporary closure when Brighton Place was closed for reconstruction. Very few people have moved into Brunstane Road without being aware of the traffic and parking issues and the price paid reflected this situation. In closing the road and retaining on street parking the Council produces a betterment for the residents with a subsequent rise in value. Brunstane Road is a road, one of only two direct routes into Portobello from the south. It appears on the Ainslie map of 1783 and is not a residential street that has only witnessed through traffic in recent years. Along with the rest of society, residents have experienced an increase in traffic with the resulting congestion at peak times. At other times of the day there is no more difficulty caused by through traffic than in many other city roads that are not being closed. It is noted that the campaigners see it as a necessity that they retain on street parking for their vehicles. Pressure for closure has gained momentum over the past few years because of the arrival of new residents and the encouragement by Council officials that there would be support for closure specifically from the East Area office. When Brighton Place was closed there was displaced traffic using Brunstane Road and a TTRO was put in place to close it. Had the knock-on effect of traffic being displaced through the Collesdenes and temporary measures to limit the negative effect of increased traffic were introduced. On the re-opening of Brighton Place these measures were removed. Brunstane Road was not closed when the temporary Covid restrictions were put in place to facilitate cycling and walking during the pandemic therefore it is not seen as forming a key part of the cycling network or required special measures for the benefit of cyclists and pedestrians. The closure of Brunstane Road has been progressed with no evidence to support this move apart from the dossier of privilege compiled by the residents. Whilst the residents have concerns the Council should be taking decisions on displacing traffic based on traffic surveys. This has not happened. Often it has been repeated that the closure of a road leads to traffic evaporation but you have no evidence on which to base this. What is evident, from the closure of Brighton Place, is that this is not true otherwise you would have been able to show that traffic had evaporated. Also, it is said ad nauseam, that this is the first step to traffic reduction. However, there is no second step identified that would indicate you have a strategy and you are basing the decision to close Brunstane Road on a leap of faith. Recently Brunstane Road was closed for utility works and there was a marked increase in traffic at peak times particularly at the Baileyfield Road/Southfield Place junction. This is on the route to school forced on parents in the Brightons area when the catchment areas for primary schools was undertaken. A change where, according to the Council, there were no traffic issues. It is essential that a full survey of traffic in Portobello and Joppa is undertaken to understand the ramifications before making any decisions.
976	EH15 1LU	No	This proposal has been driven by local residents over the past 30 years, most of whom were well aware of the traffic that uses Brunstane Road. Prior to its temporary closure there had been little, if any, pressure from those living in the Collesdene area for traffic management and they only experienced a problem when traffic was displaced into their area. This proposal is now being dressed up as a thought out plan to include the Collesdene rather than it being a reaction to the demands of a relatively few people. A couple of other points that need to be considered are the claim that the probable development at Brunstane will increase traffic using Brunstane Road and that Brunstane Road is an essential link for cyclists. The proposed development at Brunstane does not only exit on to Milton Road East and any traffic heading to Portobello, when this development takes place, would not use Brunstane Road. The handling report
977	EH15 1Ji	No	I live in Stanley Street, adjacent to Southfield Place. If Brunstane Place was closed that would place even greater pressure on an already extremely busy route into Portobello, i.e., Southfield Place/Brighton Place. In addition, Park Avenue/Stanley Street is often used as a 'rat-run' into Southfield Place, and the closure of Brunstane Road would create even greater pressure on already busy residential streets, that also includes access to a large school. I am responding to the article on Edinburgh Live dated 21 Nov '20 which suggests a small number of residents of Brunstane Road have requested a permanent closure be introduced, to 5 non-residents. I believe a response to this request from 80% of local residents voted against the closure. I am perplexed as to why the council has moved to a consultation process when such a majority have already voted against this. Having lived in the area for almost 30 years, over the last 10 years I have seen many initiatives on Brunstane Road tested: • Reduced access • No access except to non-local residents • Strengthening of the bridge (appropriate for safety reasons). From an internet search, it appears there are 61 households on this road which means c.49 people voted against the closure and only 12 in favour. Costs being incurred to consult further on this proposed closure is unacceptable and a mismanagement of council funds. It strikes me that the issue of Brunstane Road is the volume of parked vehicles [one assumes from residents in the top half of the road]. To solve the volume of parked cars, the solution should be one that impacts the residents of the road, not, as proposed by the council, to move traffic management to other nearby residential areas. Re-routing traffic should not be part of the solution; this creates problems elsewhere, not least: • Increased journey times for residents of the Joppa triangle • The proposed closure from Milton Road into the heart of the Collesdene area, typically c. 1 minute journey time / c. 0.3 miles, becomes a 3 minute journey time and 0.5 miles; so the carbon footprint for residents of the Joppa triangle who drive on a daily basis increases by an average 60%. • The journey times of deliveries into the Joppa triangle (particularly during COVID restrictions) would further increase the carbon footprint by c60%. • The safety of the residents in the Joppa triangle: from the last census the demographics suggest there are more mature residents in the age group of 60+, who, in terms of probability, are more likely to require the assistance of the emergency services. If the journey time of the emergency services are increased due to them having to travel further, surely this is unacceptable. ☹ Even if the majority views of local residents were ignored, one would expect the council to at least consult the Scottish Government's own committees: • Policy and Sustainability committee: to do a study of the impact on the climate as a result of the proposed changes • Governance, Risk and Best Value committee: to assess the risk as a result of moving the traffic into a higher populated area as well as this wider consultation seen as best value when there is already a majority view of local residents. • Finance and Resources committee: to consider the cost of resources required to assess the responses of the wider survey, most of which is being submitted (I assume) in narrative form, requiring someone to read and theme responses.
978	EH15 2JQ	No	In my view it is completely inappropriate to close Brunstane Road as a consequence of so few people being in favour AND to consider moving traffic to a nearby residential area which would affect more people as well as negatively impact climate change - it is just plainly wrong. I understand that there is a few houses on the Brunstane Road possibly 50-60 house that would like a private access road. However this then negatively affects hundreds of homes in the Collesdene and Joppa area. If I look at the flyer created by the "Calming Brunstane Group" this clearly defines all the benefits for such a small group and totally disregards the adjoining areas. If we take the points that will benefit the (CBG) Brunstane There are a number of concerns and much to numerous to list out in details but I am happy to discuss my main concerns as follows: 1) House Prices The area reflects the current road system and people bought houses knowing full well what Brunstane Road was like and always has been. How can you shift the problem to other areas that will then negatively affect the current values. 2) Heavy Good Vehicles I understand that HGV are a problem because some lorry drivers are breaking the law. If that is the case then improve the Traffic Signs and the make sure to take action against the offenders and this problem will disappear once a few fines are issued. 3) Parking (Brunstane Road) Again the problem here is the residents have more than one car and this makes the situation worse but they knew this when they bought the houses. If you provide a private road for them then surely you must consider all the other bottlenecks in Portobello and even in Edinburgh as there are numerous roads far worse than Brunstane. 4) Collesdene (Learner Drivers) & (Shorts Cuts) People bought their house in the Collesdene area based on having their own driveways and also street parking facilities for visitors and additional cars. If you make any changes to the current set up then you are catering for a few and totally neglecting the many. We already have (Learner Drivers) and (Short Cuts) from the current set up this can only get worse if you close Brunstane Road. 5) Milton Road (Direct Access) Myself and numerous neighbours have excellent access to Milton Road and you propose to stop this in your propose layout plan. So again please consider when you buy a house these are all the factors you decide on and justify the price of the property. How can you suddenly change a road design layout to benefit a few and totally ignore the many. Note: There are many other issues form my neighbours in Collesdene and Joppa and I would ask that you reconsider the proposal with the "Hundreds" people you will affect. Happy to discuss the above further if required please call me on (Mob: 07963903647)
979	EH15 2JL	No	Regards
980	EH15 2LF	No	This will force a high volume of traffic down Milton Terrace, Milton Drive and Collesdene avenue where a large amount of elderly and vulnerable people live. This is not safe and could cause them distress. There are also a lot of cars arriving and parking in this area who need easy access to the sheltered housing which this will not give them. There are already a significant number of learner drivers in this area and adding in so many cars would be very loud, disruptive and dangerous. Perhaps reducing the parking on Brunstane road would make it safer for the cars that attempt to drive down and the people who live there, as the large amount of cars parked there make it quite dangerous. Or making more entrances and exits to the area but making them all one way?
981	EH879g	No	
982	EH15 2QR	Yes	The road was not built for modern transport, for example HGV's. Closing the road would be good for cyclists and pedestrians
983	EH15 2JP	No	I think the closure of Brunstane Road would only partly alleviate the problems on Brunstane Road and would create new congestion and safety issues elsewhere e.g. the Collesdene area; so instead of one problem area there would be two. I gather concern for safety is the main argument being put forward by the residents on Brunstane Road in support of the proposed changes, although the issue is clearly not actually that of safety but rather congestion. I appreciate this is frustrating for the residents of Brunstane Road but their problem is in fact no different from any narrow street in Edinburgh. If you don't like busy traffic don't buy a home on a narrow street. These are expensive homes and so they cannot plead that they had no choice. I think a preferable change would be to prohibit the passage of large vehicles down Brunstane Road and to enforce this. The various proposed changes to the access and egress of the Collesdene area will just be annoying and unlikely to bring about any significant safety benefits. Indeed, if safety is the main concern, as contended by the residents of Brunstane Road, I would point out that traffic slowly making its way very slowly up and down Brunstane Road is not a safety concern, but if Brunstane Road were closed then diverted traffic using the Collesdene area as a "ratrun" would only speed faster were they to travel to their destination via the wide open roads. Seaview Crescent is already a 'rat run' and these proposals will direct even more traffic along this crescent. There is a dangerous corner at the Joppa end with parked cars already limiting visibility and this will make it worse.
984	EH152LU	No	
985	EH15 1LE	No	It would be more helpful to those of us living in surrounding areas if Brunstane Road were one way.
986	EH15 2LN	No	Cannot access my house from Milton Road under these proposals unless I drive all the way to Milton Terrace. This is a small road accessing Collesdene Avenue on a steep slope. Do not see these enhancing the area in any way shape or form. Also feel that there has been limited awareness of these proposals, no letter drop in the area for example which given the majority of my immediate neighbours are elderly means you will have successfully excluded a large number of residents from providing comment given it is online only. Residents in Brunstane Road purchase there knowing that there is a through road and obviously accept that as part and parcel of staying there.
987	EH152LN	No	Brunstane Road is a through road and always has been. Surely this is something you would consider before deciding to live there?? The proposed changes would mean that there will be many people unable to access there homes from streets along Milton Road, the proposed access point being Milton terrace which is a narrow short street. I would like to suggest that a mail drop with this proposal be posted to all residents in the areas affected, given that there are a lot of elderly people in the area and also not everyone has access or chooses to communicate online
988	EH15 2Ji	Yes	I would want to know that access for emergency vehicles would not be impaired, but support Collesdene Crescent being closed at one end as there is far too much heavy traffic using this road as a short-cut (vans and lorries). Also, there is a sewer under Collesdene Crescent which was fitted about 40 years ago and which was put in place when the current level of heavy traffic and heavy vehicles was not anticipated.

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
989	Eh152lu	No	<p>The route as proposed will create a rat run for traffic coming from Milton road east down Milton terrace and across both Collesdene Avenue and seawiew crescent. Indeed it is surprising no traffic calming measures are proposed in these streets. If the intention is to reduce traffic flow then all routes in the defined area into/ out Milton road east should be either north facing or south facing only. Allowing traffic to move in both directions in parallel streets will merely push the same traffic down fewer streets. Few cars will take the journey all the way round when there is the realisation of a short cut via Collesdene avenue/ seawiew crescent. As mentioned above the lack of traffic calming measures being proposed on Collesdene avenue and seawiew crescent makes the proposed changes a concern.</p> <p>More fundamentally it appears that the whole community of Joppa is being asked to manage disruption because residents of brunstone road want to have no traffic flow in their street. While I am sympathetic in principle the proposal simply reroutes the same volume of traffic south along Milton drive to Milton road east or north along Milton terrace from Milton road east towards Collesdene avenue/ seawiew crescent. This displacement is unfair on all other resident of Joppa.</p> <p>A fairer approach would be ensuring all traffic can only move north from Milton road east into the highlighted area OR south onto Milton road east from the designated area. This will reduce traffic flow throughout while also being balanced for the community. All other proposals encourage the same traffic through fewer streets and in turn I would expect the council will be asked to consider future traffic calming measures.</p>
990	EH15 1U	No	<p>The traffic on Brighton Place is already heavy, with much congestion as cars can park on either side of Southfield Place. Closure of other through routes will cause chaos on Brighton Place especially after traffic returns to its normal volume. Please consider double yellow lines on the whole of the East side of Southfield Place as well as continued access on other through routes.</p>
991	EH15 1AU	No	<p>Portobello Community Council undertook a consultation on these plans, running from 10 to 27 March 2020. We received 441 responses, with 18% supporting the proposal, while 81% were against it.</p> <p>The vast majority of the responses received were from within our community council boundary, with only 40 responses outwith or withholding their postcode. We further broke down the results into areas more specifically impacted by the proposal: Brunstane Rd N/bottom section (37 responses), Brunstane Rd S/top section (39 responses), Collesdenes (67 responses) and other areas to the south of the closure (e.g. Brunstane Rd S, Gilberstoun; 64 responses). These areas showed broad agreement with the overall result, with the exception of the Brunstane Rd S/top section. Together these specific areas make up half of the total response.</p> <p>Brunstane Rd S/top section was overwhelmingly in favour of the plans, with 65% supporting them.</p> <p>Our consultation also asked for opinions on alternative interventions, and gathered many valuable comments on those, the specific proposal, and other community concerns related to the proposal. These should be reviewed.</p> <p>Our full consultation results: http://www.portbelloc.org/pccpn/2020/08/31/brunstane-rd-joppa-triangle-results/ Presentation: https://docs.google.com/presentation/d/1e2PpACX-1vSIMP877Ez_2N4b5bnVLSvWCGgRNGHhXkn-RKSHB2YpYtC-rYTKhSHzT0kdJkDPFNwyZ640/pub?start=false&loop=false&delays=3000 Anonymised results & comments: https://docs.google.com/spreadsheets/d/1e2PpACX-1vT0u8t1mpu8dWbJ-otLkPz84JFfYv0GENiHwTKqyl5GSRccA3NvdRiUvOO0nxA40kgcH/pubhtml?gid=1516584655&single=true</p>
992	EH15 1JS	No	<p>I live in Park Avenue and since the new Portobello High School was built the traffic on this street has increased considerably, through traffic and also parking. Since the closing of Hope Lane this has further increased the amount of traffic. Now with the suggestion to close Brunstane Road and measures to be taken to prevent traffic flow through the Collesdene area I fear that this is going to further impact on Park Avenue as a means to get access to Duddingston Road or Brighton Place, which already has it's own problems with congestion caused by bikes, cars and buses. I appreciate that people want to live in a nice quiet street like Park Avenue used to be. People just can't have their own Private Road. Unfortunately it is a sign of the times when most households have at least one car and many others more than one, as I'm sure the householders in these areas also do. Could I ask, if the bridge is closed on Brunstane Road which route would the people who live there take after leaving their street? Maybe turn right on to Milton Road then drive along and turn right down Park Avenue to gain access to either Duddingston Road or Brighton Place. Consideration should be given to the fact that Park Avenue is also used by a great number of children walking to and from school therefore there is an increased risk of accidents and also air pollution.</p>
993	EH15 1BE	No	<p>I am extremely concerned what the affect is going to be on Park Avenue if this request is approved and trust that my comments will be fully read and taken into consideration.</p> <p>Given the horrendous amount of new build flats that are shooting up all over Portobello, the inevitable increase in traffic through Portobello this will cause, with no infrastructure in place, honesty it is wise to close any roads culminating in even more traffic descending on our High Street?</p>
994	Eh152hz	No	<p>I live in Joppa Grove and am a regular user of Brunstane Road. I attended a public consultation evening last year, and the consensus seemed to be that closing Brunstane Road would simply move the problem to another area. Most people agreed a sensible alternative would be to install a one way system, with traffic being allowed to travel down Brunstane Road, from Milton Road towards Joppa Road. There are several alternatives for traffic wanting to travel in the opposite direction, avoiding Brunstane Road. This would surely be a fairer plan, as closing Brunstane Road at the railway bridge might benefit a minority of the community, i.e. the residents who live above the bridge, while greatly inconveniencing the majority of the community.</p>
995	EH15 1LP	No	<p>This is yet another ill-thought proposal which may benefit the few but inconvenience the many, such as the ludicrous decision to allow no parking in the entire length of Duddingston Road. In this case parking has been hunted to all the quiet side streets, in the case of Brunstane Road, the traffic will bottle neck in adjoining streets.</p>
996	EH15 1BE	No	<p>Closure of Brunstane Road to through traffic will cause more traffic to travel down Brighton Place and along Portobello High street, increasing the congestion in this area.</p>
997	EH15 1NA	No	<p>This proposal will make travelling from Portobello onto the Milton Road very difficult.</p>
998	EH15 1jt	No	<p>No as it will cause even more back ups in Brighton Place. Would it not be more sensible to have Brunstane Road a one way system entrance via Milton Road.</p>
999	EH15 1hz	No	<p>This will cause congestion and hold up traffic in surrounding areas</p>
1000	EH15 3HP	No	<p>Access to Portobello is difficult as it is. Closing Brunstane Road etc would make matters worse. Traffic is almost unbearable already on Milton Road East, Duddingston Park, Duddingston Park South, Brighton Place and Portobello High Street and that is WITH Brunstane Road open.</p> <p>Emergency services struggle on these roads and another closure would force more traffic on to surrounding areas</p>
1001	EH15 1JS	No	<p>The proposed traffic arrangements take no account to the traffic flow to the west of Brunstane road.</p> <p>The other direct north/south route to Portobello is Duddingston Park/Park ave/ Southfield Place/Brighton Place. If Brunstane Road closes a high proportion of the traffic could be displaced, on this route.</p> <p>Are these streets not part of the safer routes to school. This is why Stanley Street/ Hope Lane was closed to traffic.</p>
1002	EH15 2HZ	No	<p>I agree that something needs to be done about Brunstane Road, but this proposal shifts ALL the through traffic from Brunstane Road into a different residential area. If you are to do any proposal such as this, you need to meet your own aims properly of creating quiet safe neighbourhoods where children can cycle safely. How do you propose "maintaining cycling in the Collesdene area" when the roads are going to have much heavier and speeding traffic? The only way to meet your goals is you must physically PREVENT through traffic in the Collesdene area, and force traffic to keep to the main roads - Milton Road and Joppa Road - and make a truly quiet neighbourhood suited to cyclists and pedestrians as your aims set out.</p> <p>The proposals being put in place for the Collesdene area make no sense. The traffic from the A1 south will be forced all the way down to Milton Terrace, where it will then either go down onto Seaview Terrace or all the way back along most of Collesdene Avenue. Traffic from the north will all use Collesdene Avenue and Milton Drive. The traffic will still use the Collesdene area but be forced to drive through alot more of it due to these no entry additions. The traffic will be speeding because of the longer detour forced onto them. Even the fact that you have put in traffic calming road narrowing on Collesdene Avenue proves the very fact that you are expecting increased traffic volumes and speeding traffic.</p> <p>Your own brief states "The aim is to create a quiet neighbourhood, where unnecessary through-traffic is removed from Brunstane Road and discouraged from using the Collesdene area". This proposal will not discourage drivers from using the Collesdene Area - it will be the shortest route, and therefore the vast majority of drivers will use it. Also many will be using satnavs which will take them the shortest route - through (thanks to the no entries measures) a now much longer section of Collesdene than without the additional measures. And rat-run traffic following stanas are the most likely candidates to be speeding.</p> <p>These are currently very quiet streets (except for a few leaner drivers). Many residents moved here for quiet safe streets.</p>
1003	EH15 2HZ	No	<p>The extensive Portobello Community Council consultation showed 80% of respondents are against the proposals, and in fact most want no change at all. The only people in favour of closing Brunstane Road completely were people living immediately on or next to Brunstane Road.</p>
1004	EH15 1EY	No	<p>It works perfectly well and is never overwhelmed on the occasions I have used it! On speaking with my friend who lives on the street she wants it to stay open for their daily use!</p> <p>It will be horrible for drivers - and I am one but we need to make car travel more horrible. The car cannot continue to be provided for as if it has no impact on the planet. Car travel is already horrible on that road. I hated the road being closed at the same time as Brighton place but it was so horrible it got me thinking, I now cycle more and think about bike before car. Cycling has to be made better. Public transport has to be made better. Car driving (annoyingly) has to be made worse.</p>
1005	EH15 2AJ	Yes	<p>Closing Brunstane Road will lead to more traffic in Brighton Place.</p>
1006	EH15 1AU	No	<p>We live on Duddingston Park, the proposed traffic calming measure will result in increased traffic on our street. Due to the location of Portobello High and two other primary schools in Duddingston this cannot be an acceptable scenario. Traffic along Duddingston Park is already heavy during rush hour and the proposed measures will essentially push more vehicles along already congested roads for people wanting to drive into Portobello.</p>
1007	EH15 1ly	No	<p>Increased traffic down Brighton place</p>
1008	Eh151lt	No	<p>I have grave concerns that these measures will result, as shown in the study carried out in August, in a huge increase in traffic diverting along Milton Rd, Park Ave, Duddingston Park and Brighton Pl. These roads are already at various times in the day very busy with school pupils from Portobello High, I have on several occasions witnessed near misses with pupils and traffic on these roads, I fear a further increase in traffic volume could have serious consequences.</p> <p>Another concern specific to my household is the safety and well-being of my brother who lives with us. He has Down's syndrome and early Alzheimer's, at the moment he is able to enjoy a limited amount of independence if he wishes to go for a walk around Park Lane/Park Avenue / Stanley St / Duddingston Park, I fear he would no longer be able to do this if traffic was to increase much more. This may seem trivial to you or I, but to my brother who has great limitations on what he can achieve independently, it could change his life on a daily basis and result in him losing that brief amount of independence he enjoys.</p> <p>I think consideration should be given to perhaps making Brunstane Rd one way or certainly limit heavy vehicles, but on the scale of what other streets endure in terms of traffic flow I don't believe it merits full closure for the convenience of the residents.</p>
1009	EH15 1JU	No	<p>I know when this was done before it created congestion elsewhere. I sympathise with the residents who live here and think it would be a much better idea if the brunstone road was made one way.</p>
1010	EH15 2RP	No	<p>I totally oppose this. There has already been a Community Council consultation which was well responded to and overwhelmingly opposed what local residents wanted, i.e. to keep their street for only them. For CEC to consider overriding those democratically expressed views would be a gross affront to the principles of properly-sought engagement. As a former resident of Joppa Grove, there has been an increasingly fraught problem with traffic management in the area for decades. Unless CEC takes a city-wide, integrated and strategic approach, along with proper communication and consultation with its citizens and groups, to the huge difficulties that Edinburgh faces, no adequate solution can be reached. These problems are not only about car use and severe clogging in our streets, but also about finding meaningful ways to address climate change and alter attitudes to car ownership and use of public transport and its proper and more effective promotion. These proposals will most certainly not result in traffic avoiding Collesdene, but almost certainly result in massive issues from as far afield as Eastfield to Harry Lauder Road and Portobello High Street and Brighton Place in between. All of these are already severely congested currently and any attempt to limit access via Brunstane Rd will be a disaster for all but the immediate residents. To take undue heed of the views of a tiny proportion of residents of East Edinburgh, in the face of clearly-expressed views, and for those residents to be multi-car owning, middle class and articulate, would be ill-advised. Many local people have far fewer chances to express a view, often due to economic constraints and inadequate social opportunities, and I simply can't conceive their communities being given such a hearing and outcome. If our advanced society cannot ensure equal application of the rules and to properly-applied outcomes, then we are failing. Please don't let Edinburgh fall into the category of only listening to those who are already far more socially advantaged. Thank you.</p>
1011	EH8 7EN	No	<p>I totally oppose this. There has already been a Community Council consultation which was well responded to and overwhelmingly opposed what local residents wanted, i.e. to keep their street for only them. For CEC to consider overriding those democratically expressed views would be a gross affront to the principles of properly-sought engagement. As a former resident of Joppa Grove, there has been an increasingly fraught problem with traffic management in the area for decades. Unless CEC takes a city-wide, integrated and strategic approach, along with proper communication and consultation with its citizens and groups, to the huge difficulties that Edinburgh faces, no adequate solution can be reached. These problems are not only about car use and severe clogging in our streets, but also about finding meaningful ways to address climate change and alter attitudes to car ownership and use of public transport and its proper and more effective promotion. These proposals will most certainly not result in traffic avoiding Collesdene, but almost certainly result in massive issues from as far afield as Eastfield to Harry Lauder Road and Portobello High Street and Brighton Place in between. All of these are already severely congested currently and any attempt to limit access via Brunstane Rd will be a disaster for all but the immediate residents. To take undue heed of the views of a tiny proportion of residents of East Edinburgh, in the face of clearly-expressed views, and for those residents to be multi-car owning, middle class and articulate, would be ill-advised. Many local people have far fewer chances to express a view, often due to economic constraints and inadequate social opportunities, and I simply can't conceive their communities being given such a hearing and outcome. If our advanced society cannot ensure equal application of the rules and to properly-applied outcomes, then we are failing. Please don't let Edinburgh fall into the category of only listening to those who are already far more socially advantaged. Thank you.</p>

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1012	eh8 7en	No	Traffic issues across the city require a full, strategic approach following widespread consultation. For a small group of self-interested residents, many who have multiple cars per household themselves which plainly adds to the problem, to have more influence than those living in surrounding areas, is very, very wrong. This proposal will merely divert the over-parking and excessive car use in surrounding streets and also have a significant impact on potential free-flowing traffic routes into Portobello, especially via Brighton Place which is both narrow and residential as well as being a key bus route. Moreover, a major safety risk by diverting traffic onto Brighton Place is for the hundreds of school children who use that route to Portobello and Holyrood High and Duddingston, St. John's and Towerbank Primary Schools. I also imagine that the hundreds of new houses off Fishwives Causeway, and the car ownership of those residents will result in even more negative impact from reduced access issues. Many of these residents send their primary-aged children to the Royal High and, if walking - which we purport to encourage - that means taking them across an even busier Harry Lauder Road if Brunstane Rd is out of bounds to them. In short, an integrated, joined up approach is absolutely essential for all traffic-management concerns in the city. Please take my comments seriously and abandon these proposals.
1013	EH15 1JU	No	Firstly - the council needs to consider the consequences of their actions to close Brunstane Road to appease the residents of Brunstane Road regarding traffic issues. In August, a trial closure led to a huge increase in traffic in Milton Road, Duddingston Park, Sothfield Place and Brighton Place. The elephant in the room is there is a school called Portobello High with 100s of pupil using these roads to get to school as well as during their breaks. The safety of these children must come first and any further increase in traffic on these roads will increase the chance of a road traffic accident. I have witnessed schoolchildren playing 'chicken' with traffic and also a total disregard of oncoming cars. I have also witnessed numerous cars ignoring the 20mph flashing signs during the busy periods. Increasing traffic by closing Brunstane Road will only increase the chance of an accident happening. If you perform a risk assessment, you will find that the safety of schoolchildren will certainly trump the convenience of residents of Brunstane Road having less traffic on their road. Should the council decide to close Brunstane Road, the Council members involved in the decision need to acknowledge that they will be directly responsible (or contributed to) for any RTAs involving pupils of Portobello High in the future. The safety of schoolchildren need to come first over the appeasement of residents on Brunstane road in terms of traffic. Furthermore, I understand that the Director of Sustrans is one of the residents on Brunstane Road and I would hope that this does not have undue influence on the matter. A practical solution to the issue is to make Brunstane road one way therefore reducing traffic as well as safeguarding the safety of our younger generation attending Portobello High. May I further suggest that before a decision is taken, trials of making Brunstane Road one way is undertaken and traffic is monitored/recorded in the surrounding roads around Portobello High School to assess the impact. This is an important issue and I believe that data gathering is the key to the final decision.
1014	Eh151lu	No	There are already few routes in and out of Portobello and closing this one can only cause more and more congestion on roads like Brighton Place. This road is often gridlocked through the railway bridge and the flow of traffic needs looking at. If Brunstane Road is to close then Brighton Place should be considered for closure as well. The population of Portobello is increasing hugely and the road systems are already woefully inadequate. I totally oppose the proposed closure of Brunstane Road - especially without improved traffic flow for Brighton Place.
1015	EH15 1LU	No	It would cause extra traffic along Brighton Place which is already stressed by the volume of traffic.
1016	EH152QZ	Yes	Should be permanent scheme introduced to stop Brunstane Road South being used as a rat run. Closure of this road will help to reduce the safety problems associated with vehicles turning into and out of this road onto Milton Road East and totally ignoring the yellow box.
1017	EH15 2JF	No	Whilst traffic is to be removed from Brunstane Road the measures will only 'discourage' additional traffic from Collesedene and therefore does not provide sufficient protection for Collesedene. Additional measures are required. Could the area become restricted to residents only? Could anything further be done to encourage the use of main roads linking Milton Road with Portobello (Sir Harry Lauder Road and Eastfield)? If nothing further is possible to limit the displacement of traffic to Collesedene then Brunstane Road should not be closed.
1018	EH15 2QR	Yes	Aggression on the road that comes from an unreasonable expectation about rights and turn is at a level that needs some thing to change. Blocking off at the bridge is a good option which will also help once the new houses at brunstane are in place. One way would not be a good alternative because of the blockage turning right onto Milton rd already causes which likely to worsen once the houses are in place. Safety for pedestrians, children and cyclists is currently a really serious problem as is constant rolling damage to cars. Verbal assault to residents from drivers is commonplace. Often this becomes physical intimidating and threatening.
1019	Eh15 1be	No	
1020	EH15 2JB	No	The proposed traffic measures are a response to complaints from residents of Brunstane Road that has a detrimental effect on residents of the Collesedene area including Woodside Terrace. A consequence of closing off junctions from Milton Road East, possible access routes for local residents will be fewer, forcing traffic coming from e.g. the Jewel, A1 to travel further along Milton Road East to access local streets. Those access roads that would remain open will become more congested and potential flash points for tailbacks on to the main road. With the future New Brunstane Village development and the very significant increase in traffic and congestion that will result in Milton Road as a main access point, the proposed measures will merely compound this impending problem. Something to be avoided! I would suggest. Pollution will also increase as drivers are forced to travel longer distances. In attempting to solve an issue for Brunstane Road risks causing other issues and therefore not really providing a solution. It merely shifts a problem. The previously trialled closure of Brunstane Road to through traffic also had the effect of restricting Brunstane Road residents to easily access Portobello by car, which, reportedly, wasn't universally popular with residents. I would urge that technology solutions rather than physical one to creating a quieter neighbourhood be explored.
1021	EH15 2QZ	No	RESIDENTS. A closure at the bridge will increase the distance and time required for local journeys, thereby increasing pollution, and while it may reduce frequency of congestion on the road, will not actually address the issues causing it. Namely, the large volume of parked cars on both sides of the road. Due to the majority of houses being built before the invention of the automobile, very few houses have driveways, and so there are few natural 'passing places'. Also, a number of these cars are actually parked on the pavement, reducing pavement space for pedestrians, those with buggies / prams, children on bikes or people in wheelchairs. As a local resident I use this route several times a week for local access (including to locations on or just off Brunstane rd). Having considered the proposals and alternative routes, ALL my journeys would at least double in time and distance. This will be the case for hundreds of other local residents, resulting in thousands of local journeys each week being extended. For civilian access purposes this is inconvenient and not eco-friendly, in the case of emergency services access this doubling of time/distance could be life threatening. Going back to the pavement parking - access for emergency vehicles to properties on Brunstane Rd is compromised by the parking on both sides. If the road was closed at the bridge, in the event of a fire engine or ambulance needing to attend a property, the road would be completely blocked for the duration of the emergency service attendance. I use the route at a variety of different days/times and while congestion issues do occur from time to time, it is no worse than on many other local roads and is caused by the volume of parking combined with inconsiderate and incompetent driving. This can occur with as little as 2 or 3 cars and will still happen south of the railway bridge even if the closure goes ahead, with knock-on effects to Milton Road and the nearby junction. While a closure would stop through traffic, the numerous resident's vehicles, delivery vehicles, refuse collections and visitors to the bowling club would all still be using the road, and there may even be an increase of people seeking to use the road as 'parking' for Brunstane station or other local amenities. With regards to the additional measures proposed for the Collesedene area roads, I again feel this is ill-thought through. At present, local traffic using these routes for access naturally disperses throughout the many routes depending on their destination. The proposals would force all traffic to a few streets thereby increasing volume in those locations and creating another problem to be addressed in the future. I am dismayed that these proposals appear to be being forced through despite the many valid concerns of local residents, and especially when there are better solutions to the issue which would resolve more issues and benefit more people. Closing Brunstane road will not only negatively impact local car users, but will do little to help cyclists or pedestrians. Having used the route as both when the road was previously temporarily closed, the pavements were still difficult to use due to the volume of parking and I felt it made no difference to my safety as a cyclist as I still encountered congestion traffic with a narrow area to pass. The alternative solutions suggested of making Brunstane Road one way (South to North) and/or limiting parking to one side of the street (using double yellow lines) would reduce congestion and make the route safer for cyclists and pedestrians (with clear pavements and more space for cyclists) while also maintaining important local access. I am puzzled as to why the proposal of limiting parking (double yellows) is not the preferred solution when this has been implemented on other local streets recently, without consultation? It suggests that there is undue influence on the council from a resident of Brunstane Road? It wouldn't be the first time that City of Edinburgh Council have presided over decisions not in the interests of residents due to conflicts of interest (https://www.bbc.co.uk/news/uk-scotland-edinburgh-east-fife-33182157) Controlling the parking issues (including the enforcement of existing pavement parking legislation) would better address the issues and has been the chosen solution by many other local streets (even if not favoured by residents). Maintaining two-way traffic on Brunstane Road South of the railway bridge, without enforcing, limiting or controlling parking will not achieve the intended improvement to safety for cyclists, as there will still be oncoming traffic in both directions, with little space to pull in!
1022	EH15 2JH	Not Answered	Understand that Brunstane road is not a suitable route from Milton Road East to Joppa Road, however feel the current proposals will just all the traffic down Collesedene Avenue. Also it makes it very difficult to get out of Collesedene crescent onto Milton Road East and out to the A1. While I appreciate that this has been done in order to prevent Collesedene Crescent becoming an alternative cut through, it would be better to try this in a different way - maybe by closing the Crescent off at the other end? And reducing access from Collesedene Gardens and Terrace?
1023	EH151LT	No	Double parking is the cause of a lot of the congestion. Other solutions should be considered such as passing places prior to this trial. Moving the problem elsewhere to other residential areas is not the answer. As there is a new skate park, new primary school and increased school children and cycle traffic along Brighton place more traffic will cause increased safety issues. The proposal is not the most sensible solution on safety grounds alone when considering the number of pedestrians and cyclists who would be adversely affected.
1024	EH15 1TG	No	I think closing this road would be a big mistake. Instead of closing it why not put double yellow lines down one side as has been done in other areas? This will make traffic congestion worse.
1025	EH151LT	No	Many young children use Brighton Place as access to and from school as well as many cyclists. The road cannot take more traffic from other areas. Other solutions should be sought which provide a better solution to the current traffic issues around the whole of the Portobello / Joppa area. With all the new housing what do residents and planning expect. It's obvious that traffic flow is going to increase and if not assessed correctly safety of many as opposed to few will be compromised. This needs a rethink as it is not the optimum solution for the area it only moves the problem.
1026	EH15 2QS	Yes	other streets.
1027	EH15 1LU	No	This road closure would merely displace the traffic that normally uses Brunstane Road to other streets, mainly down Brighton Place as that is the only other north /south route in and out of Portobello. Brighton Place is a residential street that under normal circumstances experiences high volumes of traffic, especially at peak times when long queues tail back under the railway bridge which is single lane pinch-point, much like the railway bridge on Brunstane Road. Brighton Place experienced a huge increase in traffic volumes during a period in August when Brunstane Road was closed for utilities work so it is obvious what the result of this road closure would be. In addition, when Brighton Place was closed for resurfacing work in 2019, the Brunstane Road residents complained that the closure displaced traffic down their road and argued for closure during the course of the work, which was granted. It stands to reason that the opposite effect would occur, i.e. if you close Brunstane Road traffic will be displaced onto Brighton Place. The proposal to close this road would benefit a small number of people and disadvantage many, many more. This seems a very divisive move and will set one group of residents against another. Let's try and find away of alleviating the traffic problems in Brunstane Road that takes a fairer approach. Cars wishing to access Milton Road from Portobello would either have to drive up Brighton Place or travel all the way along to Eastfield meaning that they would be travelling for longer distances, leading to more harmful emissions. Brighton Place is supposed to be a safe route to school however, an increase in traffic makes the journey that children make five days a week less safe with more possibility of accidents. Queuing traffic that is stopping and starting, with engines idling, releases toxic and harmful emissions that would be inhaled by children as they walk and ride up and down Brighton Place every day to access the schools to the south of the area. Air pollution is particularly harmful to children and young people. Increased traffic queues and congestion in Brighton Place would also see an increase in rat-running around East Brighton Crescent, where there is a nursery, and Lee Crescent, leading to a greater probability of accidents. What is needed is an analysis of the whole of the Portobello road network to see what changes could be made overall rather than closing a road just to suit the residents. The council has provided no rationale or evidence of the need for this proposal other than anecdotal evidence from a vocal group of residents.
1028	EH15 1JT	No	Please will the Council consider the following measures, which would calm traffic in Brunstane Road without total closure, which would be a much fairer solution and would spread the burden of traffic: a one-way system with speed kerbs; The measures seem to be following a trend of going straight to closure without any steps to allow access but with a view to a reduction in peak flow. A recent example is the closure of Stanley st. As a resident of park ave the results are plain to see - a complete removal of traffic flow on Stanley st and the flow has immediately transferred to Park Avenue. The new arrangement has amplified the instance of motorists using the wrong side of the road to overtake standing traffic at the junction of A6106 and the A1 -right outside the largest school in the city. Effectively this moves the small risk to a small number of pedestrians on Stanley st to a much larger risk to a much larger number of pedestrians. The example demonstrates the lack of foresight at the planning stage - a triumph of reality over ambition when taking big bold steps. The council has form with steps to control traffic flow e.g. the debacle at George St and Hanover st a few years ago totally ignored the requirements of traffic using roads to get from A to B expeditiously. Most traffic has an economic necessity as demonstrated by the temporary reduction during the 1st phase of lockdown. Presumably the rat run at brunstane rd has a primary use of local residents to access housing the road serves. Have you canvassed the users to determine the reason for using this road? Maybe you should try to get to the bottom of the problem without the guesswork. In the meantime how about trying a series of smaller steps to hit peak flow. 1st option -placing a no left turn into brunstane rd for northbound traffic on the A199. The 2nd option could be no right turn out of brunstane rd onto the A199. 3rd option -a speed activated stop signal on the bridge to give priority to slower traffic. Come on Edinburgh council -stop pretending traffic doesn't exist. Understand the problem and get your imagination working on a deterrent. Pick any topic; banning something doesn't fix a problem -history continues to prove the rule & without exception.

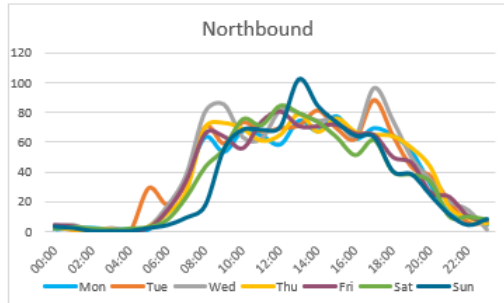
No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
1029	EH15 1LU	No	Moves problem elsewhere. Traffic likely to seek alternative route through Southfield Place and Brighton Place which are bus routes for 3 buses and which have partial double yellow lines along them both. Traffic movement during last year's closure of Brighton Place resulted in chaos in West Brighton Crescent, a badly signed cul-de-sac, as cars drove through Rosefield Park attempting to navigate out of Brighton Place - something likely to recur under the proposed closure of Brunstane Road.
1030	Eh7 6pn	No	I do not support the proposal. As someone who has family living in Morton Street and Argyle Crescent, the only people who seem to support this are the people living in the top half of Brunstane Road. It is not a rat run, it is an access road to and from neighbouring streets and if it is closed it will just push the traffic somewhere else. Local residents and businesses in Portobello and are completely fed up of all these road closures / Spaces for people etc. Portobello should be allowed to thrive as a community and the more tinkering that happens, is just an encouragement for people to use out of town centres like the Fort.
1031	eh152lq	No	I am not sure if I support this. I would not like to object just for the sake of it. I would probably tick "I mostly support it with suggestions."
1032	EH15 1AZ	No	If these measures increase traffic at our end of Collesdene Avenue, near the Musselburgh Road, I don't support it. Simply because we already have all the learner drivers to deal with every single day from early morning until late at night. We also have cars that speed up the hill on Collesdene Avenue from the Musselburgh Road. There are no traffic calming measures proposed at this bottom end where the cars speed up the hill - I think one more is needed. Many children live on the road.
1033	EH15 1az	No	This would only greatly increase the traffic in Brighton Place which already has excessive traffic in an area of historic conservation I submitted a response to this consultation earlier. ID is ANON-1K2X-AS1D-4. I would like to add the following points please: 1 Portobello community council carried out a survey earlier this year that found that 81% of local residents opposed the closure of Brunstane Road. 2 A Change.org petition: https://www.change.org/p/city-of-edinburgh-council-have-a-full-public-consultation-on-brunstane-road calling for a full consultation including on all the options and solutions - not just closure or not - for improving Brunstane Road has been signed by 567 people.
1034	EH15 1LU	No	An awful proposal. Using a hammer to crack a nut! I suggest that Brunstane Road maintain a one-way system either northbound or southbound, with traffic-calming measures. Otherwise most of the traffic going to Portobello from Milton Road will be diverted through the Collesdene area, using Milton Drive and probably Seaview Crescent, where I live. This street is currently heavily used for on-street parking, because of the nature of the properties, and will become a through-route, as bad or even worse than Brunstane Road. People living in the Collesdene area are going to be completely overwhelmed with this traffic and also hemmed in, and not able to easily gain southerly access to Milton Road when going into town, or to Fort Kinnaird etc. Many hitherto quiet suburban streets in this area could become as busy as Brunstane Road, which simply moves the problem to a different area. Collesdene residents who currently have unhindered access to Milton Road for work, school, shopping purposes etc, will have this severely curtailed. The proposal will create a prison-like maze of roads with new rat runs being created. Please be reasonable and think again.
1035	EH15 2LU	No	Brunstane Road provides one of a number of access routes to Portobello High Street, the Promenade/Beach and areas north of Milton Rd. Maintaining this route ensures a spread of traffic throughout these areas, reducing congestion and the pollution that comes with that congestion. The existing access routes also ensure that businesses along the east of the High Street and beyond remain accessible to all customers including those with mobility issues. The closure of this access route will inevitably increase traffic on the already busy routes into the amenities in Portobello, particularly Park Avenue and Duddingston Park (A6106), funneling traffic onto Stanley Street and Southfield Place, creating even more congestion on Brighton Place and the crossroad with the High Street.
1036	EH15 1JT	No	Not in current form. We believe that it will exacerbate significant traffic issues on Argyle Crescent. We would be supportive if additional measures were put in place on argyle crescent. 20 respondents from an ad hoc poll of around 40 local households: •Do you feel excessive speed/ rat run use is an issue (0% no 100% very strongly) - 78% •Do you think joppa triangle will improve 0% or worsen 100% the issue - 71% (strong worsen) •Would you be in favour of a scheme in line with council policy to favour people over cars e.g. pedestrian prioritisation whilst still retaining vehicle access - 75% in favour •How would you feel about the introduction of traffic calming measures of some form - 75% in favour Comments: •Have little idea whether the joppa triangle changed argyle crescent road use, but there is a car recorder outside our door. It would be good to question what traffic calming measures are possible. Speed bumps, speed camera, or more signage, etc what would residents be willing to have? •Brired asking the council about speed restrictions about 10 years ago and they said they had limited budget and it was being done on a prioritised basis and that Argyle Crescent would just have to wait its turn. •Speed on the road is a big issue and will be dangerous when (unfortunately but probably some inevitably) the level of traffic increases after lockdown when people might be caught off guard after getting used to the reduced levels. I would be very much in favour of some 'traffic calming' and bike prioritization measures. One way could be to make it one way (for cars, 2 way for bikes) going towards Brunstane road, that would prevent people using it as a rat run in the mornings. •We definitely don't want speed bumps put into the crescent. They cause a stop start feeling along the route which is both noisier and more likely to cause pollution. •Over the last 20 years, the Crescent has been increasingly used as a rat run for cars avoiding the traffic build up on the main road. I dislike speed bumps but have been mystified as to why these have never been installed in the Crescent (especially when compared with roads running at right angles to the main road). Has Argyle crescent (and Dalkeith Street) been viewed as 'relief road' to main road. In addition, speeding is an issue. I suggest the Crescent should be closed off at the Brunstane Road end to encourage local only traffic. •Have contacted the Council a number of times expressing my concerns about speeding on AC and received dissatisfying responses - essentially just asserting the commitment to the 20mph zones.
1037	eh15 2qd	No	These traffic measures will isolate my street and surrounding area making it much more difficult for us to access key local services like the doctors, Asda, and The Fort. I am gravely concerned about the impact this will have on the emergency services ability to attend my home if they cannot come directly over the bridge in Brunstane Road it will add significant time on to their journey, which will cost lives. I have lived in the area for over 30 years and I can remember Brunstane Road having few parked cars on it. It is the massive increase in parked cars which has caused the problem and that is what should be tackled. Surely we are moving to a world where car ownership is going to decrease and this is what we should support through good links to public transport. Of course the residents of Brunstane Road have good bus links and a train station nearby so should be encouraged to use them perhaps through the introduction of double yellow lines in the street. This would be allow them as well as all their neighbours on the beach side of the bridge to have quick access in the event of an emergency.
1038	EH15 2HP	No	The proposed traffic measures will result in the vast majority of through passages between Milton Road East and Portobello Road / Seaview Terrace being closed off. This is a busy and well-used route. As a result, it will likely encourage more vehicles to take a shortcut through two streets which remain open to through traffic: Collesdene Avenue and Seaview Crescent (the latter of which I live on). When Brunstane Road was previously closed in 2019, the Collesdene neighbourhood did see an increase in cars. Many of these did not respect the 20 mph speed limit, resulting in vehicles driving at a dangerously fast speed through streets where many families with young children are living. I am concerned that a similar situation will arise again - however, as the majority of the Collesdene neighbourhood will be closed to through traffic, Collesdene Avenue and Seaview Crescent are likely to experience significantly more vehicles using them as there will be no other routes available. If the wish is to reduce the volume of traffic going through the neighbourhood, it surely makes more sense to close it off in its entirety, rather than encouraging two streets to be treated as a 'funnel route'. In addition, the proposed measures do not suggest any traffic calming measures on Seaview Crescent, which I think poses a risk to residents (in particular children).
1039	EH15 2LU	No	The East end of Collesdene Avenue is a quiet neighbourhood. Without the need to remove any through traffic. This proposal will significantly impact the volume of traffic in our neighbourhood. The lack of traffic calming measures near me will act as a beacon for rat-runners looking to shove off a wait at the lights at the end of Milton Road East. Perhaps the measures taken at Brunstane could be complemented by closing Collesdene Avenue at the crossroads with Milton Terrace. This would provide the residents here with continued peace, and push the problem on to someone else. It has been a frustrating process trying to get answers to our questions with long delays in council responses and unsatisfactory replies. I discovered by chance that there was a briefing paper going to the Transport and Environment committee meeting on 12 November despite having asked specifically to be kept up to date with any developments. I managed to send a brief e-mail to councillors before the meeting outlining the concerns of people in this area. It was a councillor from outwith the Portobello / Craigmillar ward who informed me that there was to be a consultation on the matter. Overall it is clear that throughout this process the views and concerns of people in this area have not been taken into account. We have been stonewalled and there has been an apparent reluctance by officers to engage with us in what looks like a deliberate policy of keeping people in this area in the dark, in stark contrast to the residents of Brunstane Road who seem to have the ear of officers and councillors. We have already been told that total closure is the option that has been decided upon so this consultation feels like a hollow exercise. A consultation exercise on these proposals was carried out with local residents in the area covered by the Association of around 200 households which comprises: Brighton Place, East and West Brighton Crescents, Sandford Gardens, Rosefield Place, Rosefield Avenue, Rosefield Street and Rosefield Avenue Lane. Leaflets were delivered to each household. In addition e-mails were sent asking for residents' view, along with posts on the Association's Facebook page. Seventy-six responses were received with 92% against the proposal and 8% in favour. The concerns raised by local residents against the proposals are summarised below. I have also included the verbatim comments submitted to the Association's consultation. TRAFFIC IMPACT ON BRIGHTON PLACE AND THE SURROUNDING AREA There is great concern about the displacement of traffic onto Brighton Place in the event of any permanent closure of Brunstane Road, one of only two north/south axes in and out of Portobello. When Brighton Place was closed for re-surfacing work the residents of Brunstane Road complained that the closure diverted traffic down their road and at their request the road was closed for the duration of the resurfacing work. The closure of the two roads at once displaced traffic into the Collesdene area. Clearly, the opposite effect would occur if Brunstane Road was closed to through traffic, i.e. traffic that normally uses that route would be displaced onto Brighton Place but this would be a permanent change and detrimental to the area. Indeed when Brunstane Road was closed for a period in August of this year for utilities works there was a large increase in traffic volumes in Brighton Place during the course of the closure. Closing one of only four main access routes into Portobello is bound to put pressure on the others. If vehicles are unable to travel up or down Brunstane Road traffic will have to go along Milton Road or Portobello High Street and then either up or down Brighton Place or all the way along to Eastfield and then along Milton Road East. This will mean that cars have to drive further for longer, adding to traffic.
1040	EH15 2LG	No	It is closing the only link from Brunstane to Joppa without a large detour in essence to create a large car park for the residents of Brunstane Road. Rather than dealing with the actual issue, which is parked vehicles blocking the road on the southern end of the street, this proposal seeks to ensure traffic coming to and from the area have a long detour along Milton Road and Musselburgh/Joppa Road which are already congested. It really does seem like a vanity project to serve the parking requirements of a narrow set of the residents. As someone brought up in the area and continuing as a frequent visitor to my father in Dalkeith Street this proposal makes absolutely no sense and will make traffic and driving conditions in this area much the worse.
1041	EH15 1LU	No	Alongside continual additional new builds, roads are already busier. To close one street to traffic obviously results in more traffic, emissions affecting school children, cyclists and pedestrians, backed up jams etc in other streets, for example Brighton Place/Duddingston Road. Already there can be traffic jams at either side of the tunnel. New sets in Brighton Place would potentially have additional maintenance issues. Most people would like to live near quieter roads/areas. I would enjoy Brighton Place being closed, but realise even more traffic pressure would be pushed towards Kings Road roundabout etc. Unless I'm missing something, the Brunstane Road proposal sounds unfair and crazy to say the least. I'd be interested to know why Brunstane Road closure and traffic measure proposals are considered more important than the potential resulting problems we would all then have to endure. I would appreciate if someone would inform me as to how on earth one area should be granted this permission, regardless of the effect on surrounding areas.
1042	Eh8 78F	No	I am unclear about how a quiet neighbourhood could possibly be achieved by closing one road and limiting access to lots of others. There are a tiny numbers of residents on Brunstane Road compared to the number of residents in the Collesdene area who will be massively disadvantaged at having to drive round the houses in order to get home, as well as a massive increase in traffic in the Collesdenes because of the rerouted traffic. (It only takes 10 seconds of looking at the map to realise this). Surely the residents of Brunstane Road who are complaining about the traffic knew about this before they purchased their houses? Would it not be better to make parts of Brunstane Road one way instead of shutting down the access route? Let's hope no emergency vehicles ever need to access the area from now on. I am also unclear as to why on earth this is going ahead as 80% of the people who first answered the survey at the beginning of the year were against the road closure. Is it really, as so many people suggest, because of who the people are who are complaining, and their links to councillors, which allows them to have a louder voice? Surely after the outrageous length and financially ruinous tram fiasco, Edinburgh Council should be erring on the side of caution where traffic changes take place, and listen to the reason of the masses, rather than a handful of disgruntled homeowners (who surely knew what the street was like before they bought their house)? The road should stay open to cars. If it closes it will make the traffic worse in other parts of the town.
1044	EH15 2JG	No	In principle I support traffic calming, but this needs to be part of a bigger plan looking at the whole of Portobello and Joppa. If you were to close Brunstane Rd this will inevitably increase the traffic flow on Brighton place, which is part of the safe routes to school. Since changing towbank catchment lots of children have to travel up Brighton place to get to Duddingston road and also there are children from all over Portobello going to St Johns, as well as the high school. The council needs to look at the whole area, ideally looking at a ring road type arrangement using Harry Lauder road, rather than just close one residential street to traffic and move it all to the next one.
1045	EH15 1TG	No	
1046	EH15 1LW	No	

No.	What is your postcode? - Postcode	Do you support this proposal? - Supp	Please use the space below for any comments or suggestions about the proposed traffic measures. - Comments or suggestions
1047	EH15 2LP	No	<p>The proposal to take traffic down Milton Terrace from Milton Road East is dangerous to residents as it goes past the Sheltered Housing for the elderly and infirm - residents there walk to the bus stop or go just out for a walk and it is very dangerous for them already to cross the road due to the traffic speed although it is 20mph but that is greatly exceeded, especially in the second half of the Terrace which slopes steeply to Seaview Crescent. I know from personal experience and find it difficult and dangerous to cross with my rorlator due to speeding traffic. Once the traffic returns to normal and we get more and more learner drivers as this is an official Driving Test Route there will be even more chaos as drivers get impatient with learners trying stop and start and 3 point turning. It is just set for accidents to happen.</p> <p>Milton Drive, like Milton Terrace are narrow roads as they were built to suit the pre-war small car and in those days only a very few people had a car. They are not suitable for the volume of traffic that will be using these roads which also have parked vehicles at all times. The opening from Milton Drive on to Milton Road East is dangerous as a driver has to proceed on to the road due to a blind corner to see what traffic or cyclists are coming down at 40 mph.</p> <p>Putting calming measures on these roads or Collesdene Avenue causes expensive damage to cars no matter how slowly you drive over them, they cause a nuisance and noise problems to the residents there who are once again mostly elderly + infirm as this is lined by another side of the Sheltered Housing that is on Milton Terrace.</p> <p>Why can drivers not use the directed route from Milton Link to Eastfield or Harry Lauder route to Portobello. Eastfield is only a very short distance from Milton Terrace.</p> <p>I sympathise with Brunstane Road residents but why move their problem here which causes far more dangers to the residents here, many of whom the Council moved here to be safe and able to be healthier and get out to walk.</p>
1048	EH15 1LU	No	<p>ABYD-4.</p> <p>I submitted some additional information and received the following acknowledgement: ANON-1KZX-AKV6-6 so can you please tie the two responses together.</p> <p>The title of this consultation is inaccurate and misleading. This exercise has nothing to do with traffic calming in general and it can more realistically be described as "traffic shifting" from Brunstane Road to other streets.</p> <p>This road closure would merely displace the traffic that normally uses Brunstane Road to other streets, mainly down Brighton Place as that is the only other north /south route in and out of Portobello. Brighton Place is a residential street that under normal circumstances experiences high volumes of traffic, especially at peak times when long queues tail back under the railway bridge which is single lane pinch-point, much like the railway bridge on Brunstane Road. Brighton Place experienced a huge increase in traffic volumes during a period in August when Brunstane Road was closed for utilities work so it is obvious what the result of this road closure would be. In addition, when Brighton Place was closed for resurfacing work in 2019, the Brunstane Road residents complained that the closure displaced traffic down their road and argued for closure during the course of the work, which was granted. It stands to reason that the opposite effect would occur, i.e. if you close Brunstane Road traffic will be displaced onto Brighton Place.</p> <p>The proposal to close this road would benefit a small number of people and disadvantage many, many more. This seems a very divisive move and will set one group of residents against another. Let's try and find away of alleviating the traffic problems in Brunstane Road that takes a fairer approach.</p> <p>Cars wishing to access Milton Road from Portobello would either have to drive up Brighton Place or travel all the way along to Eastfield meaning that they would be travelling for longer distances, leading to more harmful emissions.</p> <p>Brighton Place is supposed to be a safe route to school however, an increase in traffic makes the journey that children make five days a week less safe with more possibility of accidents. Queueing traffic that is stopping and starting, with engines idling, releases toxic and harmful emissions that would be inhaled by children as they walk and ride up and down Brighton Place every day to access the schools to the south of the area. Air pollution is particularly harmful to children and young people.</p> <p>Increased traffic queues and congestion in Brighton Place would also see an increase in rat-running around East Brighton Crescent, where there is a nursery, and Lee Crescent, leading to a greater probability of accidents.</p>
1049	EH15 2QW	No	<p>What is needed is an analysis of the whole of the Portobello road network to see what changes could be made overall rather than closing a road just to suit the residents.</p> <p>We recently had experience of a lengthy closure of Brunstane Road at the railway bridge, when it was closed at the same time as Brighton Place, to avoid rat-running of traffic displaced from Brighton Place. During time, I found I very much disliked it being closed. My experience was that I felt cut off from the lower parts of Joppa and from Portobello. It was as though the community was cut in half. Many car journeys took longer, used more fuel and generated more emissions. There were problems with traffic continually turning on the south side of the bridge. Having the bridge closed meant that everyone living, visiting or delivering to Brunstane Road or Brunstane Gardens had to turn round and go both ways, instead of driving through, and did not result in the road being quiet. There are some residents in Brunstane Rd that are very vocal and pushy on the issue of closing the road but many of us do not agree. The photographs being circulated are very misleading. I work from home and have a good view of the south side of the bridge and junction with Brunstane Gardens. Most of the time there is no traffic at all. Most traffic consists of cars. There are occasions when cars are coming in both directions and there is some manoeuvring to be done, but this is no worse than in other narrow streets in Portobello, and in fact serves to slow traffic down and reduces the number of people choosing to go that way when they don't have to. I strongly believe that the road should be left open. If it's necessary to put weight restrictions on the bridge, that is a separate matter. If it is not to be left open completely, I would prefer the street to be made one-way (downhill; south to north), so that we at least maintain some connectivity with the areas north of the bridge.</p>
1050	EH15 1AU	No	<p>Portobello Community Council undertook a consultation on these plans, running from 10 to 27 March 2020. We received 441 responses, with 18% supporting the proposal, while 81% were against it.</p> <p>The vast majority of the responses received were from within our community council boundary, with only 40 responses outwith or withholding their postcode. We further broke down the results into areas more specifically impacted by the proposal: Brunstane Rd N/bottom section (37 responses), Brunstane Rd S/top section (39 responses), Collesdenes (67 responses) and other areas to the south of the closure (e.g. Brunstane Rd S, Gilbertstoun; 64 responses). These areas showed broad agreement with the overall result, with the exception of the Brunstane Rd S/top section. Together these specific areas make up half of the total response.</p> <p>Brunstane Rd S/top section was in favour of the plans, with 82% supporting them.</p> <p>Our consultation also asked for opinions on alternative interventions, and gathered many valuable comments on those, the specific proposal, and other community concerns related to the proposal. These should be reviewed.</p> <p>Our full consultation results: http://www.portobeloccc.org/pccpn/2020/08/31/brunstane-rd-joppa-triangle-results/ Presentation: https://docs.google.com/presentation/d/e/2PACX-1vSMPER7TYEb_2N4bsbnVL5wWCGgRNGfthixfnn-RKSHB2YpYC-ryTCKhShzT0kdJk1DPFmwyZ640/pub?start=false&Anonymised results & comments:https://docs.google.com/spreadsheets/d/e/2PACX-1VTQs6B1mpu80wwjB-oLcXp2984jFjFV6GEniHwTKqyJisGNRcccA3NvRiufVcOD0hSA04gkchj/pubhtml?gid=1516584655</p>

Appendix 3: Traffic Survey Data (3 – 9 December 2020)



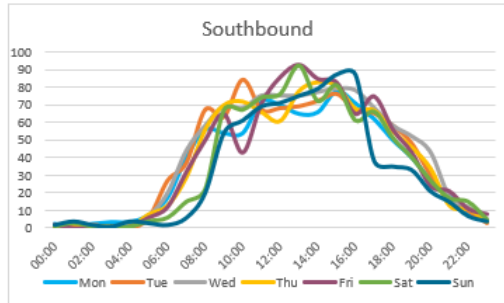
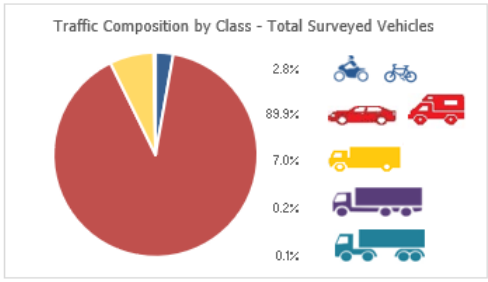
Client: 3964-SCO Coillesdene, Edinburgh
 Project: 02 - Brunstane Road
 Start Date: Thursday 3 December 2020
 Speed Limit: 20
 Lat/Long: 55.94701, -3.10204



Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	16.4	19.4
Southbound	16.7	20.1
Combined	16.6	19.8



On a 7-day average		
11.0%	1.1%	0.0%
15.7%	2.2%	0.0%
13.3%	1.6%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



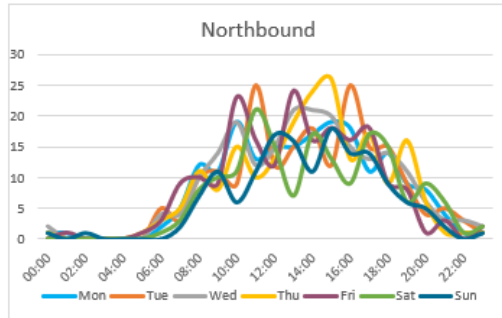
Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	942	908	6358
Southbound	929	899	6290
Combined	1871	1807	12648



Incidents/Observations
 No incidents or observations during the survey period

Data annotated with '**' denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

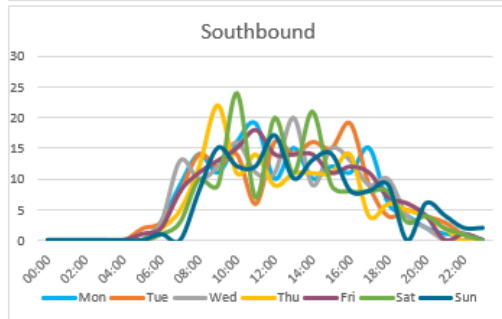
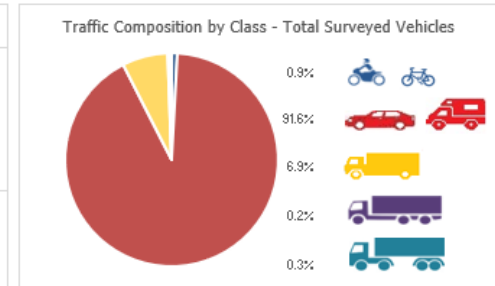
Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.



Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	19.0	24.3
Southbound	19.6	24.3
Combined	19.3	24.3

20 mph mph

On a 7-day average		
47.1%	16.3%	0.2%
50.9%	16.5%	0.2%
48.8%	16.4%	0.2%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



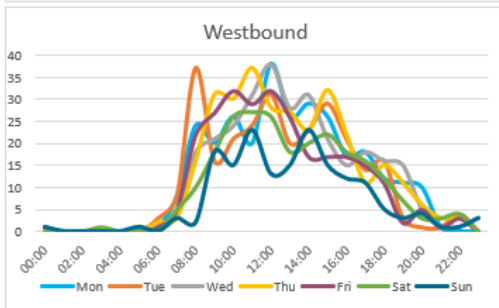
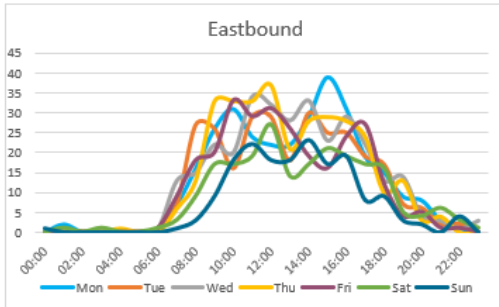
Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	200	189	1324
Southbound	157	154	1077
Combined	358	343	2401



Incidents/Observations
 No incidents or observations during the survey period

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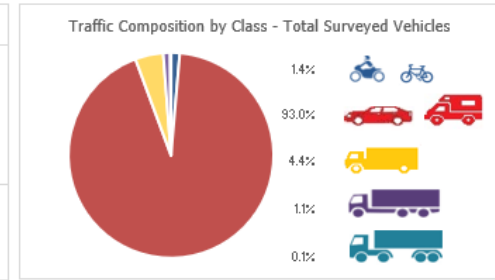


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	19.7	25.1
Westbound	18.8	23.9
Combined	19.3	24.6

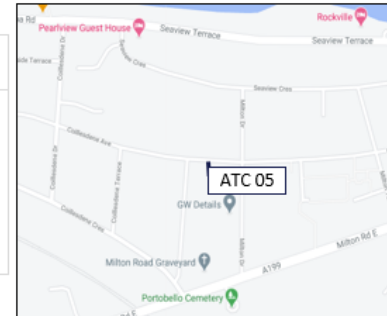


mph mph

On a 7-day average		
48.1%	20.5%	0.4%
40.8%	14.6%	0.2%
44.5%	17.6%	0.3%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



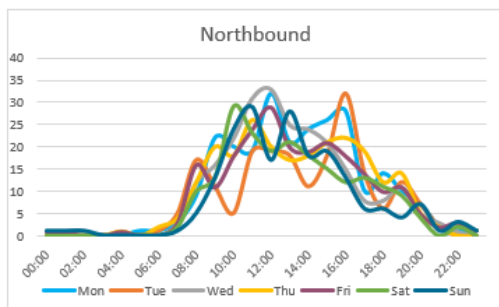
Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	299	269	1886
Westbound	282	260	1817
Combined	581	529	3703



Incidents/Observations
 No incidents or observations during the survey period

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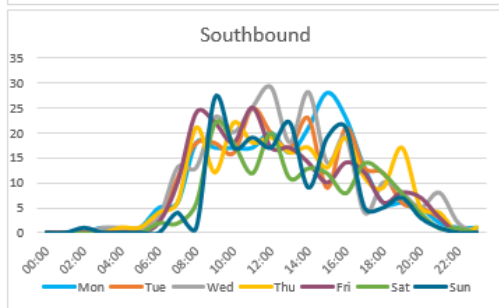
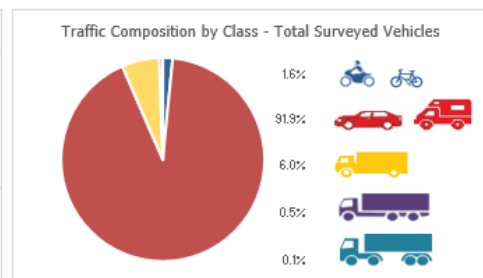
Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	16.6	20.2
Southbound	17.1	21.0
Combined	16.8	20.6

20

mph

mph

On a 7-day average		
17.2%	2.2%	0.0%
22.3%	3.7%	0.0%
19.7%	2.9%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



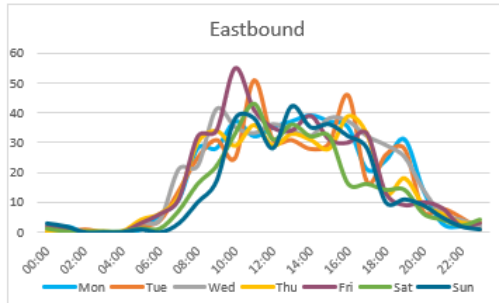
Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	230	221	1547
Southbound	223	208	1459
Combined	453	429	3006



Incidents/Observations
 No incidents or observations during the survey period

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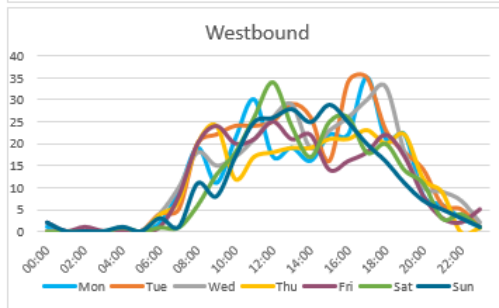
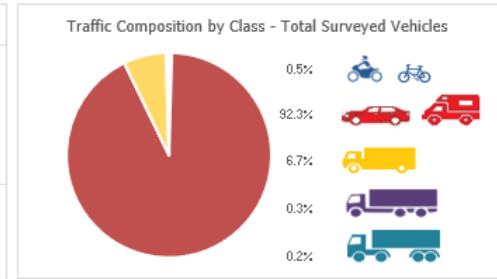


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	20.8	25.4
Westbound	19.3	23.6
Combined	20.1	24.8



mph mph

On a 7-day average		
57.6%	24.2%	0.3%
42.8%	13.1%	0.1%
51.5%	19.6%	0.2%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	423	400	2797
Westbound	294	286	1999
Combined	717	685	4796



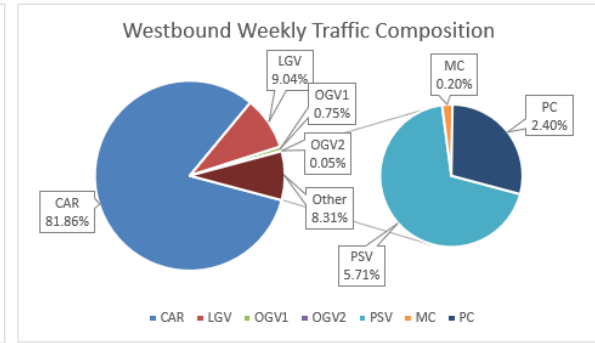
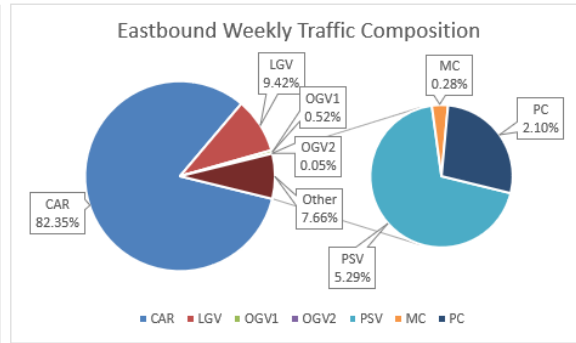
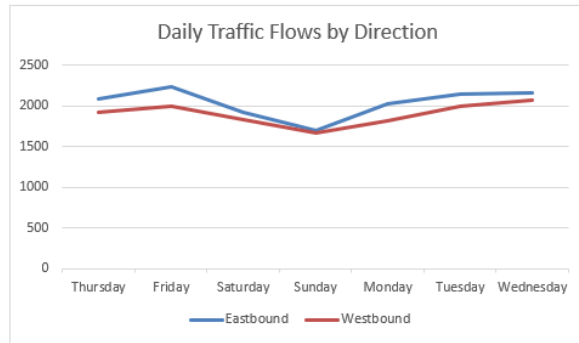
Incidents/Observations
No incidents or observations during the survey period

Data annotated with '**' denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

Date	CAR	LGV	Eastbound					Total
			OGV1	OGV2	PSV	MC	PC	
Thursday 03/12/2020	1691	212	14	1	120	11	41	2090
Friday 04/12/2020	1825	244	12	0	120	3	23	2227
Saturday 05/12/2020	1665	130	3	2	98	3	16	1917
Sunday 06/12/2020	1465	76	6	1	57	3	89	1697
Monday 07/12/2020	1615	224	14	2	120	6	49	2030
Tuesday 08/12/2020	1729	235	15	0	119	5	37	2140
Wednesday 09/12/2020	1753	222	10	1	120	9	44	2159

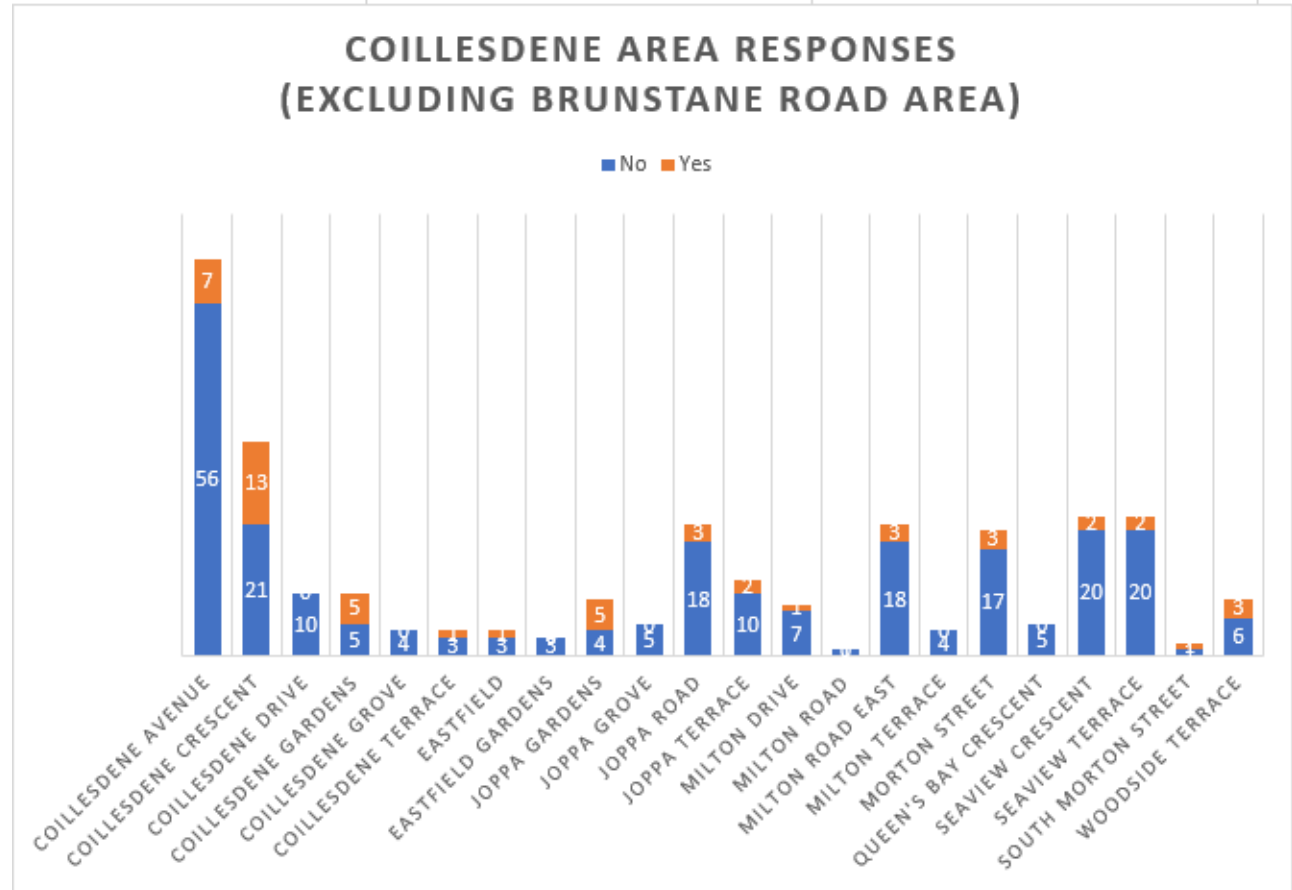
Date	CAR	LGV	Westbound					Total
			OGV1	OGV2	PSV	MC	PC	
Thursday 03/12/2020	1526	209	15	2	119	2	40	1913
Friday 04/12/2020	1636	199	19	1	121	4	13	1993
Saturday 05/12/2020	1597	109	5	2	100	2	22	1837
Sunday 06/12/2020	1427	72	8	0	56	6	103	1672
Monday 07/12/2020	1433	197	19	0	123	2	42	1816
Tuesday 08/12/2020	1602	214	16	0	122	3	31	1988
Wednesday 09/12/2020	1657	201	18	1	118	7	68	2070



Appendix 4: Joppa Triangle Responses to Public Consultation

Responses (Support Proposal?)	No	Yes
Coillesdene Avenue	56	7
Coillesdene Crescent	21	13
Coillesdene Drive	10	0
Coillesdene Gardens	5	5
Coillesdene Grove	4	0
Coillesdene Terrace	3	1
Eastfield	3	1
Eastfield Gardens	3	0
Joppa Gardens	4	5
Joppa Grove	5	0
Joppa Road	18	3
Joppa Terrace	10	2
Milton Drive	7	1
Milton Road	1	0
Milton Road East	18	3
Milton Terrace	4	0
Morton Street	17	3
Queen's Bay Crescent	5	0
Seaview Crescent	20	2
Seaview Terrace	20	2
South Morton Street	1	1
Woodside Terrace	6	3

(2 "not answered")



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Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Objections to TRO/20/07 – Proposed Extension of 20mph Speed Limit

Executive/routine	Executive
Wards	1, 4, 6, 10, 15
Council Commitments	16,17,18,19

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the 15 objections and two comments received in relation to the advertised Traffic Regulation Order (TRO);
 - 1.1.2 sets aside the 15 objections and gives approval to make the TRO as advertised; and
 - 1.1.3 notes that a report presenting proposals for a revised approach to the proposed consultation on further extension of the 20mph network will be brought to the next meeting of this Committee.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

Objections to TRO/20/07 – Proposed Extension of 20mph Speed Limit

2. Executive Summary

- 2.1 This report details objections to Traffic Regulation Order (TRO) TRO/20/07, which will make variations to the previously implemented Traffic Regulation Order TRO/15/17 for a citywide 20mph network. It informs Committee of the objections received to the draft Order and seeks approval to set these aside and make the Order as advertised.
- 2.2 Overall 17 representations were received to the advertised Order. Of these, 15 are objections and two are comments.

3. Background

- 3.1 The Committee approved a citywide 20mph network for Edinburgh in [January 2015](#). The 20mph scheme was implemented to reduce the risk and severity of collisions, encourage people to walk and cycle and create more pleasant streets and neighbourhoods.
- 3.2 The network supports the aims of the Edinburgh's City Centre Transformation strategy and the emerging City Mobility Plan by improving the way people can move about the city and enjoy its spaces and places. In March 2018, Edinburgh became Scotland's first city to implement a citywide network of streets with a 20mph limit.
- 3.3 On [11 October 2019](#), the Transport and Environment Committee considered a report entitled Evaluation of the 20mph Speed Limit Roll Out and approved commencing the statutory process for a TRO to extend the 20mph network, by making the changes detailed in Table 1 below:

Table 1 Changes Proposed Under TRO/20/07

Street	Action
Balgreen Road	Change to 20mph from Stevenson Road roundabout to Corstorphine Road and from Balgreen Road to Whitson Terrace
Bo'ness Road	Change to 20mph from Walker Drive to Echline Avenue
Cammo Road/Walk	Extend the 20mph limit along the residential frontages and principal access to the Cammo Estate
Cluny Gardens, West Mains Road, Charterhall Road, Blackford Avenue, Esslemont Road	Change to 20mph
Craighall Road	Change to 20mph from Stanley Road to Ferry Road
Granton Road	Change to 20mph from Ferry Road to Granton Square
Greenbank Crescent/Oxgangs Avenue	Change to 20mph
Roseburn Terrace/West Coates	Introduce 20mph from Murrayfield Gardens to Magdala Crescent
Salvesen Terrace (Marine Drive)	Introduce 20mph from West Granton Road to West Shore Road junction

4. Main report

- 4.1 The TRO to reduce the speed limits at these locations was advertised between 9 October and 30 October 2020. At the end of this formal consultation period, the Council had received 17 responses. Fifteen of these were objections and two were general comments.
- 4.2 Fourteen of the objections and both comments were from individuals. One objection was received from Cramond and Barnton Community Council, expressing support for the proposed sections of the Order covering Cammo Road/Walk but making a number of suggestions to extend the 20mph speed limit further on these streets.

- 4.3 As noted elsewhere in the report, it is intended to consult later this year on levels of support for further extending the 20mph network and possible additional streets for inclusion. The locations identified by Cramond and Barnton Community Council will be considered as part of this consultation process.
- 4.4 Seven of the 15 objections were in relation to the entire Order and were based on objecting to the general principal of 20mph limits. The remaining eight objections were in relation to specific streets.
- 4.5 The three areas of concern raised most commonly in the objections were:
- 4.5.1 lack of evidence and justification for the proposed reduction in speed limit;
 - 4.5.2 reduction of the speed limit on arterial routes (these concerns were raised in relation to Charterhall Road, Blackford Avenue, West Mains Road, Esslemont Road, Cluny Gardens and Greenbank Crescent); and
 - 4.5.3 a perceived increase in congestion, leading to delays and air pollution.

Evidence and justification

- 4.6 The Council has a longstanding policy of introducing 20mph speed limits, initially focussed on residential areas and around schools. In 2012 a pilot project was launched in South Edinburgh to measure changes in vehicle speeds and volumes, road traffic collisions and the attitudes of residents to walking, cycling and the local environment. The benefits evidenced from the [pilot](#) include lower vehicle speeds in 85% of the 28 streets that were monitored, perceived improvements in the safety of streets for children, a perception of improved conditions for walking and cycling and strong support from residents of the area for the 20mph limit.
- 4.7 In developing the 20mph Programme, a monitoring programme was established to assess the various impacts of the 20mph network. A report on the outcomes of this evaluation was considered by the Committee on 11 October 2019. Findings from the evaluation revealed that slower speeds are having a positive impact on the safety and wellbeing of residents and visitors. Public support for the Scheme increased from 58% to 65% and people who walk and cycle reported they were doing so much more frequently now streets are calmer. Amongst the findings reported was a statistically significant reduction in speeds across the 66 sites surveyed, with significantly fewer people driving at over 30mph.
- 4.8 In 2017, a major independent research project was instigated by the Scottish Collaboration for Public Health Research and Policy (SCPHRP), which is a research centre at the University of Edinburgh, to examine the public health impacts of 20mph zones in Edinburgh and Belfast. Whilst this study was undertaken independently from the Council, data recorded by the Council was shared with the University to inform its research. Initial findings from the SCPHRP study reveal a statistically significant reduction in casualties, above the national trend. This study was funded by the National Institute for Health Research (NIHR).

Arterial routes

- 4.9 The network that was approved previously extended 20mph speed limits to the city centre, main shopping streets and residential areas while retaining a strategic network of roads with 30mph and 40mph limits.
- 4.10 Since the beginning of the 20mph roll out, the Council has received requests from across the city to add further streets to the network. The streets that were subsequently considered for inclusion in the 20mph network were largely based on these public requests. Additional streets where a 20mph limit is proposed have been assessed using a methodology that considered factors such as the character of the street, the available width, numbers of collisions, walking and cycling levels, the presence of traffic calming measures, bus service frequency, evidence of local public support and proximity to generators of pedestrian journeys such as schools, parks and places of worship.

Congestion and pollution

- 4.11 Vehicles travelling at slower speeds can help to promote a smooth driving style in the urban environment which helps traffic to flow. A subsequent reduction in acceleration, deceleration, gear changing and braking and a move away from 'stop-go' driving will help to reduce fuel consumption and associated emissions. Importantly, some environmental benefit from the change is also expected from helping to unlock the potential for people to walk or cycle instead of driving.
- 4.12 The Council continues to prioritise the issue of poor air quality, with a range of projects, including proposals for a Low Emission Zone and investment in high quality walking and cycling infrastructure to encourage modal shift away from private car use.
- 4.13 The benefits of 20mph limits are recognised by organisations such as the World Health Organisation, the National Institute for Health and Care Excellence and the Royal Society for the Prevention of Accidents.
- 4.14 Ongoing monitoring of the 20mph network will be undertaken to determine speed and casualty trends over a longer timeframe and the outcomes of this will be reported to the Committee in due course.
- 4.15 Further details of all the responses received to the advertised TRO and comments in response to the concerns raised are contained in Appendix 2.

Further extension of 20mph network

- 4.16 On [27 February 2020](#), the Committee considered a report entitled Approach to Extension of 20mph Speed Limits. The Committee approved a consultation process to seek views on levels of support for extending the network and for identifying further streets for inclusion. At the time of the report, it was intended to start the consultation in May 2020, with a view to reporting back to Committee on findings from the consultation in the Autumn.

- 4.17 Due to the Covid-19 pandemic and the need for physical distancing, it has not been possible to deliver the consultation as planned. It is therefore proposed to report to the next meeting of this Committee on proposals for a revised approach to the proposed consultation.

5. Next Steps

- 5.1 This report recommends setting aside the 15 objections and making the TRO. All those who objected and submitted comments will be notified of the Committee's decision.

6. Financial impact

- 6.1 The cost of design and construction work, including the installation of new signage and adjustment of existing signage, on the additional roads is estimated at £30,000. This can be accommodated within the funding allocated towards Road Safety within the Transport Capital Investment Programme.

7. Stakeholder/Community Impact

- 7.1 Statutory consultation has been carried out as part of the TRO process. The draft order was advertised between 9 October and 30 October 2020.
- 7.2 It is expected that the proposed reduction in speed limit, combined with the other proposed changes set out in this report, will advance equality of opportunity by providing an improved environment for walking and cycling, making these more attractive and accessible for less confident people, including children.
- 7.3 The positive impacts for sustainability relate to the principle that places are for people rather than motor traffic. Reducing speed on our roads, helps to create streets which are shared more equally between different road users. It also helps create a safer environment, encouraging people to walk and cycle and enjoy spending time in their neighbourhoods. It is also expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.
- 7.4 An Integrated Impact Assessment (IIA) has been carried out and reviewed throughout the project. The IIA identifies a majority of positive impacts for people with protected characteristics.

8. Background reading/external references

- 8.1 [Transport 2030 Vision](#)
- 8.2 [Edinburgh's City Centre Transformation Project](#)

- 8.3 Local Transport Strategy Climate Change Framework
- 8.4 [South Central Edinburgh 20mph Limit Pilot Evaluation – Transport and Environment Committee, 27 August 2013 \(Item 7.3\).](#)
- 8.5 DfT Circular 01/2006 Setting Local Speed Limits
<http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf>

9. Appendices

- 9.1 Appendix 1 – Streets within TRO/20/07
- 9.2 Appendix 2 – Responses received to the advertised TRO and comments in response to the concerns raised

Appendix 1 – Streets within TRO/20/07

The City of Edinburgh Council (Various Roads, Edinburgh) (20 mph Speed Limit) (Variation No _) Order 202_ - TRO/20/07

The Council proposes to make an Order under the Road Traffic Regulation Act 1984, as amended, as amended, to introduce a 20mph speed limit on the following roads (the speed limit applies to the whole road unless otherwise stated): Area 7 – Balgreen Rd between Stevenson Rd roundabout and Corstorphine Rd, Blackford Ave, Bo'ness Rd between Walker Dr and Echline Ave, Cammo Rd between Queensferry Rd and the west boundary line of No. 52 Cammo Rd, Cammo Walk between Cammo Rd to a point 16m south of the extended south kerblineline of the access road to Cammo Estate car park, Charterhall Rd, Cluny Gdns, Corstorphine Rd between Roseburn Ter and Murrayfield Gdns, Craighall Rd between Stanley Rd and Ferry Rd, Esslemont Rd, Granton Rd between Ferry Rd and Granton Sq, Greenbank Cres, Marine Dr between West Granton Rd and West Shore Rd, Oxfgangs Ave, Roseburn Ter between Murrayfield Gdns and Magdala Cres, Salvesen Ter, Stevenson Dr between Balgreen Rd and Whitson Ter, West Coates between Magdala Cres and Roseburn Ter & West Mains Rd. Details of the draft Order & related docs, including our privacy notice, can be viewed from 9/10/20 to 30/10/20 online at www.edinburgh.gov.uk/trafficorders or www.tellmescotland.gov.uk. Objectors must state their reasons in writing, with ref TRO/20/07, to Traffic Orders, Place, 3.3 Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG, not later than 30/10/20.

Appendix 2

TRO/20/07 - Proposed extension of Speed Limits

Total number of representations 17 (15 objections and 2 comments)

16 representations from individuals and one representation from Cramond and Barnton Community Council

7 objections to the entire Order and 8 objections to specific streets (Charterhall Road, Blackford Avenue, West Mains Road, Esslemont Road, Cluny Gardens and Greenbank Crescent)

Issue	Number of comments to the entire Order	Overall number of comments	Response
<p>Page 6 of 15</p> <p>Back of evidence and justification to show that 20mph speed limits are required and that they reduce speed, improve road safety and the environment. Further monitoring is required.</p>	3	8	<p>The City of Edinburgh Council has a longstanding policy of introducing 20mph speed limits, initially focused on residential areas and around schools. In 2012 a pilot project was launched in South Edinburgh to measure changes in vehicle speeds and volumes, road traffic incidents, and the attitudes of residents to walking, cycling and the local environment. The benefits evidenced from the pilot include lower vehicle speeds in 85% of the 28 streets that were monitored, perceived improvements in the safety of streets for children, a perception of improved conditions for walking and cycling and strong support from residents of the area for the 20mph limit.</p> <p>The final phase of the 20mph network came into effect in March 2018. A report evaluating the 20mph rollout was considered by the Transport and Environment Committee in October 2019. Findings revealed that slower speeds are having a positive impact on the safety and wellbeing of residents and visitors. Public support for the Scheme increased from 58% to 65% and people who walk and cycle reported they were doing so much more frequently now streets are calmer. Amongst the findings reported was a statistically significant reduction in speeds across the 66 sites surveyed, with significantly fewer people driving at over 30mph.</p> <p>In 2017, a major independent research project was instigated by the Scottish Collaboration for Public Health Research and Policy (SCPHRP), which is a research centre at the University of Edinburgh, to examine the public health impacts of 20mph zones in Edinburgh and Belfast. Whilst this study was undertaken independently from the Council, data recorded by the Council was shared with the University to inform its research. Initial</p>

			<p>findings from the SCPHRP study reveal a statistically significant reduction in casualties, above the national trend.</p> <p>The Road Safety Team will continue to monitor the 20mph network to determine speed and casualty trends over a longer period of time.</p>
<p>Reduction of the speed limit on arterial routes which are important connecting routes. These concerns were raised in relation to Charterhall Road, Blackford Avenue, West Mains Road, Esslemont Road, Cluny Gardens and Greenbank Crescent.</p>	0	7	<p>The network that was approved previously extended 20mph speed limits to the city centre, main shopping streets and residential areas while retaining a strategic network of roads with 30mph and 40mph limits. Since the beginning of the 20mph roll out, the Council has received requests from across the city to add further streets to the network. The streets that were subsequently considered for inclusion in the 20mph network were largely based on these public requests. Additional streets where a 20mph limit is proposed have been assessed using a methodology that considered factors such as the character of the street, the available width, numbers of collisions, walking and cycling levels, the presence of traffic calming measures, bus service frequency, evidence of local public support and proximity to generators of pedestrian journeys such as schools, parks and places of worship. Further details regarding the methodology and assessment of streets is included in the Evaluation Report to the Transport and Environment Committee in October 2019.</p>
<p>Back of accessibility to papers and notification to the public re the proposed changes.</p>	1	6	<p>Due to Covid-19 restrictions, the Council has taken the decision not to erect street notices related to current orders. The Council offices are currently closed to the public therefore it is no longer possible for us to comply with legal requirements to place documents available for inspection at Waverley Court.</p> <p>The Scottish Government has introduced temporary legislation related to Coronavirus in Scotland which removes these requirements on the basis that doing so will help avoid spreading the virus. The legislation does encourage Councils to make other arrangements where practicable.</p> <p>The proposals relating to the Order were sent to statutory consultees and were available online on the Tellme Scotland and Council websites www.edinburgh.gov.uk/trafficorders</p>
<p>A reduction to 20mph will result in increases in congestion, leading to delays and air pollution.</p>	1	5	<p>Vehicles at slower speeds can help to promote a smooth driving style in the urban environment which helps traffic to flow. A subsequent reduction in acceleration, deceleration, gear changing and braking and a move away from 'stop-go' driving will help to reduce fuel consumption and associated emissions. Importantly, some environmental benefit from the change is expected from helping to unlock the potential for walking or cycling instead of driving.</p> <p>We have sought the views of Lothian Buses and they have advised that, in their view, any increases in bus journey times and impact on service reliability due to the introduction of 20mph are minimal in comparison to increases in journey times and resources across the city resulting from other factors.</p>

			The Council continues to prioritise the issue of poor air quality, with a range of projects, including proposals for a Low Emission Zone and investment in high quality walking and cycling infrastructure to encourage modal shift away from private car use.
20mph doesn't improve road safety and can make roads less safe as it leads to driver complacency and driver frustration.	2	4	The benefits of 20mph are recognised by organisations such as the World Health Organisation (WHO), the National Institute for Health and Care Excellence (NICE), the Royal Society for the Prevention of Accidents (ROSPA). Driving more slowly can prevent injuries and save lives. Research by the UK Transport Research Laboratory has shown that every 1mph reduction in average urban speeds can result in a 6% fall in the number of casualties. It's also been shown that pedestrians are seven times more likely to survive if hit by a car driving at 20mph, than at 30mph. If a child suddenly steps in front of a car, they are much less likely to seriously injure or kill them if you keep to a 20mph limit.
20mph speed limits are ignored, more enforcement is required.	1	4	Police Scotland is responsible for enforcing speed limits and has been consulted as part of the statutory consultation process. Police Scotland is supportive of slower speeds and is working with the Council to achieve this through road safety education and behaviour change initiatives. The Council will continue to work closely with Police Scotland on educating all road users on the importance of road safety to achieve a cultural change and safety benefits for all.
Not a good use of resources. Money could be better spent on building and repairing roads.	1	3	Lower speed limits help to reduce the risk and severity of road collisions. Fewer casualties means less strain on the NHS and emergency services. More walking and cycling means better physical and mental health and prevention of illnesses like heart disease and diabetes, helping save NHS spending.
Traffic will be pushed into side streets, making it more dangerous.	1	2	Findings from the 20mph Evaluation Report reveal no evidence of displacement of traffic from 20mph streets to 30mph streets.
30mph is adequate, no need to change.	0	2	The 30mph limit was brought in as the national speed limit for built-up areas in 1934. Since then there has been a huge increase in the number of motor vehicles on the roads and the potential for accidents has increased. When driving at 30mph you have far less time to react to any incident. The stopping distance is also proportional to the speed so a car braking from 30mph will still be travelling at 22mph when one braking from 20mph will have stopped.
Cramond and Barnton Community Council supports for the proposed	1	0	It is intended to consult later this year on levels of support for further extending the 20mph network and possible additional streets for inclusion. The locations identified by Cramond and Barnton Community Council will be considered as part of this consultation process.

sections of the Order but makes a number of suggestions to extend the 20mph limit further on these streets.			
There is no need for 20mph to apply 24 hours a day.	1	0	It is important that operating hours are clear to avoid any confusion and help people to use streets appropriately. The majority of casualties are injured during daylight but there are still a significant number of people injured during darkness particularly in the autumn and winter months and at weekends. In addition, ensuring that the reduced limit is in effect at all times will help encourage behavioural change.

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Waste and Cleansing Services Performance Update

Executive/routine	Executive
Wards	All wards
Council Commitments	23, 24, 25

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the contents of this report; including the activities, and dependencies, outlined within this report and the progress made towards these; and
 - 1.1.2 agrees that the Cleanliness Index Monitoring System (CIMS) is replaced by the new more comprehensive Litter Monitoring System from 2021/22.

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Waste and Cleansing Service Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

Waste and Cleansing Service Performance Update

2. Executive Summary

- 2.1 This report updates Committee on the Waste and Cleansing Services performance for the first two quarters of 2020/21 (April - September 2020), noting in particular the impact of COVID-19 on the service.

3. Background

- 3.1 This is a routine report presented to Committee normally every second cycle providing ongoing updates on the Waste and Cleansing Services performance and the progress made towards revising the suite of performance reporting measures for the service.
- 3.2 This report covers the period of April to September 2020, providing data for the first two quarters following disruptions to both frontline services and routine Council business as a result of the COVID-19 pandemic.

4. Main report

Current Service Performance

Impact of COVID-19

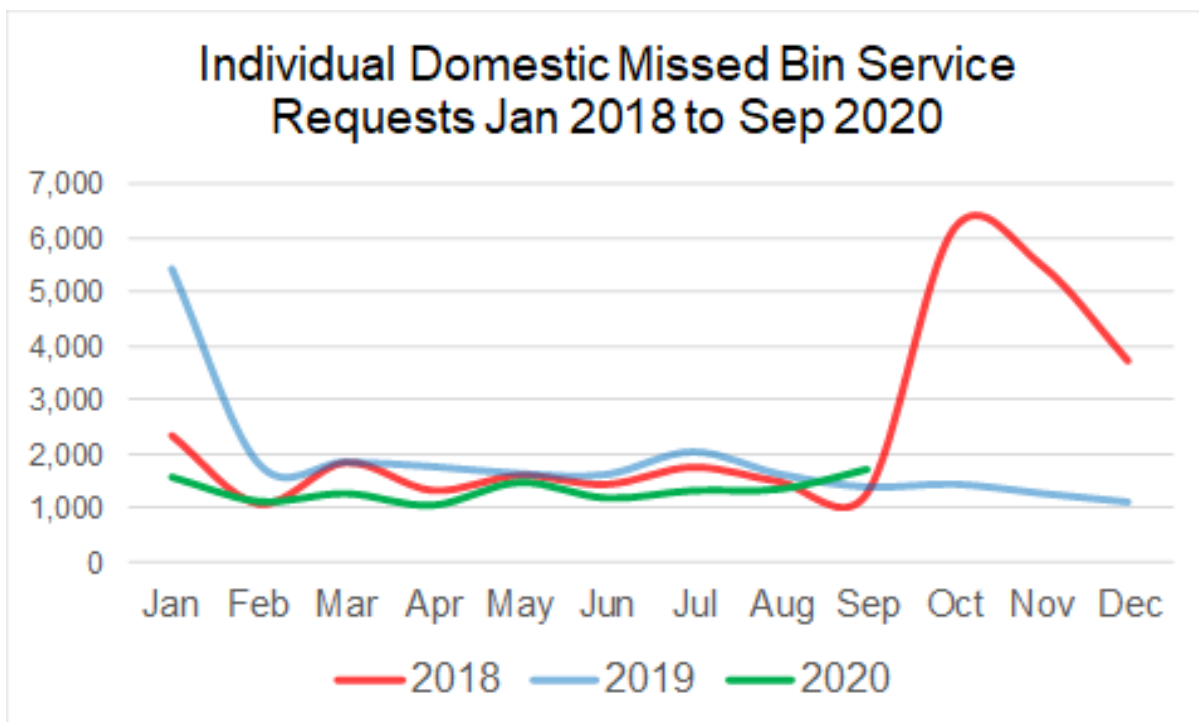
- 4.1 This report covers the period from April 2020 just after the lockdown which commenced on 23 March, during the “first wave” of coronavirus in the United Kingdom (UK).
- 4.2 This period placed exceptional pressures on frontline services across the country, as a result of high staff absence levels as a result of illness or a requirement to shield or self-isolate, or requirements from government. All Councils were affected and had to modify their services in some way. For example, all household waste recycling centres were closed in Scotland to reduce unnecessary travel.
- 4.3 Most Councils, including Edinburgh, prioritised their core collection services, reduced street cleaning, suspended bin deliveries and special uplifts and, to some extent reduced kerbside collection services. Some Councils were able to run only collections of general waste during some periods.

- 4.4 A significant change has been the need to reduce crew numbers in cabs, which has meant running separate vehicles to accompany collection crews.
- 4.5 In Edinburgh, special uplifts, bin deliveries, kerbside garden waste collections and blue box (glass collections) were suspended. Garden waste was suspended for approximately five weeks and glass for five weeks.
- 4.6 Overall the impact in Edinburgh was relatively small. The suspensions were relatively short and were well communicated. The public responded well and were overwhelmingly supportive of the temporary measures.
- 4.7 Services are now largely running as normal with some adjustments. In particular, there is a booking system in place to manage traffic flows and maintain physical distancing at household waste recycling centres. Physical distancing also remains in place for collection crews.

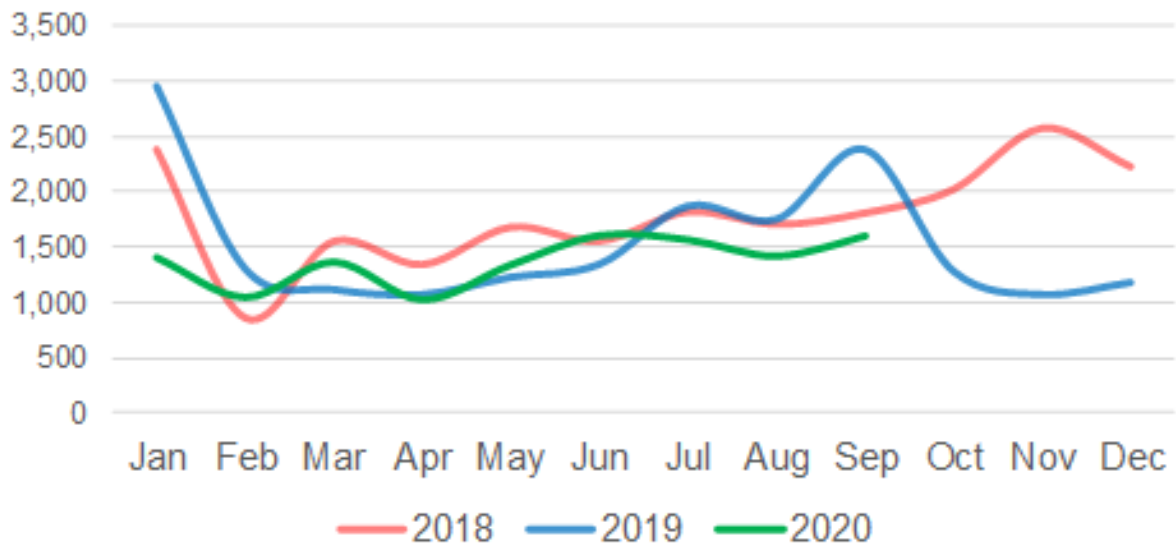
Special uplifts are operating near normally, but with some restrictions on items uplifted, and face to face customer engagement is being kept to a minimum. Engagement around the communal bin review has, however, taken place.

Current Service Performance

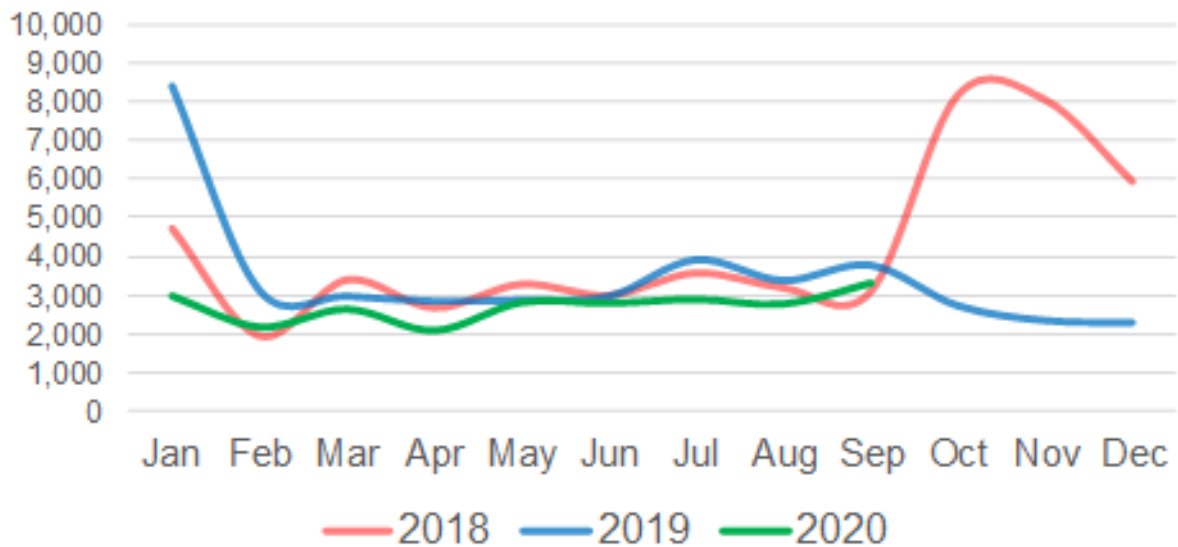
- 4.8 The year to date performance dashboards for Waste and Cleansing Services can be found in Appendix 1 and 2.
- 4.9 Key service performance factors show:
 - 4.9.1 The following graphs show the number of missed bin complaints between April and September 2020.



Communal Domestic Full Bin Service Requests Jan 2018 to Sep 2020



Domestic Full & Missed Bin Service Requests Jan 2018 to Sep 2020



4.9.2 It should be noted that service requests for all waste services were artificially low during April and May as a result of service suspensions, when customers were not able to report or request suspended services. They gradually increase after services have been reinstated but reports of missed collections and overflowing bins remain low throughout the period compared to previous years.

- 4.9.3 Transport and Environment Committee has previously requested a breakdown of overflowing communal bin reports by ward. This is set out in Appendix 3.
- 4.9.4 Overflowing bins can occur citywide but broadly speaking numbers in individual wards reflect the prevalence of communal bin collections in each ward. The higher numbers will typically be found in areas with large numbers of tenemental properties where bins are located on street.
- 4.9.5 The Waste and Cleansing Service Projects Team also work with developers of new build properties to ensure that new housing is fit for purpose with regard to waste collection, while the communal bin enhancement project seeks to address these issues for existing properties across the city, by re-siting bins, reviewing capacities, and enhancing access to recycling facilities.

Special Uplifts

- 4.9.6 The Special Uplift service was suspended during the first wave of the coronavirus outbreak. When it resumed two additional vehicles were allocated to support the service and reduce waiting times, while additional messaging was posted on the website to encourage customers to make use of the household waste recycling centres where possible, to support the service in dealing with the return to a normal service.
- 4.9.7 A significant problem for this service is items not being presented on time, followed by a non-collection complaint. This is being addressed through improved communication with the Contact Centre and engagement with crews to ensure these instances are properly recorded so that customers can be informed if they then phone to complain.

Cleansing and street cleaning

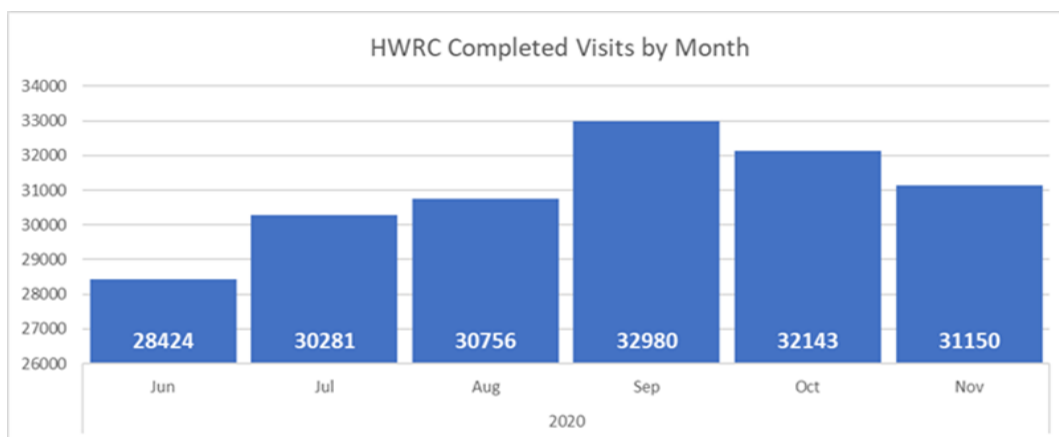
- 4.9.8 While meaningful comparison with the previous year for street cleansing enquiries is problematic due to the service disruptions, Appendix 2 shows that service requests overall have reduced compared to the previous year and are lower on the majority of individual indicators.
- 4.9.9 Overall the service has proved resilient despite the lower staffing numbers associated with the coronavirus pandemic. Staff were redeployed where possible to support this service, with the Special Uplift and bin delivery staff providing help to deal with fly-tipping, and Parks staff helping to empty litter bins in parks.
- 4.9.10 The service was particularly affected by staffing reductions due to shielding, self-isolation and coronavirus, and was operating with approximately 50% staffing for a lengthy period (up to 16 weeks). During this period priority was given to maintaining central and high footfall areas.
- 4.9.11 The Cleanliness Index Monitoring System (CIMS) scores reflect this with a reduction in standards in suburban areas, in particular in the North East Locality. With staffing levels now at a more normal level, it's expected that standards will recover gradually leading into spring.

Garden waste

- 4.9.12 Garden waste registration took place over summer. The service was suspended for five weeks in early summer due to the pandemic, but the previous year's permits were extended by the same amount, so that the new service started in November (the new permits remain valid for the full 12-month period).
- 4.9.13 This year 76,427 permits were registered (69,055 individual customers) which is the highest to date. This includes 6,757 permits registered as exempt from payment.

Household Waste Recycling Centres

- 4.9.14 Household waste recycling centres reopened nationally at the start of June, in line with changes to national guidance. To support physical distancing on the sites, a booking system was introduced and site layouts were changed. Some materials were initially collected mixed for sorting post collection.
- 4.9.15 The following shows how many visits have been completed each month to date.



- 4.9.16 To date almost 227,000 visits have been booked (including approximately 38,000 where the customer cancelled or did not attend).
- 4.9.17 The booking system has worked well, and customer feedback has been overwhelmingly positive. Initially waiting times to obtain a visit varied across the three sites, but the service has worked hard to minimise these (e.g. by increasing the number of slots available without compromising distancing) and currently stand at up to two days (Seafield and Craigmillar) and one to two days (Sighthill).

Waste Arisings and Tonnage Performance

- 4.9.18 The impact of the pandemic can be clearly seen in terms of waste tonnages. In Edinburgh we only collect household waste, so the impact of people spending more time at home is not offset by a reduction in commercial waste tonnages collected in the first lockdown and subsequent restrictions.

- 4.9.19 In addition, some recycling services were particularly affected by service suspensions in the first quarter to support continued delivery of household waste collections, or by national restrictions.
- 4.9.20 Household waste recycling centres, garden waste collections and glass collections are all significant contributors to recycling performance in a normal year.
- 4.9.21 Communal mixed recycling also fell- this service was maintained but in many areas there are substantial student populations who were sent home. Those populations would have been replaced by short term lets in a normal summer.
- 4.9.22 Overall waste arisings for the first two quarters are 106,522 tonnes (down 2.6%). Residual waste tonnages are 61,571 tonnes (up 2.7%). Recycling tonnages are 42,722 tonnes (down 4,469 tonnes) as a result of some of those services being suspended. The recycling rate for the first two quarters was 39.4% (down from 43.2% last year) but increased from 36.1% in the first quarter to 42.7% in the second after services were reinstated.
- 4.9.23 As can be seen in Appendix 1 there is some initial evidence of increasing recycling tonnages (particularly food, glass and mixed recycling). While it is likely that the recycling rate for the year will be affected by the sharp drop in April/ May, there does appear to be some sign of an improving trend after this period.
- 4.9.24 The increased prevalence of mass home working going forward may result in an ongoing trend towards increased tonnages arising from households. This will be kept under review.

Review of Performance Measures

- 4.10 The opportunities to report performance are evolving as the service continues to roll out new technology, the reporting options for the public improve, and methodologies are revised both internally to the Council and nationally within the industry. These opportunities allow the service to report increasingly meaningful performance information against a variety of indicators and addresses a number of the limitations experienced with the current arrangements.
- 4.11 An updated progress report on the areas previously outlined in the report to Transport and Environment Committee in August 2018 can be found in Appendix 4. These areas include the review of: bin collection performance, LEAMs (Local Environmental Audit and Management System) and CIMS, as well as the Citizen Digital Enablement Programme and the Business Intelligence Project. As each of these areas are progressed the performance information reported in these committee reports – along with the more regularly daily, weekly, and monthly reports as well as management information, corporate key performance indicators (KPIs) and complaints reporting – will be revised to incorporate this new information.
- 4.12 The new Litter Monitoring System (LMS) described in Appendix 4, will replace LEAMS from 2021/22. Keep Scotland Beautiful have undertaken trials to assess the

practicalities of the survey. It is recognised that greater amounts of information will be obtained through these surveys as they are based on counting litter rather than perception of cleanliness. It is recommended that with the introduction of this new system there will no longer be a requirement for the Council to undertake the additional CIMs surveys.

- 4.13 Edinburgh is the only Council which continues to use the CIMS system and by ceasing it and replacing it with the new LMS a saving of £30,000 will be achieved.

5. Next Steps

- 5.1 The next steps taken following this Committee report are:
- 5.1.1 to continue activities towards improving service performance; and
 - 5.1.2 to continue activities towards revising the performance measures.

6. Financial impact

- 6.1 Any expenditure associated with the actions required in order to revise the Waste and Cleansing performance reporting is anticipated to be contained within existing resources or funded as part of wider change projects.

7. Stakeholder/Community Impact

- 7.1 This report does not impact on any existing policies and no risks have been identified pertaining to health and safety, governance or compliance. There are no regulatory implications that require to be taken into account.
- 7.2 The Waste and Cleansing service meets the public sector duty to advance equal opportunity by taking account of protected characteristics in designing services, and by seeking to make services more accessible to all citizens.
- 7.3 The achievement of high cleanliness standards throughout the city fosters good relationships between the Council and residents through the provision of high-quality services. It can also lead to safer routes free from potential obstructions and trip hazards for all pedestrians, particularly those with visual impairments.
- 7.4 Sustainability is one of the Council's 'cross-cutting themes' and the Council has made a corporate commitment to address the social, economic and environmental effects of activities across Council services.
- 7.5 Continued efforts towards improvements in the quality of our Waste and Cleansing Service, and the communication with the public, will contribute towards reducing the amount of non-recyclable waste, increasing the amount of recycling and improving Edinburgh's local environmental quality.

- 7.6 Consultation and engagement is carried out as new services and initiatives are rolled out and this work continues to respond to customer enquiries around service changes, to both support and encourage residents to maximise the use of services.

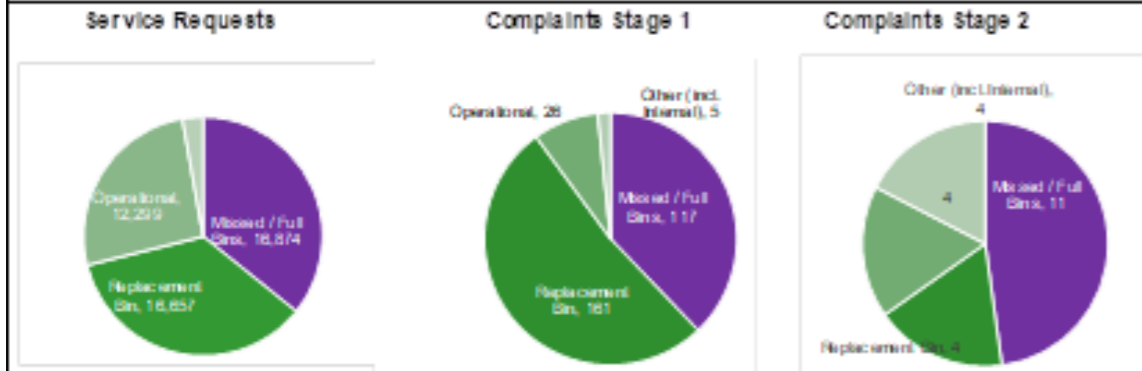
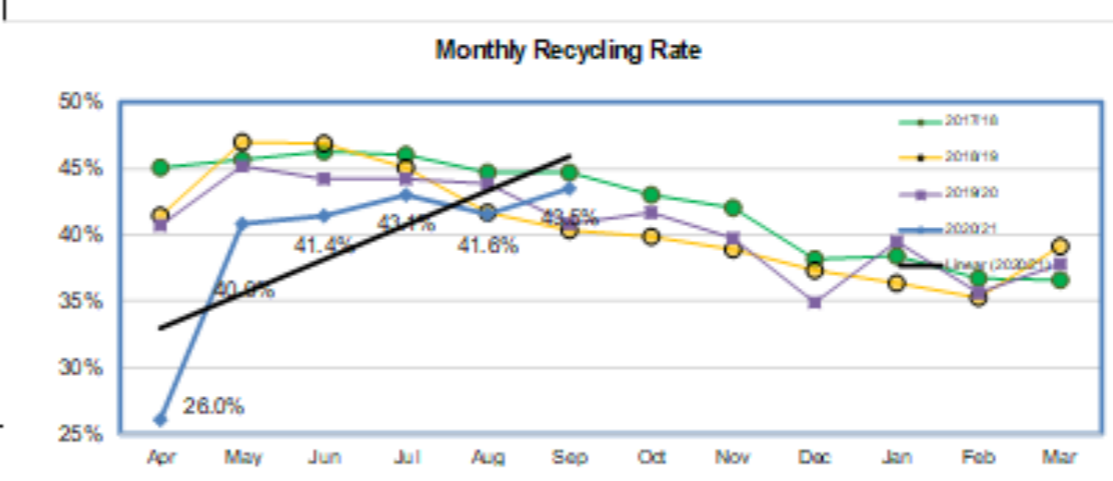
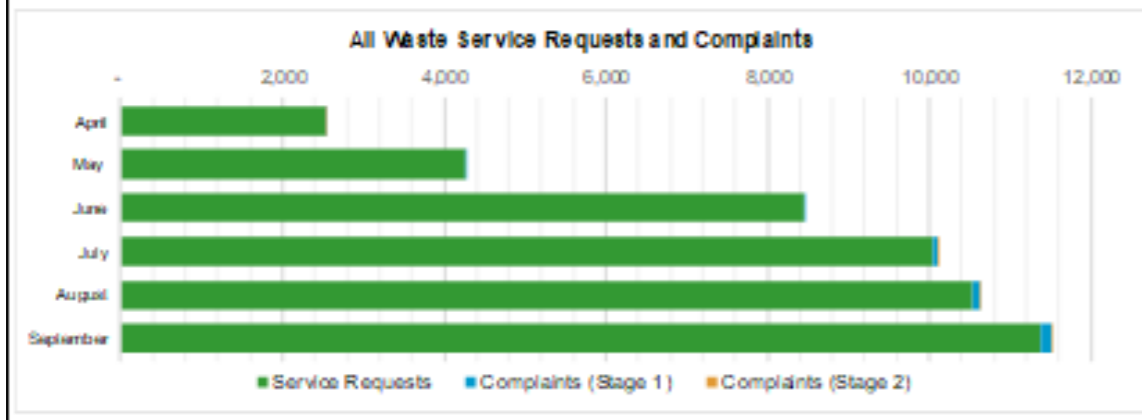
8. Background reading/external references

- 8.1 Waste and Cleansing Services Performance – Report to Transport and Environment Committee, 9 August 2018.
- 8.2 Waste and Cleansing Services Performance Update – Report to Transport and Environment Committee, 6 December 2018.
- 8.3 Addendum by the Conservative Group to Item 7.13 Waste and Cleansing Services Performance Update – Report to Transport and Environment Committee, 6 December 2018.
- 8.4 Waste and Cleansing Services Performance Update – Report to Transport and Environment Committee, 16 May 2019.
- 8.5 Motion by Councillor Webber – Waste Collection – The City of Edinburgh Council, 30 May 2019.
- 8.6 Waste and Cleansing Services Performance Update – Report to Transport and Environment Committee, 12 September 2019
- 8.7 Waste and Cleansing Services Performance Update – Report to Transport and Environment Committee, 5 December 2019

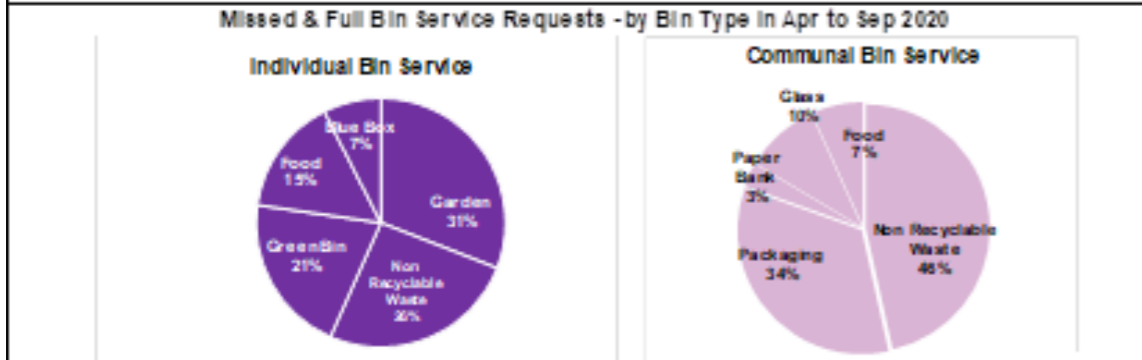
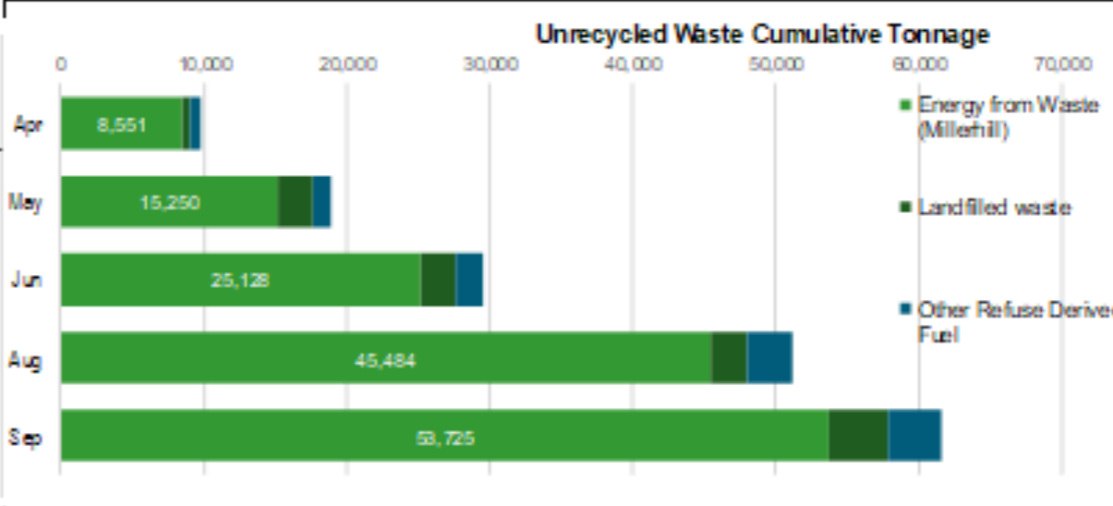
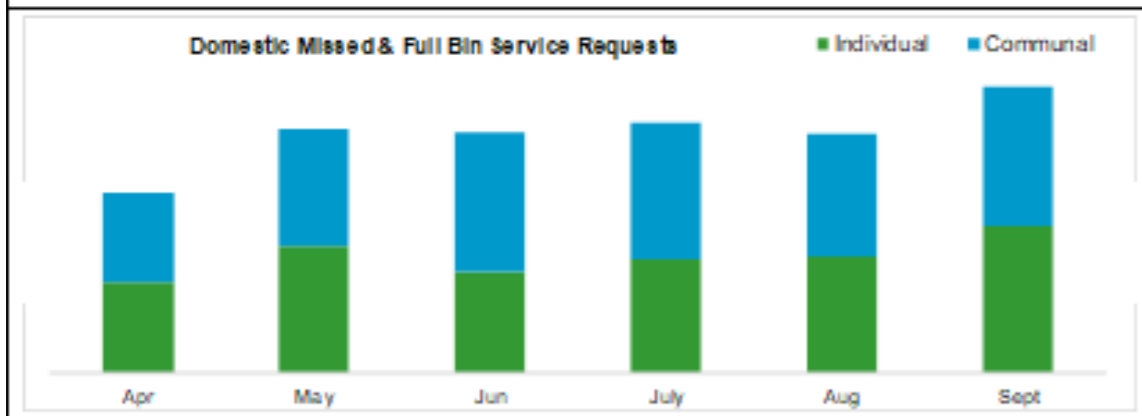
9. Appendices

- 9.1 Appendix 1 - Waste Performance Dashboard 2019/20 – (April-September 2020)
- 9.2 Appendix 2 - Cleansing Performance Dashboard – 2019/20 (April -September 2020)
- 9.3 Appendix 3 – Requests to Service Communal Bins and Recycling Points
- 9.4 Appendix 4- Review of Performance Measures Tracker – March 2020

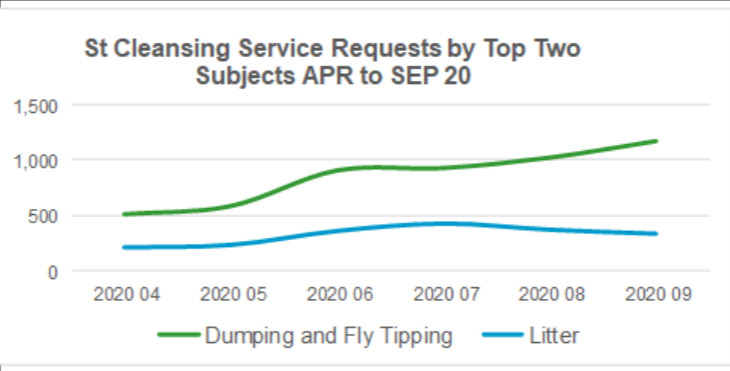
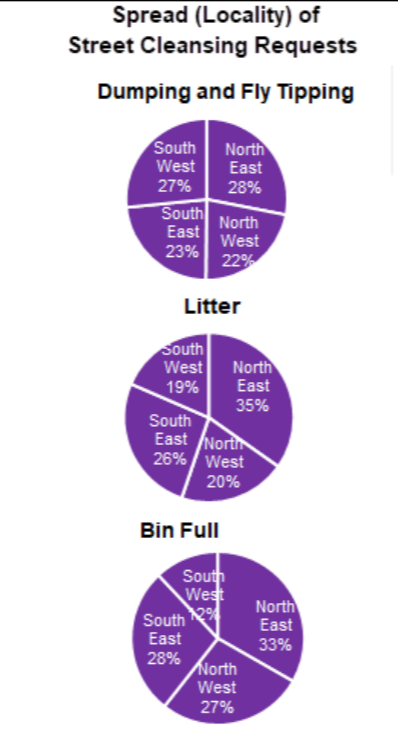
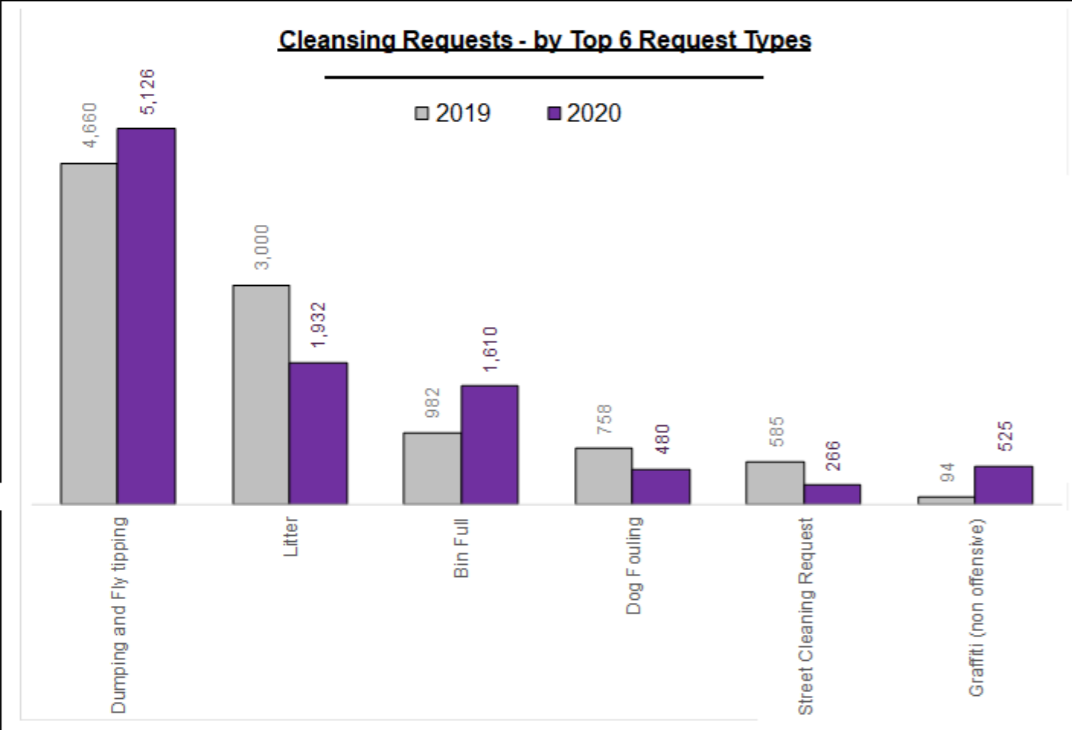
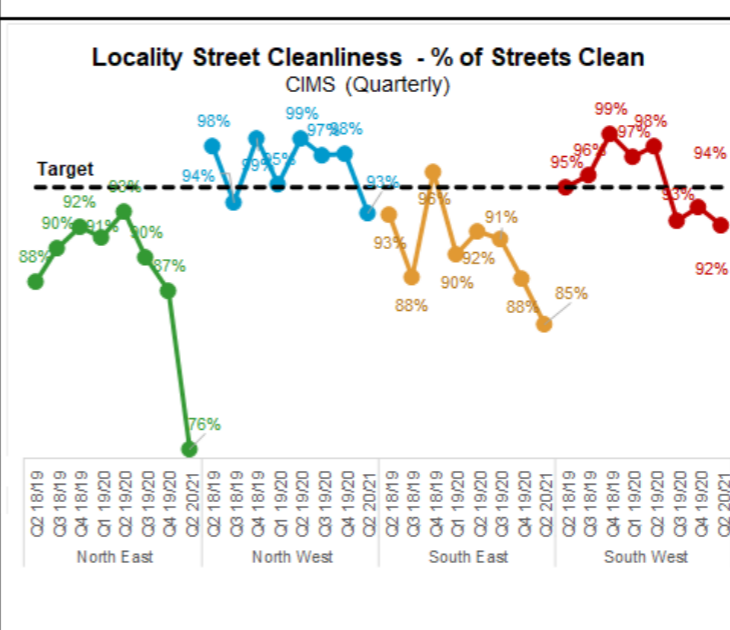
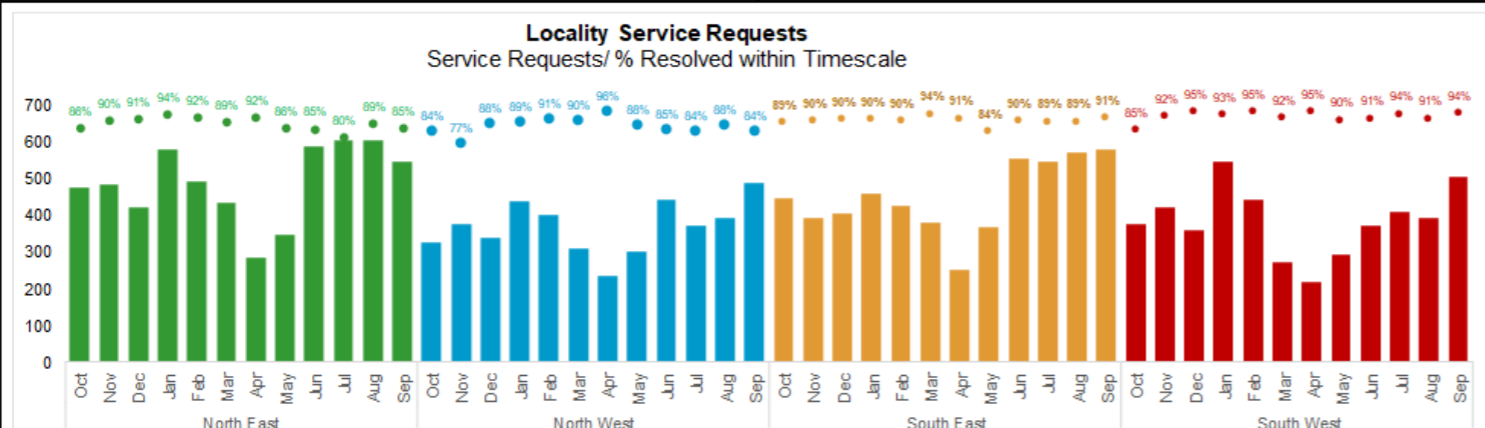
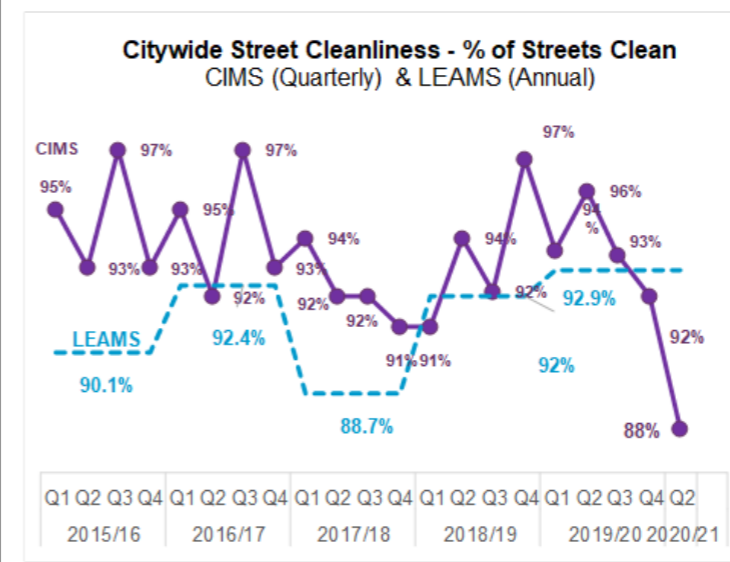
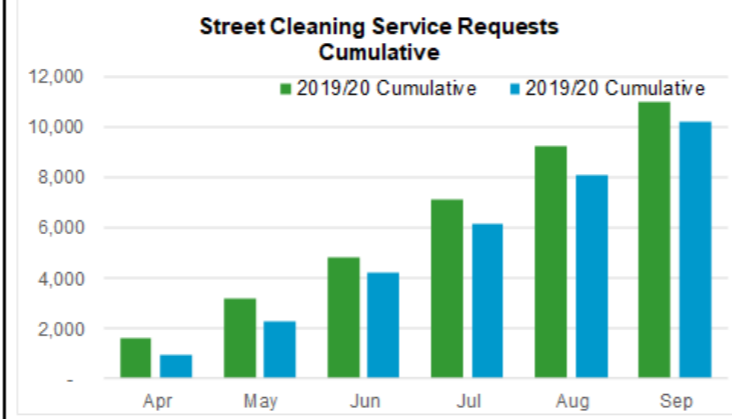
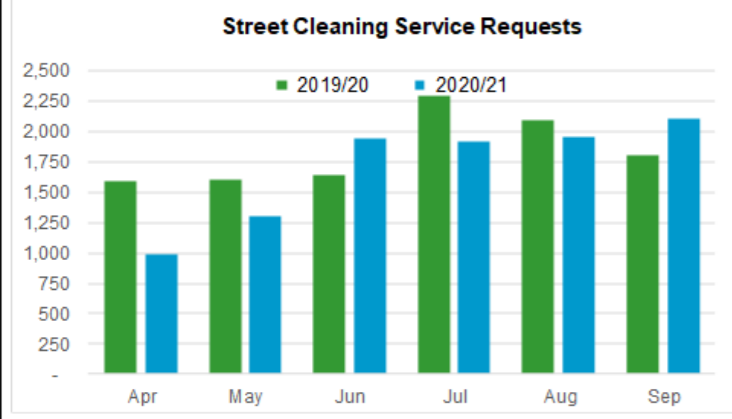
Waste Performance Dashboard - 2020/21 (Apr to Sep 2020)



Waste Stream	2020/21		Difference	
	Tonnes	tonnes	tonnes	%
Garden Waste - brown bin kerbside	13,640	14,000	360	3%
Community Recycling Centres	10,869	5,937	-4,933	-45%
Kerbside Recycling - green bin & blue boxes	8,275	10,757	2,482	30%
Food Waste	4,771	5,373	602	13%
Recycling Banks (glass, paper, textiles, books)	2,539	2,665	126	5%
Packaging bins - on street communal	2,343	1,831	-512	-22%
Other streams	2,102	1,016	-1,086	-52%
Mechanised street sweepings	1,617	1,153	-464	-29%
Paper - wheeled bins	344		-344	-100%
Manual Street sweeping	712		-712	-100%
Total Recycling	47,213	42,732	-4,481	-9%



Cleansing Performance Dashboard - 2019/20 (Apr - Sep 2020)



Appendix 3: Requests to Service Communal Bins and Recycling Points

Waste Full Communal Bin and Bank Service Requests by Ward JAN to SEP 2020

Ward	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	9 M Total	% of Total
01-Almond	68	21	23	24	28	30	29	29	32	284	2%
02-Pentland Hills	43	42	37	40	24	34	32	37	26	315	3%
03-Drum Brae/Gyle	28	11	30	34	22	32	27	23	21	228	2%
04-Forth	128	68	118	98	142	142	122	107	106	1,031	8%
05-Inverleith	126	129	108	114	130	169	138	110	129	1,153	9%
06-Corstorphine/Murrayfield	42	20	28	32	38	28	21	28	22	259	2%
07-Sighthill/Gorgie	40	68	60	46	49	72	68	69	53	525	4%
08-Colinton/Fairmilehead	29	14	24	23	16	22	23	13	20	184	1%
09-Fountainbridge/Craiglockhar	81	54	103	35	42	67	75	82	93	632	5%
10-Meadows/Morningside	92	47	113	72	84	100	116	79	194	897	7%
11-City Centre	108	79	130	59	117	127	147	186	228	1,181	9%
12-Leith Walk	185	153	213	129	226	162	255	205	226	1,754	14%
13-Leith	138	97	113	109	158	226	209	181	133	1,364	11%
14-Craigtinny/Duddingston	79	102	87	67	86	123	79	81	103	807	6%
15-Southside/Newington	74	51	78	43	47	96	81	66	87	623	5%
16-Liberton/Gilmerton	62	24	28	34	48	52	44	45	37	374	3%
17-Portobello/Craigmillar	81	60	55	64	75	104	87	62	65	653	5%
No code allocated	10	15	25	11	16	26	20	23	33	179	1%
Grand Total	1,414	1,055	1,373	1,034	1,348	1,612	1,573	1,426	1,608	12,443	100%

Communal Bins / Banks by Ward at SEP 20

Ward	Comm Total	% of Total
01-Almond	910	4%
02-Pentland Hills	1,304	6%
03-Drum Brae/Gyle	601	3%
04-Forth	1,697	7%
05-Inverleith	1,103	5%
06-Corstorphine/Murrayfield	426	2%
07-Sighthill/Gorgie	1,488	6%
08-Colinton/Fairmilehead	519	2%
09-Fountainbridge/Craiglockhar	1,531	7%
10-Meadows/Morningside	1,251	5%
11-City Centre	1,695	7%
12-Leith Walk	2,795	12%
13-Leith	2,198	9%
14-Craigtinny/Duddingston	1,687	7%
15-Southside/Newington	1,835	8%
16-Liberton/Gilmerton	977	4%
17-Portobello/Craigmillar	1,431	6%
Grand Total	23,448	100%

Appendix 4 - Review of Performance Measures Tracker – March 2020

Ref	Outcomes Being Sought	Actions Required	Dependencies	Progress	Status
1.1	Reporting the number and percentage of bins collected/not collected on the scheduled day of collection; removing the reliance to use customer contact as an assessment of overall service performance	Link the Application Programming Interface (API) in place for Routesmart to the Council's corporate Business Intelligence (BI) solution to allow performance reporting from Routesmart to commence.	<ul style="list-style-type: none"> • Strategy and Communications (S&C) • ICT • CGI 	<p>The Council and CGI have set up a BI project team to replace the legacy BI System within the corporate systems estate with the latest software version; and expand the range of systems across the Council that integrate with this.</p> <p>The new system, and supporting data warehouse, are in place and the project team are working with the service to establish requirements for data infrastructure, dashboard and reports. Alongside this the service have also commenced on auditing, and improving, the data quality of Waste and Cleansing systems and supporting processes ahead of the changes to performance reporting.</p>	In progress
1.2	Reporting the number of servicing issues impacting collection of bins on the scheduled day (including access issues, bin not out, contaminated bin etc); allowing the cause of bins that have not been collected to be known				
2	<p>Providing information on the Council website's delays page at a street level making this information more relevant to the public (this is currently provided at ward level)</p> <p>As well as more user-friendly webforms for reporting missed individual bins, it will also inform residents whether there have been any service or crew-reported issues that meant the bin was not collected (such as the bin was not presented, it was contaminated, there were access issues, route or city-wide issues) and advise the resident of the next appropriate steps. This will provide residents with the necessary feedback and what they should expect to happen next whilst ensuring that the reports received by operations are justified reports</p> <p>The communal bin webform is different in that residents are reporting a full or overflowing bin rather than a missed collection. Due to the shared nature of these bins, it is possible for multiple reports to be raised for the same bin resulting in an increased workload and service statistics. Therefore, the revised form will link duplicate reports for the same overflowing bin together so that only one request is received by operations without preventing citizens from reporting bins that have already been raised by others. The system could then either prevent citizens from needing to raise another report or allow them to raise a linked report</p>	The amendments to the web pages and web forms to achieve these outcomes will be delivered by the Customer Digital Enablement Programme with involvement from the service area. The delivery of these changes requires integration points to be created (or amended) between Fusion (Routesmart's back office system), Confirm, the corporate CRM, the website/ forms, and supporting back office systems along with the supporting procedures to be created or amended accordingly.	<ul style="list-style-type: none"> • Customer Digital Enablement Programme team • CGI • ISL (Routesmart provider) • Verint (sub-contractor of CGI) <i>changed from Connect Assist</i> • ICT 	<p>Previous work has been carried out to understand requirements and the actions required to implement these. These elements were previously put on hold whilst resources were prioritised to the forms and systems set up required for the implementation of the chargeable garden waste service. Due to changes in sub-contractor, and the wider Digital Strategy, there was a need to review this.</p> <p>Following the implementation of phase one of the CDE programme in October; which saw the Council successfully transfer to the new CRM system and webforms; the CDE programme is currently identifying requirements, and related costs, for phase two. For Waste and Cleansing this covers the integration of Fusion to the website/forms, as well as the integration of systems required to manage the chargeable garden waste registrations and subscriptions and investigate direct debit options. These costs will be considered by the Board for sign off and at this point the detail of the changes and the timescales to do this will be better known.</p> <p>In the meantime, the delays page is now updated to area level rather than ward as an interim improvement and system changes to integrate appropriate elements of Confirm to the new Verint CRM has been completed and customers, who request it, are now receiving notifications of progress on the webforms they submit.</p>	In progress
3	Without impacting on customers, the system will distinguish reports of full or overflowing bins collected on the scheduled day (those where the scheduled collection took place but the bin has filled again) from those that are due to a late/missed collection (i.e. the bin was due for uplift yesterday but has not yet taken place). Statistics from this will be used to identify the root cause/areas of further investigation into the cause of the overflowing bin (for example, not being serviced as scheduled; trader abuse or incorrect capacity provided) and allow corrective action to be taken	Investigate the potential to set the systems up that would allow a report of a full or overflowing communal bin to be assessed against the collection information captured on Routesmart. The report will continue to be processed so that the bin gets emptied however this breakdown would allow the service to carry out further analysis of the cause of the full bin and allow corrective action to be taken in areas with consistent issues.	<ul style="list-style-type: none"> • CGI • Verint (sub-contractor of CGI) <i>changed from Connect Assist</i> • ISL (Routesmart provider) • ICT • Pitney Bowes (Confirm provider) <i>potentially</i> 		
4	The Code of Practice on Litter and Refuse is a statutory guidance document relating to section 89 of the Environmental Protection Act 1990. It defines cleanliness standards for areas of land owned and/or managed by Duty Bodies and Statutory Undertakers, including Local Authorities. This forms the basis of the LEAMS criteria used by authorities to assess cleanliness of relevant land. This information also informs the national Local Government Benchmarking Framework Performance Indicator for street cleanliness score. The revised Code of Practice clarifies organisational responsibilities; support more effective cleanliness standards covering a range of land types, features and landscaping; and support a proactive approach to litter prevention. The updated monitoring system provides a more modern platform to support the revised Code of Practice. Subject to the outcomes of the trial and resulting review, as well as discussions between Zero Waste Scotland (ZWS), Keep Scotland Beautiful (KSB) and COSLA, SOLACE and the Improvement Service, it is intended to begin the implementation of any updates to the monitoring system in 2021/2022.	The revised Code of Practice also requires Councils to make their street zones publicly accessible within one year of the Code of Practice becoming enacted. Within Edinburgh this will require a city-wide rezoning exercise to be carried out initially. A rezoning exercise will be required to align to the revised zoning criteria.	<ul style="list-style-type: none"> • Scottish Government • Zero Waste Scotland • Keep Scotland Beautiful • COSLA • SOLACE • The Improvement Service 	The re-zoning work for streets, parks and open spaces has now been completed and submitted to Zero Waste Scotland for input into the new Litter Monitoring System. Initial training has been undertaken for the Cleansing Managers and the zoning data is now available on the Council's website. Zero Waste Scotland has developed a new Litter Monitoring System which will replace LEAMS in 2021/22. Keep Scotland Beautiful have been trialling the new system during Autumn/winter 2020. There is an indication that the new system will provide a greater range of information than the current LEAMS system but will also require additional resource to undertake. There will be a consultation to allow Local Authorities to input into the development of new system early in the new year. It is intended that during 2020/21 LAs will be trained on the new monitoring system with both LEAMS and LMS surveys being undertaken during 2021/22 to	In progress

				provide a consistent hand-over. KSB and ZWS are currently in discussions to assess how this will be resourced.	
5	CIMS is an additional method used by The City of Edinburgh Council to assess street cleanliness and is the only Local Authority to undertake this additional audit. Keep Scotland Beautiful (KSB) manages the CIMS scheme and carries out four independent assessments each year. Each assessment is a snapshot of the cleanliness of the streets, with a 50 metre transect surveyed from a random sample of 10% of the city's streets and is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of Practice on Litter and Refuse (Scotland 2006). The percentage of streets clean figure shows the percentage of streets meeting Grade B or above and can therefore be viewed as a more accurate indicator of cleanliness of the streets throughout the city. Broadening the survey to include other issues such as the presence of A boards would identify the overall impact the street scene has on pedestrians	Work with KSB to review how the CIMS surveys they undertake could be broadened to encompass other issues which are relevant to the street scene and the impact it has on pedestrians including the presence of A boards, illegal parking, discarded traffic management items (e.g. sand bags).	<ul style="list-style-type: none"> Keep Scotland Beautiful 	The trial was undertaken in 2019/2020 to assess the possibility to expand the CIMS survey to encompass other issues. Whilst some additional data was captured, KSB reported it extended the time to complete the CIMS surveys and collectively it was agreed that the data obtained didn't add value to the survey. The expansion of CIMS will not be taken forward. The new LMS will provide a greater amount of information and can be used to replace CIMS when it is introduced.	Complete

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Modernising Parking Permits

Executive/routine Wards Council Commitments	Executive All 18, 19
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to approve:
 - 1.1.1 proposed changes from the current paper-based system to an electronic permit system for residents' parking permits and for retail, business and trades parking permits;
 - 1.1.2 proposed changes from the current paper-based system to an electronic permit system for visitor parking permits and the use of the existing RingGo payment system for these permits; and
 - 1.1.3 starting the necessary Traffic Regulation Order (TRO) procedures to make these changes to existing permits.

Paul Lawrence

Executive Director of Place

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Modernising Parking Permits

2. Executive Summary

- 2.1 This report seeks approval to make changes to the way in which many of the Council's parking permits are issued, switching from a paper-based system to a system of electronic permits. This change will enable the Council to offer an enhanced service to residents, businesses and visitors, whilst reducing our reliance on physical permits as proof of entitlement to park.
- 2.2 The report also recommends changes to the way in which visitor permits operate, offering improved flexibility for users. This approach builds on the success of the existing RingGo system, which continues to attract new users to online services.

3. Background

- 3.1 Residents' parking permits have been issued in paper format since the Controlled Parking Zone (CPZ) was introduced in the early 1970's. Parking Attendants are now able to identify vehicles with valid permits using hand-held computers whilst they are on-street. This allows the Council to remove paper permits and improve the service offered to our residents.
- 3.2 This approach has been successfully trialled for motorcycle permits and, in response to the challenges posed by the Covid-19 pandemic, all residents' permits issued since March 2020 have been "electronic" in nature.
- 3.3 Business, retail and trades parking permits were introduced between 2006 and 2012 and have always been issued in paper form. As these permits utilise the same permit software and stationery as resident permits, they can also benefit from a move to electronic permits.
- 3.4 Visitor parking permits were first introduced into the extended zones of the CPZ in September 2006. The format that was adopted mirrored standard practice at that time, where the permits were in paper form and required the user to scratch off the relevant panels to indicate when they wanted to park. Like resident permits, technology has now reached a point where additional benefits and improved flexibility for both residents and their visitors can be delivered via an electronic system.

- 3.5 The recently made traffic order for the Parking Action Plan already includes provisions to facilitate a move towards electronic permits.

4. Main report

- 4.1 The electronic parking permit system aims to expand service delivery options by providing digital contact channels for customers to apply for and renew parking permits.
- 4.2 Electronic permits help to deliver a greener and more efficient service for the Council and its customers and will contribute towards achieving carbon reductions.
- 4.3 The move to electronic permits is also in keeping with the push towards online services across the wider Council and supports requests from customers to move towards electronic permits.

Residents' Permits

- 4.4 Since the Covid-19 lockdown began the Council suppliers have been unable to print and post resident permits so focus has shifted to the use of electronic permits. This has proven effective, with few complaints raised by residents and enforcement working well over the period. Moving to a paperless system on a permanent basis offers the following benefits to customers and the Council:
- 4.4.1 electronic permits reduce the requirement to print and post permits, helping to reduce their environmental impact;
 - 4.4.2 electronic permits are available immediately and there is no need for residents or their visitors to remember to display a permit;
 - 4.4.3 improved flexibility for residents with changing circumstances, such as making it easier to update to a new vehicle, as well as removing the need to return any unused permits for a refund; and
 - 4.4.3 significant stationery, printing and postage cost savings for the Council.
- 4.5 The NSL Apply system, which is currently used to administer parking permits, allows for the continuation of merged permits for residents, where two vehicles can be registered to a single parking permit. Rather than swapping a single physical parking permit between the two registered vehicles, as currently happens with paper permits, residents would be able to update which vehicle was using the permit via the online permit portal. Some additional communications and engagement with customers may be required in advance of any formal change.
- 4.6 However, the NSL Apply system is unable to support electronic daily residents' parking permits, which will be withdrawn if the Council moves to an electronic permit system. The withdrawal of daily residents' parking permits was approved by the Transport and Environment Committee in [June 2016](#) and these permits have been removed from the traffic order. The introduction of Visitor permits into the central and peripheral zones should lessen any negative impacts of the removal of daily permits.

- 4.7 It is recommended that the Council moves to an electronic system for residents' parking permits, with the current permit approach continuing in the interim before the formal move to virtual permits.

Business, Retail and Trades Permits

- 4.8 Due to the relatively small volume of permits, the Council's enforcement contractor has managed to continue to print and post business, retail and trades parking permits to customers throughout the lockdown period using resources from the local contract team in Edinburgh.
- 4.9 However, due to the similarities in how these permits are administered, a move to electronic permits for these permit types would realise the same benefits for both customers and the Council as outlined for resident parking permits in paragraph 4.4. of this report.
- 4.10 There are some additional complexities with the business, retail and trades permits due to the higher number of vehicles that can be registered to a single merged permit. Whilst these permits can be managed electronically, some additional communications and engagement with customers may be required in advance of any formal change.
- 4.11 It is recommended that the Council moves to an electronic system for business, retail and trades parking permits.

Visitor Permits

- 4.12 Visitor parking permits are currently administered through an online permit system provided through the Council's parking contract with NSL and are being widely used across existing Extended Controlled Parking Zones and Priority Parking Areas. Visitor permits are also currently being introduced to the central and peripheral permit zones as part of the recently made traffic order for the Parking Action Plan.
- 4.13 However, it is recognised that the current visitor permit system is antiquated and that there are other more customer friendly and efficient options available. Disbenefits of the current paper-based visitor parking permit system include:
- 4.13.1 residents are required to scratch out boxes to show the time (hour and minutes), day, date, month and year. This process can cause confusion and is prone to error, especially with multiple permits, often leading to errors and enforcement problems;
- 4.13.2 the current system is inefficient, requiring the Council to post out the required number of time limited permit books and for the customer to return any books of expired and unused permits in order to receive a refund, placing an unnecessary burden on both residents and the Council; and
- 4.13.3 there is a significant cost to the Council for visitor permit stationery as well as the printing and postage costs of visitor permits and associated staff time.

New Visitor Permit system

- 4.14 To seek improvements to the current paper-based system the Council engaged with NSL to determine what current suppliers were able to offer and how this compared to wider options across the market. There was a particular focus on:
- 4.14.1 Quicker and simpler methods for applying for and renewing parking permits;
 - 4.14.2 Improved parking enforcement through digital means; and
 - 4.14.3 Service efficiencies and cost savings.
- 4.15 Of the viable solutions proposed by NSL, the system supplied by RingGo (who are the Council's cashless phone parking provider for on-street public parking) was considered to be the preferred option, both in terms of the price and quality of the service.
- 4.16 The RingGo visitor permit solution met all of the service requirements and offered numerous additional benefits, including those outlined below:
- 4.16.1 RingGo visitor permit system is tried and tested and successfully in use in several other Local Authorities across the UK;
 - 4.16.2 The RingGo customer interfaces are all easy to use and navigate and should be instantly recognisable to customers who already use RingGo to pay for on-street public parking charges;
 - 4.16.3 Customers can use the award-winning RingGo app, the RingGo website and the dedicated local-rate phone number to access visitor permit services. The service is accessible from a landline and RingGo also have a customer contact team on hand for those that need further assistance;
 - 4.16.4 The RingGo solution can undertake Experian checks to help validate customer applications and help expedite and automate the application process, as is already in place with other Council permit systems; and
 - 4.16.5 The RingGo solution offers all of the benefits associated with an electronic permit system, as outlined for resident parking permits in paragraph 4.4. of this report and was also considered the best value option based on current permit usage.
- 4.17 As well as the benefits outlined above, the RingGo service was considered to be the most customer friendly and accessible option, offering the most flexibility to customers in terms of contact channels, such as the facility to speak to a customer service advisor and the ability to access the RingGo visitor permit service from a landline.
- 4.18 The RingGo service also offers significant benefits in terms of permit flexibility for customers. Rather than pre purchasing books of 90 minute visitor permits for future use, customers will be given an annual allocation of visitor permit hours within their RingGo account from which they can draw down, purchasing individual sessions as they use them.

- 4.19 It is possible to both pre-book RingGo visitor permit sessions and book them on demand. The service permits customer to purchase sessions in half hourly increments, thereby offering more flexibility and making it much easier to manage longer visits.
- 4.20 With RingGo already operating the Council's cashless phone parking service, much of the system configuration is already in place for Edinburgh. The configuration and ongoing maintenance of visitor permit prices will also be simpler given the links between visitor permit prices and on-street public parking charges.
- 4.21 Much like the RingGo cashless phone parking service, the RingGo visitor permit solution also promises future service improvement possibilities, such as new mobile phone payment options and the potential for initiatives such as emissions-based charging.
- 4.22 It is recommended that Committee agrees to the introduction of electronic visitor permits using the existing RingGo service and that the traffic order be updated to reflect the changes in the way visitor permits operate within the RingGo system.
- 4.23 It should be noted that no changes to the allocation or pricing of visitor permits are being proposed within this report.

5. Next Steps

- 5.1 If Committee approval is granted, then the following approach will be taken to formally introduce electronic parking permits.

Residents', Business, Retail and Trades Permits

- 5.2 The necessary traffic order provisions are already in place to enable electronic permits for residents', business, retail and trades permits.
- 5.3 A full communications campaign will be produced, outlining the key messages for this change and how this could reach all stakeholders. All permit holders will be contacted directly in advance of any changes being made to their permits.
- 5.4 Further communications and engagement may be required with business, retail and trades customers in order to clarify how electronic permits work and can be managed across multiple vehicles.
- 5.5 It is proposed that residents' permits would be the first permit type to move to an electronic solution. Once electronic residents' permits are in place focus will move onto business, retail and trades permits.

Visitor Permits

- 5.6 The introduction of electronic visitor permits will require a change to the traffic order due to the nature of the changes being proposed.
- 5.7 Once the traffic order has been updated, the Council will engage with RingGo to develop an implementation plan for the introduction of electronic visitor permits.

- 5.8 A full communications campaign will also be produced, outlining the key messages for this change and how this could reach all stakeholders. All current visitor permit holders and RingGo customers will be contacted directly in advance of any changes being made.

6. Financial impact

- 6.1 Electronic visitor permits shall realise financial savings for the Council for printing, postage and stationery as well as administrative savings through reduced back office staff time.
- 6.2 In a normal year, the cost of residents', business, retail and trades permit stationery is c. £20,000 p.a. and the cost of printing and posting of residents', business, retail and trades parking permits is c. £21,000 p.a. A change to electronic resident, business, retail and trades permits will therefore realise a direct saving to the Council of c. £41,000 p.a.
- 6.3 There are no additional costs involved with the implementation or operation of electronic parking permits for residents, retailers, businesses and tradespeople.
- 6.4 In a normal year, the cost of visitor permit stationery is currently c. £40,000 p.a. and the cost of printing and posting of visitor parking permits is currently c. £4,000 p.a.
- 6.5 Payment processing costs within the RingGo visitor permit solution are comparable to current payment processing costs for visitor permits, however, the RingGo visitor permit system will incur a new ongoing cost to the Council of £550 per month.
- 6.6 The RingGo visitor permit solution will therefore provide an annual ongoing saving of c. £37,500 to the Council. However, implementation of the RingGo system will also incur a one off set up cost of £9,400.
- 6.7 It is not proposed to review or alter any parking permit prices as a result of moving to electronic parking permits.

7. Stakeholder/Community Impact

- 7.1 An Integrated Impact Assessment has been undertaken to consider any potential impacts of the move to an electronic permit system upon people. The impacts are expected to be positive, with any negative impacts negligible.
- 7.2 In line with the Council's wider approach to accessibility, parking permit services will continue to be offered at the High Street and at other Council customer hubs when these reopen, allowing permit customers to continue to make payments via cash and cheque and also to speak directly with Council officers where needed.
- 7.3 There will be no change to how customers apply for residents', business, retail and trades parking permits, however electronic visitor permits will be administered through a different system.

- 7.4 Residents can purchase visitor permits conveniently via the multilingual RingGo website or app 24/7, or alternatively by phoning RingGo's dedicated local-rate (or included in a mobile customer's 'bundle of minutes') phone line. Residents are also able to speak with and seek assistance from a telephone operative should they encounter any difficulties when making a purchase. This phone line option helpfully supports those without access to, or who are not confident in, the use of technology. The Council's permit team will also be available to help customers during normal office hours.
- 7.5 Whilst residents themselves have to apply for electronic permits on behalf of visitors, this is no more onerous than the current paper permits process and the resident now only needs to enter the visitor's vehicle registration details and the date and time online, to the app or by telephone. The ability to save the details of up to five visitor vehicles helps to speed up the process for ongoing visits. In addition, an online permit may be more accessible for some people than having to scratch out boxes on a paper permit.
- 7.6 There are no implications for visiting drivers who display a disabled persons' blue badge as such visitors will not be required to pay for parking. Disabled residents will continue to benefit from being able to apply for double the allocation of visitors permits at half the normal price.

8. Background reading/external references

- 8.1 <https://www.edinburgh.gov.uk/parkingpermits>
- 8.2 <https://www.edinburgh.gov.uk/parkingactionplan>

9. Appendices

None.

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Proposed Parking Controls – Maxwell Street, Morningside

Executive/routine	Executive
Wards	10 - Meadows / Morningside
Council Commitments	18, 19

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 set aside the objections to the Traffic Regulation Order (TRO) as previously advertised and authorised by the Executive Director of Place under Delegated Powers on 20 September 2019; and
 - 1.1.2 approve the making of the TRO as advertised to include the western end of Maxwell Street, the access road and parking area associated with 10-12 Maxwell Street, as part of proposed extension of the S2 zone of the Controlled Parking Zone.

Paul Lawrence

Executive Director of Place

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Proposed Parking Controls – Maxwell Street, Morningside

2. Executive Summary

- 2.1 On 20 September 2019 a report authorised by the Executive Director of Place under Delegated Powers commenced the legal process to add the western end of Maxwell Street, Morningside to the S2 zone of the Controlled Parking Zone (CPZ).
- 2.2 The draft Traffic Regulation Order (TRO) detailing the extent of the scheme was advertised on 24 July 2020 at which point those interested in the scheme were invited to make their views known to the Council.
- 2.3 This report details the results of that consultation and addresses the objections received, which are mainly themed around the legal process, land adoption and parking controls.
- 2.4 The report further recommends proceeding to make the TRO and to implement the proposed extension of CPZ restrictions to Maxwell Street, including the area to the rear of numbers 10 and 12 Maxwell Street.

3. Background

- 3.1 Maxwell Street is a residential street located within the general boundary of Zone S2 of the CPZ. Presently only the eastern section of Maxwell Street is subject to parking restrictions, whilst the western section remains largely uncontrolled except for limited lengths of double yellow lines.
- 3.2 The Council has been in correspondence with residents of Maxwell Street for some years in respect of extending the parking controls that were introduced into Morningside in 2007.
- 3.3 In response to contact from a number of residents in the western half of Maxwell Street, citing issues with non-resident/commuter parking and asking for the whole of Maxwell Street to be included within the Controlled Parking Zone (CPZ), the Council made contact with all residents in 2015 to seek their views.
- 3.4 Letters were sent to every property within the western section of Maxwell Street, including numbers 10 and 12. A copy of the letter and an associated plan, showing the extent of the area covered by the consultation, is provided in Appendix 1.

- 3.5 That consultation elicited 25 responses of which 10 were supportive, 10 were opposed and five made comment on the operation of the suggested controls.
- 3.6 While it might often be the case that the Council would seek to introduce parking permit schemes only where there is widespread support, uncontrolled roads that lie within the boundary of the CPZ undermine the efficacy of CPZ as a solution that supports Council policies, primarily in terms of discouraging commuting into the CPZ by private car.
- 3.7 It is apparent that the uncontrolled section of Maxwell Street creates a situation that allows unmanaged parking opportunities within the CPZ boundary. As a road within the general area of existing controlled parking, it would be appropriate to extend controls to the remaining part of Maxwell Street.
- 3.8 Given the concerns raised by residents, it was considered appropriate to promote a TRO proposing that the entirety of Maxwell Street should be subject to CPZ controls, to affect the same management of parking as exists throughout the wider Morningside area.
- 3.9 A report on the 20 September 2019, authorised by the Executive Director of Place under Delegated Powers, commenced the legal process to add the western end of Maxwell Street to the S2 zone of the Controlled Parking Zone.
- 3.10 A plan showing the proposed extent of the parking controls is included in Appendix 2.

4. Main report

- 4.1 In accordance with legislative requirements relating to traffic orders, the Council carried out an initial consultation with statutory consultees in October 2019. The second stage consultation took place in July/August 2020, during which feedback and objections are invited, with such feedback forming the basis for this report.
- 4.2 Two forms of written support were ascertained through the TRO process to extend parking controls to the western end of Maxwell Street, with both supporting on the grounds of congestion and commuter parking problems.
- 4.3 There were 11 formal objections received in response to this proposal, with the objections spanning three main themes: the legal process, land adoption and parking controls. All objections are detailed in Appendix 3 by theme and specific topic, including responses to each of the objections raised.
- 4.4 The key themes that received three or more objections are summarised below and are explored further within this report.

Legal process

- 4.5 The primary objection raised related to the decision-making process that had been undertaken without the knowledge of the objectors, who indicated that they were unaware of the TRO and felt they were unable to input to any consultation process.

- 4.6 As a result of the ongoing situation with Covid-19, the Scottish Government passed the Coronavirus (Scotland) Act 2020, which includes allowances to dispense with or to amend statutory requirements that might otherwise aid the spread of Covid-19. In accordance with that legislation, the Council took the decision to suspend the provision of street notices in connection with all traffic orders.
- 4.7 The Council did however take additional steps to advise of advertised traffic orders, among which were making improvements to the Council website and asking all Community Council's to encourage residents to refer both to our website and to the TellMeScotland website.
- 4.8 The TellMeScotland website is managed by the Scottish Government and Councils have been encouraged to place their traffic orders on TellMeScotland since it was launched. The TellMeScotland website allows interested parties to register for alerts to advise them of proposals in their area.
- 4.9 In accordance with the approach taken for all traffic orders, this TRO was also advertised in the press and notifications were issued to Community Council groups and local Councillors.
- 4.10 In terms of fulfilling its legal duties in these challenging times, the Council is satisfied that all reasonable steps have been taken to advise interested or affected parties of current traffic order proposals, and that the process for this TRO has been consistent with the approach taken generally for all traffic orders.
- 4.11 Nevertheless, it is also noted that a number of responses to the consultation were received after the official closing date. In the interests of ensuring that the concerns of residents are considered as part of the legal process, all such responses have been included within this report.

Land adoption

- 4.12 The next objection theme concerned the car parking area to the rear of 10-12 Maxwell Street that some of the residents cited as private and which they felt constituted part of their Deed of Conditions, with questions and criticisms of the process taken by the Council to previously adopt that car parking area.
- 4.13 To clarify, the process leading to the adoption of any newly built road begins whilst the development is at planning stage, when the developer will apply to the Council for Road Construction Consent (RCC). That application process determines what parts of the development are considered "Roads", as defined in the Roads (Scotland) Act 1984.
- 4.14 The RCC process automatically classifies any area covered by that RCC as being a road, regardless of its proposed adoption status. That classification in-turn means that all applicable powers provided for in legislation will also apply to that road.
- 4.15 While there is generally no legal requirement for any road to be adopted, any person or persons who maintain a private road can apply to the Council to have that road formally adopted. Once adopted, it is the Council who assume responsibility for maintenance of that road.

- 4.16 In this case, and in common with other new developments, the request for the Council to adopt the road came from the developer. The developer formally applied to the Council in January 2007 to have the access road and parking area, including all associated footways, adopted for maintenance by the Council. Having concluded that the affected roads had achieved adoptable standard, the Council issued the adoption certificate on 6 November 2008: Appendix 4.
- 4.17 It is also the Council's understanding that there were additional factors that assisted in determining whether this specific access road and the parking area to the rear to numbers 10 and 12 should be adopted. One of those determining factors was the access to the footbridge over the south suburban line, where access for the public needed to be maintained. To ensure the safety of users accessing the footbridge it was considered that the approach to the footbridge should be publicly maintained. The other determining factor was the access requirement by Scottish Power to the electricity substation, where it was deemed necessary to ensure that the right of access to this facility could also be maintained.
- 4.18 Where an RCC has been applied for by a developer, it would be the responsibility of the developer to accurately convey the legal implications to prospective residents and to their appointed factor. The same applies where adoption of roads is sought, where it would again be the responsibility of the developer to convey the correct information.
- 4.19 With regards to land ownership, it should be considered that the Council rarely owns the land that lies under any road. Ownership of the land tends to rest in most, but not all, cases with the owners of adjacent properties. However, the Roads (Scotland) Act 1984 and the Road Traffic Regulation Act 1984, state that, for all roads, the right to determine how that road may be used rests solely with the local road authority. No other person, persons or organisation is legally permitted to manage or control the use of any road.
- 4.20 As a road, defined in the Roads (Scotland) Act 1984 as a way over which there is a public right of passage, this part of Maxwell Street has been freely accessible by the public since the road was constructed. The proposed inclusion of this area in the CPZ does not materially impact upon the rights of the public to use or access this area.
- 4.21 Another topic cited relating to ownership, relates to the maintenance efforts made by residents to upkeep the boundary of the car park, for example the erection of a new fence and the undertaking of gardening through their own costs and effort.
- 4.22 To clarify, the adopted status of this part of Maxwell Street does not extend to any landscaped areas or to the bin store. Nor does it apply to any structures or boundary fences or walls. The adoption applies only to those areas detailed on the adoption certificate (Appendix 4), meaning that the Council has only assumed responsibility for maintaining the surface and fabric of the road itself, plus the surface drainage and street lighting, as detailed in the certificate.

4.23 Although Council records confirm that the land to the rear of 10-12 Maxwell Street has been adopted by the Council, Committee should note that there is ongoing correspondence regarding land adoption from some residents of Maxwell Street.

Parking controls

4.24 The final key objection theme relates to parking controls, with the main topics relating to potential implications for carers supporting elderly residents in 10-12 Maxwell Street, and perceptions from some that parking pressures are not an issue on Maxwell Street.

4.25 Parking controls will promote better management of the available kerbside space, removing commuter vehicles and helping to enable all residents with permits to access local parking opportunities, whilst also enhancing parking opportunities for visitors and carers using visitor parking permits or through pay-and-display options.

4.26 In-terms of parking pressures, as cited earlier in this report, a previous consultation exercise was undertaken following resident complaints about non-resident/commuter parking. Some support was also received through the TRO consultation on commuter parking and congestion grounds.

4.27 It should also be noted that, following a Strategic Review of Parking across the city and due to evidence of parking pressures locally, extended parking controls (to B2 Priority Parking Area) are proposed in the vicinity of Maxwell Street, to the south of the railway line to include Balcarres Street and Craighouse Gardens.

4.28 The introduction of parking controls in those remaining parts of S2 that are not currently subject to parking controls will help to protect those areas from commuters and from other, unrestricted parking. Strengthening controls in this area will provide long-term protection against those who may currently, or in the future, seek free areas in which to park.

4.29 As an unrestricted road, Maxwell Street can be used by any and all road users without restriction on use, without limit of stay and without any repercussions related to inconsiderate or obstructive parking. Parking controls will provide for conditions that allow such practices to be removed and/or managed to the benefit of residents and their visitors. That benefit also extends to servicing, with controls ensuring that there is provision, for example, for delivery vehicles and waste collection services.

4.30 Parking controls bring additional benefits aside from parking management. Regular, but random, patrols by Parking attendants also address one of the points made by objectors in terms of safety and security, with an authority presence on-street that will serve as additional oversight for the Council at an on-street level.

Conclusion

4.31 Although objections have been received in response to this TRO proposal, Council records confirm that it has legally adopted the car parking area to the rear of 10-12 Maxwell Street and has also followed the legal requirements of the TRO process through what has been a particularly challenging year.

- 4.32 Although parking controls may not be welcomed by all residents of Maxwell Street, this TRO proposal has also elicited some support and it is apparent that a lack of controls in his section of Maxwell Street creates a situation that allows unmanaged parking opportunities within the CPZ boundary.
- 4.33 It should also be noted that parking controls provide residents with priority access to local parking spaces through residential parking permits and that other permit types will also enable access for visitors and carers, and that there are a range of additional benefits inherent in the provision of parking controls.
- 4.34 This proposal also supports the broader ambition of the city, through the draft City Mobility Plan, to reduce vehicle dominance and commuter parking opportunities to make our streets more liveable places.

5. Next Steps

- 5.1 Should Committee approve the making of this TRO, then all objectors will be contacted to advise them of this decision and the Council will proceed to make the TRO.
- 5.2 Once the TRO has been made, then arrangements will be made to have the new restrictions introduced on street.

6. Financial impact

- 6.1 There will be a cost involved in processing the TRO, as well as for the introduction of signs and road markings associated with new controls. These costs will be contained within existing Parking budgets.
- 6.2 The introduction of permit parking to this part of Maxwell Street may result in a small increase in permit income to the Council. This increase will be used to pay for ongoing enforcement and maintenance costs associated with the new restrictions.
- 6.3 The introduction of shared-use parking may also result in an increase in pay-and-display income to the Council. This income will be allocated towards the operation of the Council's parking scheme and allocated to the funding of Transport improvements, in accordance with the legislative requirements for income raised from parking charges.

7. Stakeholder/Community Impact

- 7.1 An informal consultation exercise was conducted with residents in 2015. A copy of the letter and an associated plan, showing the extent of the area covered by the consultation, is provided in Appendix 1.

- 7.2 Further consultations have taken place as part of the legal TRO process, where interested parties have had the opportunity to make comments and/or objections to the TRO proposals. All objections are detailed in Appendix 3.
- 7.3 The proposals for parking controls are anticipated to result in a positive impact in respect of carbon impacts, and adaptation to climate change, potentially discouraging commuting to work and encouraging increased use of public transport and other, more sustainable form of transport.

8. Background reading/external references

- 8.1 Report authorised by Executive Director of Place under Delegated Powers, Proposed Parking Controls – Maxwell Street, Edinburgh. 20 September 2019.
- 8.2 [City Mobility Plan – draft for consultation](#)

9. Appendices

- 9.1 Appendix 1 - Consultation letter and area plan
- 9.2 Appendix 2 - Proposed Traffic Regulation Order layout plan
- 9.3 Appendix 3 - Objections received
- 9.4 Appendix 4 - Adoption Certificate

Dear Sir/Madam,

7 September 2015

Maxwell Street Controlled Parking Zone Consultation

The Council has been contacted by a number of residents in the western half of Maxwell Street, asking that the whole of Maxwell Street be included within the Controlled Parking Zone (CPZ). It has been suggested that there is an issue with non-resident/commuter parking and that extending parking controls would help to address this issue.

We would like you to take this opportunity to tell us what you think. We want to know whether or not you think that there is a parking problem in Maxwell Street and whether the introduction of controlled parking would be helpful in addressing that problem.

What would controlled parking mean for residents?

Controlled parking would operate Monday to Friday, 08:30 – 17:30. It is likely that Maxwell Street would predominantly be permit holder parking, meaning that those spaces could not be used by anyone other than valid permit holders during the controlled hours. It is likely that a small proportion of the space would be shared-use, where both permit holders and pay-and-display customers could use the same space. The remainder of the street would be subject to yellow line restrictions.

What permits would residents be entitled to?

Residents would be entitled to one parking permit per person and up to two per household. A permit would allow you to park in all residents' parking places within your zone, which is S2.

Residents would also be able to purchase up to 30 days worth of visitors' parking permits each year. Residents don't need to own a vehicle or purchase a residents' permit to buy them and they are available in books of 10 with each permit covering a ninety minute controlled period.

How much would permits cost?

Permit prices are based on vehicle emissions, with an additional surcharge applied to second permits in each household. Prices currently range from £34.00 to £281.00 per annum. Visitors' Permits cost £6.00 for a book of 10. You can find more details on permit prices on the Council's website at www.edinburgh.gov.uk/parking.

Disabled persons' blue badge holders are eligible for a free permit and may also be entitled to double the allocation of Visitors' Permits at half the normal cost.

How do I make my views known to the Council?

We can only make the right decision on how to proceed if we know what people living within the area think. It is vital that as many people as possible respond to this consultation.

If you have any comments you would like us to consider or questions you would like us to answer, please e-mail us at controlledparkingzone@edinburgh.gov.uk or write to us at Parking Operations, 249 High Street, Edinburgh, EH1 1YJ.

You can also take this opportunity to tell us about any particular parking problems in your street that you would like us to investigate. This could include instances of dangerous or inconsiderate parking.

Please make sure that you include your name and address, as well as explaining in as much detail as you can why you oppose or support the idea of introducing controlled parking. The consultation ends on 2 October 2015.

What happens next?

Once the consultation period ends we will consider the content of all the responses received. Should there be support for the proposals in your area, we will take the necessary steps to commence the Traffic Regulation Order process. As part of the process you would have the further opportunity to comment on the design during a formal consultation. If it appears that controlled parking is not supported, we will not go ahead with the proposal.

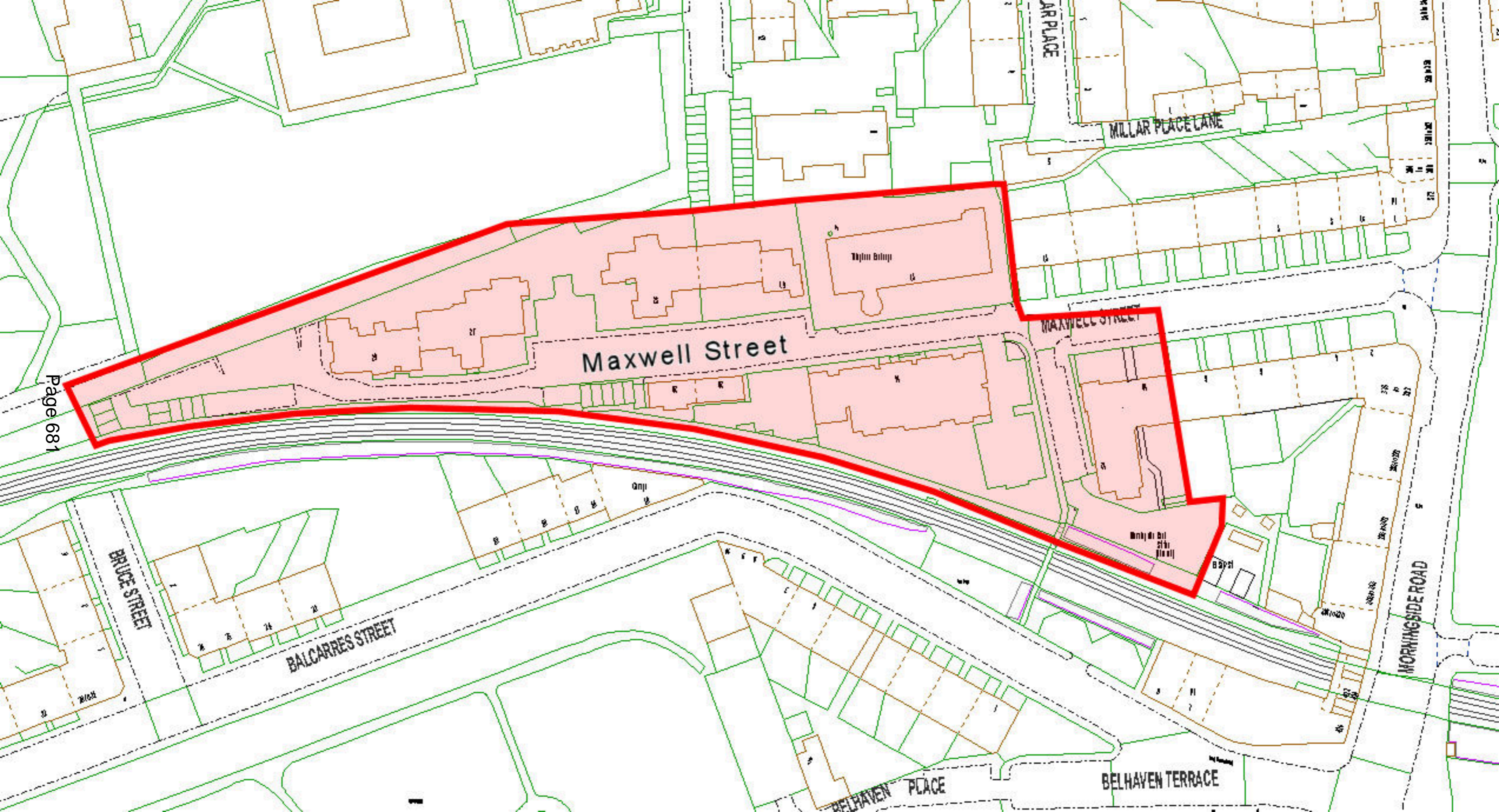
Is further information available?

As the proposal is in the early stages there is no design available as yet. However, if there is support for parking controls, then a design proposal would be placed on the Council website so that residents can see what is planned.

If you need any general information about controlled parking, permits or on any other matter related to on-street parking, please visit www.edinburgh.gov.uk/parking.



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 12-1024. ITS can also give information on community language translations. You can get more copies of this document by calling 0131 469 3309.



Maxwell Street

MILLAR PLACE LANE

MAXWELL STREET

BRUCE STREET

BALCARRES STREET

BELHAVEN PLACE

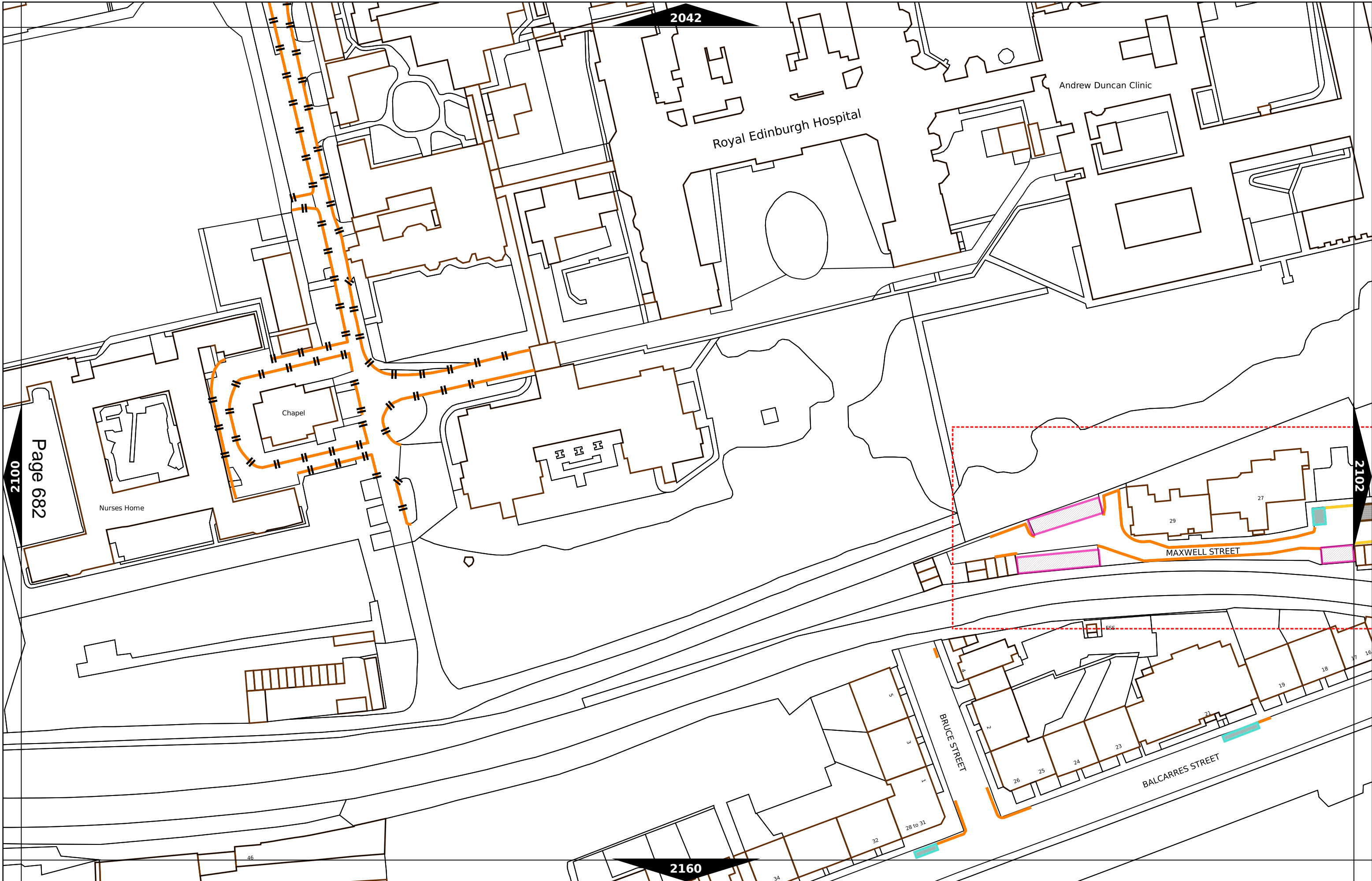
BELHAVEN TERRACE

MORNINGSIDE ROAD

Walter Budge

Walter Budge

Walter Budge

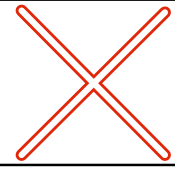


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The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2018

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Scale at A3	1:1000
Print Date	14-Jul-2020
Map Tile	2101
Version	2
Status	PROPOSED

Appendix 3 Objections received

All objections are detailed by objection theme and specific topic with a corresponding response provided aside each objection:

<u>Objection theme</u>	<u>Topics</u>	<u>No. of objections</u>	<u>Objection example</u>	<u>Response</u>
<i>Legal process</i>	No recent contact and Covid loophole	9	<i>The Council has failed to give notification to those affected, stating that new COVID-19 legislation has granted them permission not to do so</i>	<p>As a result of the ongoing situation with Covid-19, the Scottish Government passed the Coronavirus (Scotland) Act 2020, which includes allowances to dispense with or to amend statutory requirements that might otherwise aid the spread of Covid-19. In accordance with that legislation, the Council took the decision to suspend the provision of street notices in connection with all traffic orders.</p> <p>Even so, the Council has taken additional steps to advise of advertised Orders, among which were making improvements to our own website and asking all Community Council's to encourage residents to refer both to our website and to TellMeScotland. That website, managed by the Scottish Government, allows interested parties to register for alerts that advise them of proposals in their area. All of our Orders have been placed on TellMeScotland since it was launched.</p>
	Fulfilled legal duties?	1	<i>I dispute that the Order has been advertised properly in accordance with the Council's legal and statutory duties</i>	<p>In accordance with legislative requirements, the Council carried out an initial consultation, with statutory consultees in October 2019. The second stage consultation, during which objections are invited, took place in July/August 2020.</p> <p>In terms of fulfilling its legal duties in these challenging times, the Council is satisfied that all reasonable steps have been taken to advise interested or affected parties of current traffic order proposals, and that the process for this Order has been consistent with the approach taken generally for all traffic orders.</p>
	No majority	1	<i>...responses to this alleged consultation apparently did not elicit majority support from residents, on what basis does the Council consider it appropriate to apply these restrictions?</i>	<p>While it might often be the case that the Council would seek to introduce parking permit schemes only where there is widespread support, it must also be considered that such schemes are an essential component of realising the Council's broader mobility objectives and policies. It is apparent that the uncontrolled section of Maxwell Street creates a situation that allows unmanaged parking opportunities within the CPZ boundary. As such it was considered necessary to take steps to ensure that parking on the entirety of Maxwell Street should be subject to CPZ controls, to affect the same management of parking as exists throughout the Morningside area</p>
	Deemed too late to object	1	<i>Submitted our objections, but deemed too late to object, until intervention by local councillors</i>	<p>A number of responses to the consultation were received after the official closing date. In the interests of ensuring that the concerns of residents are considered as part of the legal process, such responses have been included to this particular report.</p>

<u>Objection theme</u>	<u>Topics</u>	<u>No. of objections</u>	<u>Objection example</u>	<u>Response</u>
Land adoption	Private car park	6	<i>It is clearly stated in our deeds that residents have sole rights to the private car park</i>	<p>The developer formally applied to the Council in January 2007 to have the access road and parking area, including all associated footways, adopted for maintenance by the Council. Having concluded that the affected roads had achieved adoptable standard, the Council issued the adoption certificate on 6 November 2008. Adoption is an arrangement between the person or persons responsible for maintaining the road prior to adoption and the Council. In this case, and in common with other new developments, the request to adopt came from the developer. It would have been their responsibility to advise residents and/or the appointed factor of the change in status.</p> <p>Where a Road Construction Consent (RCC) has been applied for, the developer would be responsible for accurately conveying the legal implications to prospective residents and to their appointed factor. The same applies where adoption of roads is sought, i.e. it would be the responsibility of the developer to convey the correct information.</p>
	Car park adoption process	4	<i>I dispute that the alleged adoption process was conducted properly and lawfully</i>	<p>The process leading to the adoption of any newly built road begins whilst the development is at planning stage, when the developer will apply to the Council for Road Construction Consent (RCC). That application process determines what parts of the development are considered "Roads", as defined in the Roads (Scotland) Act 1984.</p> <p>The process of RCC automatically classifies any area covered by that RCC as being a road. That classification in-turn means that all applicable powers provided for in legislation will also apply to that road.</p> <p>While there is generally no legal requirement for any road to be adopted, any person or persons who maintain a private road can apply to the Council to have that road formally adopted. Once adopted, it is the Council who assume responsibility for maintenance of that road.</p> <p>In this case, and in common with other new developments, the request for the Council to adopt the road came from the developer. The developer formally applied to the Council in January 2007 to have the access road and parking area, including all associated footways, adopted for maintenance by the Council. Having concluded that the affected roads had achieved adoptable standard, the Council issued the adoption certificate on 6 November 2008.</p> <p>The Council rarely owns the land that lies under any road. Ownership of the land tends to rest in most, but not all, cases with the owners of adjacent properties. The Roads (Scotland) Act 1984 and the Road Traffic Regulation Act 1984, state however that, for all roads, the right to determine how that road may be used rests solely with the local road authority. No other person, persons or organisation is legally permitted to manage or control the use of any road.</p>
	Maintenance of boundary	3	<i>We are responsible for the boundary to our car park at residents expense e.g. new fence/upkeep of planted areas. Not correct [resident responsibility] if.... used by non residents</i>	<p>To clarify, the adopted status of this part of Maxwell Street does not extend to any landscaped areas or to the bin store. Nor does it apply to any structures or boundary fences or walls. The adoption applies only to those areas detailed on the adoption certificate, meaning that the Council has assumed responsibility for maintaining the surface and fabric of the road itself, plus the surface drainage and street lighting as detailed in the certificate.</p>
	Maintained by the factor	1	<i>The parking area is swept and repaired by the Factors on behalf of the residents. The bin area is in private housing and cleaned on a regular basis by the Factor</i>	<p>Parking controls offer a range of benefits, one of which is to create conditions that support activities related to the servicing of properties. Parking bays themselves can be used for the purpose of loading and unloading, while yellow lines ensure that access is maintained to areas such as those that offer direct access to facilities like waste storage. Parking controls would have no direct impact on off-street bin storage, but would help to protect access to that area by waste removal services.</p>

Objection theme	Topics	No. of objections	Objection example	Response
Parking controls	Access for carers	4	<i>Without access to a parking place directly outside the residence, carers and family like myself will be hindered or unable to give essential care.....</i>	Provision for all visitors is provided by means of either visitor permits, with those meeting certain criteria eligible to receive additional visitor permits at a reduced rate, or via the pay-and-display element of shared-use parking places.
	No parking issues locally	3	<i>...we do not believe that there is any issue with non-resident/commuter parking on Maxwell Street. There is usually always good availability of spaces at all times of the day.</i>	In response to contact from a number of residents in the western half of Maxwell Street, citing issue with non-resident/commuter parking and asking for the whole of Maxwell Street to be included within the Controlled Parking Zone (CPZ), the Council made contact with all residents in 2015 to seek their views. Letters were sent to every property within the western section of Maxwell Street, including numbers 10 and 12. That consultation elicited 25 responses of which 10 were supportive, 10 were opposed and 5 made comment on the operation of the suggested controls. While it might often be the case that the Council would seek to introduce parking permit schemes only where there is widespread support, uncontrolled roads that lie within the boundary of the CPZ undermine the efficacy of CPZ as a solution that supports Council policies, primarily in terms of discouraging commuting into the CPZ by private car. Given the concerns raised by residents, it was considered appropriate to promote a TRO proposing that the entirety of Maxwell Street should be subject to CPZ controls, to affect the same management of parking as exists throughout the wider Morningside area. During the TRO process, support for these proposals was ascertained citing congestion and commuter parking problems.
	Access for the elderly	2	<i>I believe a large percentage of residents at number 10, and all residents at number 12, are elderly, with the majority being infirm</i>	Parking controls help to ensure that residents with permits are prioritised, thus enabling all residents to access local parking opportunities
	Pressures due to other residents not using their garages/allocated spaces	2	<i>Those residents who are complaining about finding difficulty finding a parking space would find it much less difficult if they would use their garages and allocated parking space</i>	On-street parking provision caters for residential parking regardless of individual circumstances. The Council recognises that not everyone has access to off-street space and that not all off-street space is suitable or sufficient for individual's needs. There are permit issuing restrictions in place for new developments that support Council policies and encourage residents to make use of off-street space that they have access to, with general limitations on permit numbers (two per household) to manage overall demand across each zone.
	Access for visitors	1	<i>It will make visits by car owners more difficult or impossible</i>	Visitor permits are made available at cost to residents living in Controlled Parking Zones enabling access for visitors.
	Others will park here	1	<i>We will have public parking to three sides of our properties</i>	The proposed parking controls reflect the intended use of the space, with permit parking proposed where the primary use is by residents. Visitor parking is provided in the form of shared-use parking places. The parking around nos 10 and 12 Maxwell Street is a mixture of permit and shared-use parking, meaning that the majority of users will be residents local to the immediate area. Permit bays are not available for public use.
	Property price decrease	1	<i>The loss of private parking would have a considerable impact on the value of the flats</i>	There is no link between the provision of parking controls and a reduction in property prices, especially as residents will still have access to local parking opportunities. If anything parking controls create better places by regulating the volume of traffic, which brings benefits to placemaking, safety and air quality
	Council profiteering	1	<i>Please outline the benefits of extending the parking zone, other than profiteering through parking charges (which would appear unacceptably harsh at this time)</i>	The benefits of parking controls are outlined elsewhere in this Appendix and within the report that it accompanies. The Council is legally not permitted to profit from charges associated with resident permits. Currently, permit income accounts for around 50% of the operational costs associated with running the controlled parking scheme. Income from permits is used directly to fund enforcement and maintenance associated with that running, with the remainder being contributed from other sources.
	Private bins	1	<i>If the general public are allowed to use this area it is likely that the bins will not remain private and will be overflowing</i>	There is no link between or reason to believe there is a link between the provision of parking controls and overflowing bins in the vicinity
	Safety of children	1	<i>Children play in the parking area. Residents know this and drive accordingly</i>	Parking controls help to regulate the volume of vehicles passing through an area thus reducing road safety risks.

Objection theme Topics

Security and crime concerns

No. of objections Objection example

1 *Giving formal [public] access to the rear of the property - secluded position and dark access around the railway footbridge - will make the majority of elderly residents more vulnerable*

Response

There is no link between or reason to believe there is a link between the provision of parking controls and an increase in security or crime concerns. Providing parking controls will involve enforcement by parking attendants thus offering an additional element of natural surveillance during operational hours.

Public right of passage - legitimacy

1 *...a public right of way has to connect two public places. The only place that can be accessed via our [mono-block] car park is the privately owned SP sub-station... no public place*

The process leading to the adoption of any newly built road begins whilst the development is at planning stage, when the developer will apply to the Council for Road Construction Consent (RCC). That application process determines what parts of the development are considered "Roads", as defined in the Roads (Scotland) Act 1984. The process of RCC automatically classifies any area covered by that RCC as being a road. That classification in-turn means that all applicable powers provided for in legislation will also apply to that road. In this case, and in common with other new developments, the request for the Council to adopt the road came from the developer. The developer formally applied to the Council in January 2007 to have the access road and parking area, including all associated footways, adopted for maintenance by the Council. Having concluded that the affected roads had achieved adoptable standard, the Council issued the adoption certificate on 6 November 2008. In the case of Maxwell Street, it is our understanding that there were additional factors that assisted in determining whether the access road and parking area to the rear to numbers 10 and 12 should be adopted. One of those determining factors was the access to the footbridge over the south suburban line, where access for the public needed to be maintained. To ensure the safety of users accessing the footbridge it was considered that the approach to the footbridge should be publicly maintained. The other determining factor was the access requirement by Scottish Power to the electricity substation, where it was deemed necessary to ensure that the right of access to this facility could be maintained.

ROADS (SCOTLAND) ACT 1984

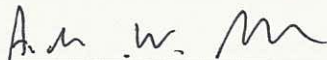
LIST OF PUBLIC ROADS

MAXWELL STREET, EDINBURGH

In accordance with the provisions of Section 1 of the Roads (Scotland) Act 1984 as delegated to me by

The City of Edinburgh Council on 30 January 1996

I hereby authorise the addition of the road(s) as listed and described hereunder to the list of public roads.

Signed: 
.....

Director of City Development

Date: 6 November 2008

Copies to (with A4 coloured plan)

- 1) Steven Feist, Support and Co-ordination
- 2) Euan Kennedy, Roads Services Manager
- 3) Director of Services for Communities
- 4) John McFarlane, Street Lighting and Workshop Manager
- 5) John Gill, Network Manager (South)
- 6) Developer – Stewart Milne Homes.
- 7) Police HQ, Fettes Avenue, Edinburgh
- 8) Council Solicitor

ROAD
Maxwell Street, Edinburgh

DESCRIPTION
See attached

RCC No:
ED/02/0047

RCC/Adoptions/Adopted Cert

MAXWELL STREET (EXTENSION), EDINBURGH

DESCRIPTION:

5 metre wide or thereby carriageway extending south opposite no. 13 for a distance of 45 metres or thereby then south east for a further 40 metres or thereby with splay/turning area to north.

The east side of the southbound section contains 5 no. parallel parking bays with 2 metre footway to rear.

The south side of the south easterly section contains 15 no. end-on parking bays.

2 metre wide footpaths extend north from block 10 and south from blocks 10 and 12. 2 metre wide footways are included at the entrance.

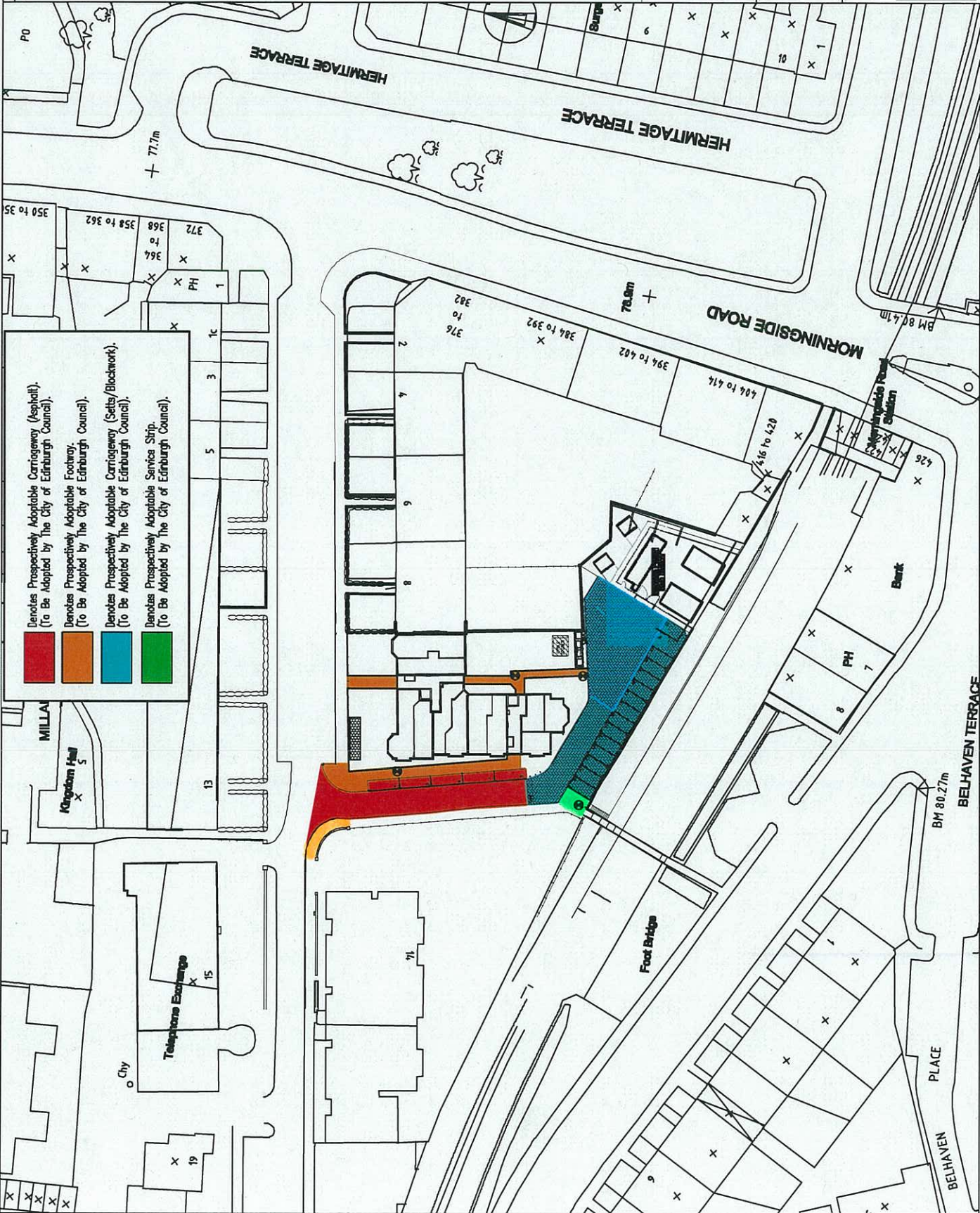
A service area is included for the lighting column adjacent to the bridge.

To include 10 gullies and 4 lighting columns.



Stewart Milne Homes Limited
 1 Water House
 100 Heronbank Road
 Edinburgh EH10 2JH
 Telephone 01606 604 804
 Facsimile 01606 604 822

Drawing location:	Drawn by:	CLM/ML
Date:	Scale:	N/T/B
Project:	Morningside Road, Edinburgh	
Drawing title:	Final Adoption Plan	
Project code:	Drawing number:	Revision
	100-100-1000	



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Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Trams to Newhaven: Commencement of Statutory Procedures for Traffic Regulation Order

Executive/routine Wards Council Commitments	Executive City Centre, Leith Walk, Leith, Forth 16, 17, 18, 19, 22
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1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the developed design for the Trams to Newhaven scheme;
 - 1.1.2 notes that the implementation of the Traffic Regulation Orders (TROs) are fundamental to both the design of the tram scheme and its operation;
 - 1.1.3 notes that a review of major junctions to prioritise vulnerable road user safety in the city is to commence;
 - 1.1.4 approves the commencement of the statutory procedures for the TRO necessary to ban the left hand turn from Leith Walk to London Road.

Paul Lawrence

Executive Director of Place

Contact: Hannah Ross, Senior Responsible Officer – Tram to Newhaven Project

E-mail: hannah.ross@edinburgh.gov.uk | Tel: 0131 529 4810

Trams to Newhaven: Commencement of Statutory Procedures for Traffic Regulation Order

2. Executive Summary

- 2.1 On [14 March 2019](#) the Council approved the terms of the Final Business Case for the Tram to Newhaven Project. The project completes the tram line to Newhaven from the existing temporary terminus at York Place.
- 2.2 As part of the development of the Final Business Case detailed final road designs were developed, and an extensive period of consultation was undertaken. Final designs were costed, and both the designs and the costings were used for the basis of the Final Business Case.
- 2.3 Since approval was given, the junction design has been reviewed for London Road to test whether a different approach could better protect vulnerable road users by providing a single phase crossing which optimises pedestrian and cyclist safety without increasing saturation at the junction. The outcome of these was successful however to do so a ban stopping the left turn from Leith Walk to London Road would be required.
- 2.4 Therefore, approval is sought to make such an order and to commence the associated statutory process.

3. Background

- 3.1 The Edinburgh Tram to Newhaven project completes Line 1a of the Edinburgh Tram Network, which was part of Line One originally approved by the Edinburgh Tram (Line One) Act 2006.
- 3.2 The project forms part of the city-wide objectives to deliver high capacity public transport where it is needed most, linking places where people live, with employment and other opportunities along the current tram line.
- 3.3 It also promotes active travel, with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use by providing a high quality public realm and improving local air quality.
- 3.4 Following the development of a Final Business Case prepared in accordance with Transport Scotland guidance, approval was given to commence the project in

March 2019. As part of the presentation of the Final Business Case designs were presented to Council detailing the final on street design of the tram corridor, following a period of extensive consultation on the design.

- 3.5 Those designs were updated and approval was given to commence the statutory process for a TRO on [23 July 2020](#). That statutory consultation commenced on 28 July 2020.
- 3.6 Since approval was given the junction design at London Road has been reviewed, taking account of the forthcoming review of major junctions, and a different approach has been tested to best protect vulnerable road users.
- 3.7 The design submitted to Policy and Sustainability Committee on 23 July 2020 proposed a two phase crossing at the junction of London Road and Leith Walk.

4. Main report

- 4.1 The junction design at London Road has been reviewed to determine if a single phase crossing could be provided, to optimise pedestrian and cyclist safety but which does not result in high levels of saturation at the junction.
- 4.2 Traffic modelling has been undertaken to understand the impact of this change and predicted that saturation at the junction would increase from 80% to over 90%.
- 4.3 However, in order to ensure that the junction saturation remains within acceptable bounds, banning a left turn from Leith Walk onto London Road would reduce saturation to below 80% again.
- 4.4 Traffic counts were undertaken to understand the volume of vehicles using the left turn from Leith Walk. In the morning peak (08:00-09:00), 52 vehicles turn left from Leith Walk with a further 27 turning from Elm Row. In the evening peak (17:00-18:00) it is 102 plus 32.
- 4.5 Therefore, it is proposed that this movement be banned, with vehicle users who wish to travel westbound on London Road from Leith Walk driving to Picardy Place, and then turning right at London Road. The junction design is shown in Appendix 1.
- 4.6 To do so, however, a Traffic Regulation Order (TRO) would be required.

The Statutory Process

- 4.7 The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 as amended, set out the process to be followed when a local authority promotes a TRO under the Road Traffic Regulation Act 1984.
- 4.8 The Local Authorities' Traffic Orders (Procedure) (Scotland) Amendment Regulations 2008 amended the 1999 Regulations to take account of situations where traffic measures are to be made "in connection with matters already authorised by a Private Act of Parliament". The amendment recognised the need to improve the statutory procedure to allow authorities to manage the promotion of TROs more effectively and more efficiently in such special circumstances. This

amendment removed the requirement to hold a mandatory public hearing of objections, in specified circumstances, but did not remove the ability to hold a discretionary hearing.

- 4.9 The next stage is to advertise the TRO that is required to make the change proposed. The statutory procedures for the Traffic Order will include a public consultation. This will be publicised using the following measures, to ensure awareness of the planned changes and how to comment or formally object to them:
- 4.9.1 online publication of the Orders via the Council's Traffic Orders webpage;
 - 4.9.2 advertisement in local newspapers;
 - 4.9.3 notification to people on the project's mailing list;
 - 4.9.4 notification of the consultation on the project's website; and
 - 4.9.5 leafleting of all residents and businesses along the route, notifying them of when and how to respond.

5. Next Steps

- 5.1 If Committee approves the recommendations of this report, the process as set out above would commence. Once the statutory process is complete, a further report will be presented to the relevant Committee.
- 5.2 Thereafter, to continue with construction and to deliver the project in line with the approved Order and the wider project delivery.

6. Financial impact

- 6.1 The project was allocated £207.3m as part of the final business case presented to Council on 14 March 2019. The cost of the Order processes can be contained within this budget.

7. Stakeholder/Community Impact

- 7.1 Discussions were held with the ward councillors on the proposal. Feedback was sought of the impact of this change on surrounding area, principally focussed on west to east movement across the city. Further modelling has been sought and been provided to the ward councillors.

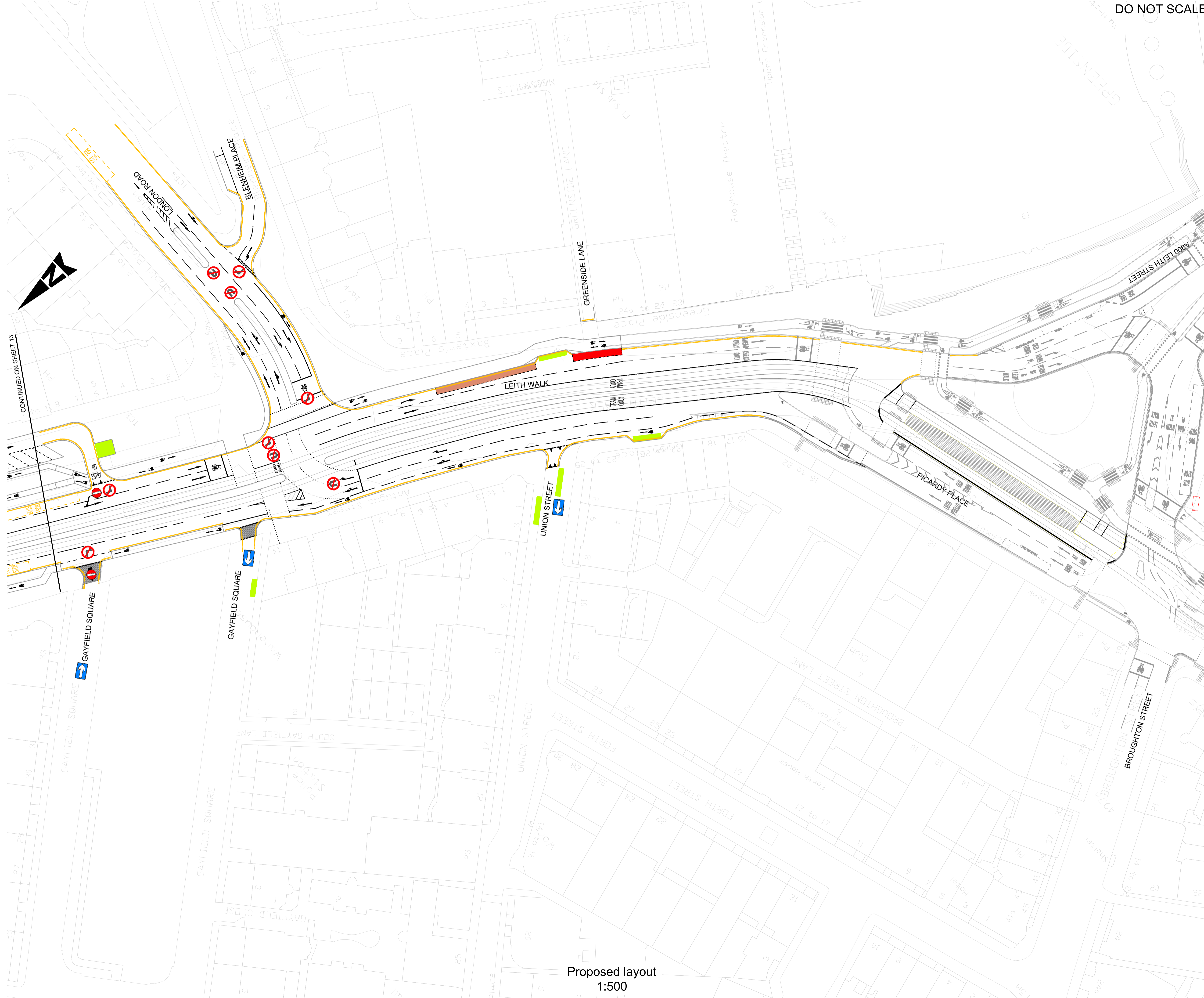
8. Background reading/external references

- 8.1 None.

9. Appendices

9.1 Appendix 1 - Scheme Route Plan

DO NOT SCALE



- NOTES:**
1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
 2. THE TRO DRAWINGS ARE REPRESENTATIVE OF THE TRAFFIC ORDERS ONLY.
 3. THE TRO DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE APPLICABLE TRO SCHEDULES.
 4. MEASURES INDICATED ON THESE PLANS AS BEING OUT WITH THIS TRAFFIC ORDER ARE INDICATIVE ONLY AND WILL BE DEVELOPED SEPARATELY BY THE CITY OF EDINBURGH COUNCIL.

- KEY**
- GENERAL**
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER**
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
 - LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS
- MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER**
- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P06	14/03/18	ADDING EDINBURGH SAINT JAMES DESIGN	GK	JR	KC	SL
P07	04/04/18	ADDING EDINBURGH SAINT JAMES DESIGN	GK	SL	SM	SL
P08	19/11/18	ADDING EDINBURGH SAINT JAMES DESIGN	GK	JR	KC	SL
P09	12/02/19	ADDING EDINBURGH SAINT JAMES DESIGN	MM	JR	KC	SM
P10	30/04/19	FOR REVIEW AND COMMENT	CC	JR	KC	SM
P11	12/06/20	FOR REVIEW AND COMMENT	MG	KA	SM	AG
P12	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SM	AG
P13	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SM	AG
P14	09/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	KA	AG	SS
P15	10/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	KA	SS	AG
P16	14/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	SS	SM	AG
P17	17/12/20	LONDON RD JUNCTION / CYCLE LAYOUTS	DC	KA	SS	AG

FOR INFORMATION S2

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Project Title
**EDINBURGH TRAM
 YORK PLACE TO NEWHAVEN**

Drawing Title
**PROPOSED
 TRAFFIC REGULATION ORDERS
 SHEET 14 OF 14**

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	17/12/20	17/12/20	17/12/20	17/12/20
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00014	P17			

Proposed layout
1:500

Transport and Environment Committee

10am, Thursday, 28 January 2021

Internal Audit: Overdue Findings and Key Performance Indicators at 30 October 2020 – referral from the Governance, Risk and Best Value Committee

Executive/routine
Wards
Council Commitments

1. For Decision/Action

- 1.1 The Governance, Risk and Best Value Committee has referred the attached report to the Transport and Environment Committee for information.

Andrew Kerr

Chief Executive

Contact: Martin Scott / Natalie Le Couteur, Committee Services

E-mail: martin.scott@edinburgh.gov.uk / Natalie.le.couteur@edinburgh.gov.uk

Referral Report

Internal Audit: Overdue Findings and Key Performance Indicators at 30 October 2020 – referral from the Governance, Risk and Best Value Committee

2. Terms of Referral

- 2.1 On the 8 December 2020 the Governance, Risk and Best Value Committee considered a report on Internal Audit Overdue Findings and Key Performance Indicators at 30 October 2020, which provided an overview of the status of the overdue Internal Audit (IA) findings as at 30 October 2020. A total of 126 open IA findings remain to be addressed across the Council as at 30 October 2020. This includes the one remaining historic finding and excludes open and overdue Internal Audit findings for the Edinburgh Integration Joint Board and the Lothian Pension Fund.
- 2.2 The Governance, Risk and Best Value Committee agreed:
- 2.2.1 To note the status of the overdue Internal Audit (IA) findings as at 30 October 2020.
- 2.2.2 To refer the paper to the relevant Council Executive committees and the EIJB Audit and Assurance Committee for information.
- 2.2.3 To note that in appendix 1, the report by the Chief Internal Auditor at paragraph 4.8 should say increased rather than decreased.

3. Background Reading/ External References

- 3.1 [Governance, Risk and Best Value Committee – 8 December 2020– Webcast](#)

4. Appendices

Appendix 1 – report by the Chief Internal Auditor

Governance, Risk, and Best Value Committee

10:00am, Tuesday, 8 December 2020

Internal Audit: Overdue Findings and Key Performance Indicators at 30 October 2020

Item number	
Executive/routine	Executive
Wards	
Council Commitments	

1. Recommendations

- 1.1 It is recommended that the Committee notes:
- 1.1.1 the status of the overdue Internal Audit (IA) findings as at 30 October 2020; and
 - 1.1.2 refers this paper to the relevant Council Executive committees and the EIJB Audit and Assurance Committee for information.

Lesley Newdall

Chief Internal Auditor

Legal and Risk Division, Resources Directorate

E-mail: lesley.newdall@edinburgh.gov.uk | Tel: 0131 469 3216

Internal Audit: Overdue Findings and Key Performance Indicators at 30 October 2020

2. Executive Summary

Open and overdue Internal Audit findings

- 2.1 Due to the impacts of Covid-19, the last report on overdue IA findings was presented to the Committee in December 2019 and reported the position as at 22 October 2019. A high level update on the position as at 31 March 2020 was also included in the 2019/20 IA annual opinion that was presented to the Committee in August 2020.
- 2.2 Monthly reporting on overdue IA findings to the Corporate Leadership team (CLT) recommenced in October 2020, reporting the position as at 28 September 2020.
- 2.3 With regard to resolution of the 26 historic overdue findings reopened in June 2018, only one overdue finding remains and validation of this is in progress.
- 2.4 A total of 126 open IA findings remain to be addressed across the Council as at 30 October 2020. This includes the one remaining historic finding and excludes open and overdue Internal Audit findings for the Edinburgh Integration Joint Board and the Lothian Pension Fund.
- 2.5 Of the 126 currently open IA findings:
 - 2.5.1 a total of 65 (52%) are open, but not yet overdue;
 - 2.5.2 61 (48%) are currently reported as overdue as they have missed the final agreed implementation dates. This reflects an increase of 6% in comparison to the October 2019 position (42%).
 - 2.5.3 72% of the overdue findings are more than six months overdue, reflecting an increase of 6% in comparison to October 2019 (66%) with 28% aged between six months and one year and 44% more than one year overdue.
 - 2.5.4 The historic position (more than one year overdue) has improved in comparison to the October 2019, with a decrease from 66% to 44% evident, reflecting increased management focus on this population.
 - 2.5.5 evidence in relation to 10 of the 61 overdue findings is currently being reviewed by IA to confirm that it is sufficient to support closure; and

2.5.6 51 overdue findings still require to be addressed.

- 2.6 Whilst good progress continues with resolution of all but one of the reopened historic overdue findings and findings that are more than one year overdue, it is important to ensure that management continues to focus on timely implementation of agreed management actions supporting the remaining population of open and overdue findings. This should result in an improvement in the ageing profile of overdue findings and will help to ensure that the Council is not exposed to the risks associated with these findings for a significant period of time.
- 2.7 The number of overdue management actions associated with open and overdue findings where completion dates have been revised more than once since July 2018 is 71, reflecting an increase of 38 when compared to the October 2019 position. This excludes the four month date extension that was applied to reflect the impact of Covid-19.

Key Performance Indicators

- 2.8 Recognising the impacts of Covid-19, IA key performance indicators (KPIs) have not been applied to the Covid-19 audits completed by IA during the period July to October 2020.
- 2.9 KPIs will now be applied to delivery of the remaining audits included in the refreshed 2020/21 IA annual plan approved by the Committee in September 2020. Whilst the KPIs will be applied, the ongoing Covid-19 impacts on the areas being audited will also be considered.

3. Background

- 3.1 Overdue findings arising from IA reports are reported monthly to the Corporate Leadership Team (CLT) and quarterly to the GRBV Committee.
- 3.2 This report specifically excludes open and overdue findings that relate to the Edinburgh Integration Joint Board (EIJB) and the Lothian Pension Fund (LPF). These are reported separately to the EIJB Audit and Assurance Committee and the Pensions Audit Sub-Committee respectively.
- 3.3 Findings raised by IA in audit reports typically include more than one agreed management action to address the risks identified. IA methodology requires all agreed management actions to be closed in order to close the finding.
- 3.4 The IA definition of an overdue finding is any finding where all agreed management actions have not been evidenced as implemented by management and validated as closed by IA by the date agreed by management and IA and recorded in relevant IA reports.
- 3.5 The IA definition of an overdue management action is any agreed management action supporting an open IA finding that is either open or overdue, where the individual action has not been evidenced as implemented by management and validated as closed by IA by the agreed date.

- 3.6 Where management considers that actions are complete and sufficient evidence is available to support IA review and confirm closure, the action is marked as ‘implemented’ by management on the IA follow-up system. When IA has reviewed the evidence provided, the management action will either be ‘closed’ or will remain open and returned to the relevant owner with supporting rationale provided to explain what further evidence is required to enable closure.
- 3.7 A ‘started’ status recorded by management confirms that the agreed management action remains open and that implementation progress ongoing.
- 3.8 A ‘pending’ status recorded by management confirms that the agreed management action remains open with no implementation progress evident to date.
- 3.9 An operational dashboard has been designed to track progress against the key performance indicators included in the IA Journey Map and Key Performance Indicators document that was designed to monitor progress of both management and Internal Audit with delivery of the Internal Audit annual plan. The dashboard is provided monthly to the Corporate Leadership Team to highlight any significant delays that could potentially impact on delivery of the annual plan.

4. Main report

- 4.1 The 126 open IA findings across the Council have been split into the following two categories to enable separate monitoring and reporting of the historic findings that were reopened in June 2018:
- 4.1.1 Current findings (125 in total) shows progress with findings raised, tracked, and reported on as part of the routine IA assurance cycle; and
- 4.1.2 Historic overdue findings (1 in total) highlight progress with closure of the 26 historic findings that were reopened in June 2018.
- 4.2 A total of 61 open IA findings (60 current and 1 historic) are overdue.
- 4.3 The movement in open and overdue IA findings during the period 22 October 2019 to 30 October 2020 is as follows:

	Analysis of changes between 22/10/19 and 30/10/20				Analysis at 30/10/20	
	Position 22/10/19	Added	Closed	Position 30/10/20	Current	Historic reopened
Open	101	69	(44)	126	125	1
Overdue	42	51	(32)	61	60	1

Appendix 1 provides a graphic of the analysis detailed at 4.1 and 4.2 above.

Current Overdue Findings

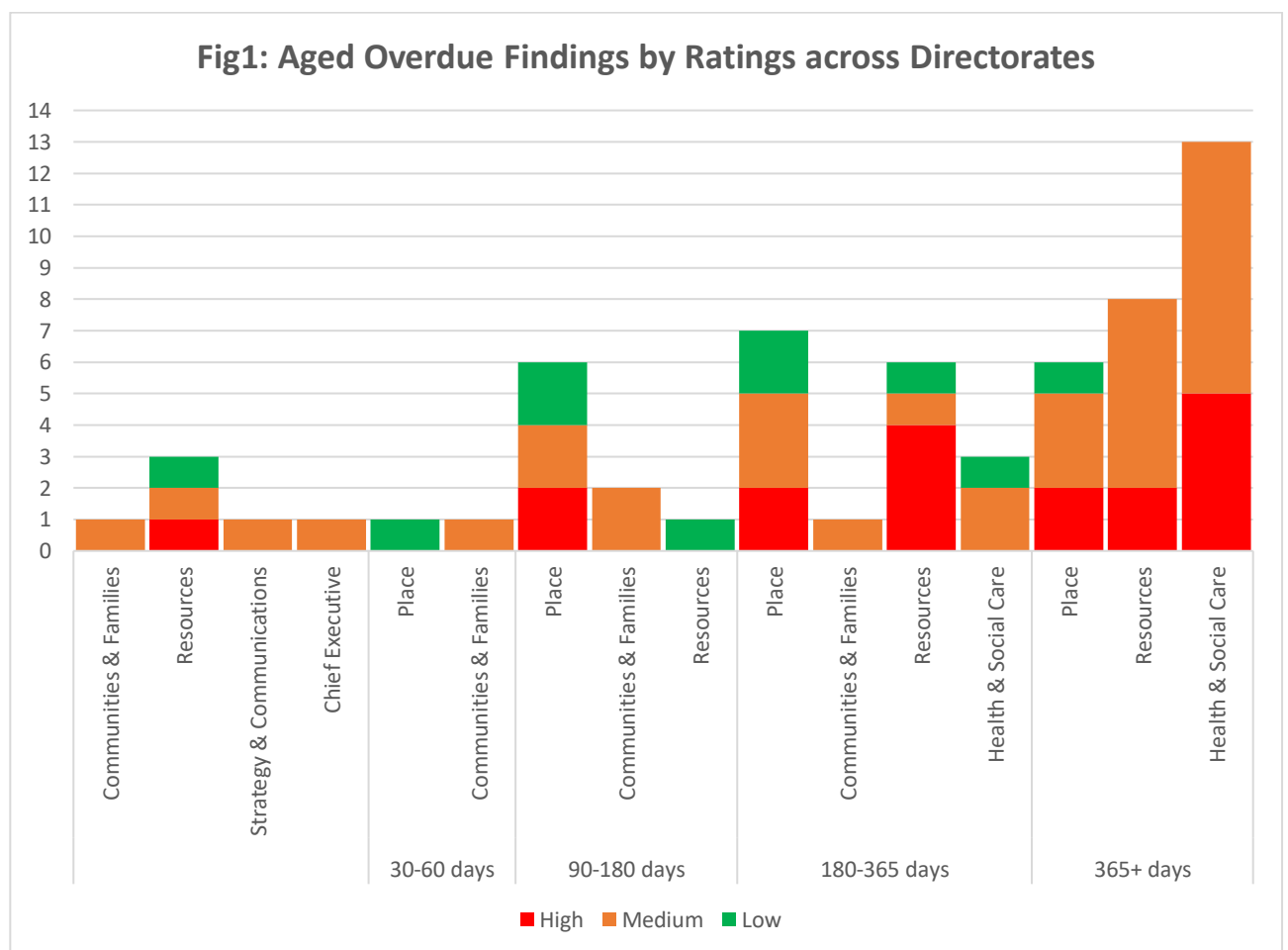
- 4.4 Of the 126 currently open findings, 61 (48%) comprising 18 High; 33 Medium; and 10 Low rated findings are now 'overdue'.
- 4.5 However, IA is currently reviewing evidence to support closure of 10 of these findings (3 High, 5 Medium and 2 Low), leaving a balance of 51 overdue findings (15 High; 28 Medium; and 8 Low) still to be addressed.

Historic Overdue Findings

- 4.6 IA is currently reviewing evidence recently provided to support closure of the one final remaining medium rated historic finding. This work will be completed by December 2020.

Overdue findings ageing analysis

- 4.7 Figure 1 illustrates the ageing profile of all 61 current and historic overdue findings by rating across directorates as at 30 October 2020.



- 4.8 This analysis of the ageing of the 61 overdue findings outlined below highlights that Directorates continue to make good progress with resolving findings between six months and one-year overdue, as the proportion of those findings, has significantly decreased. However, there has been an increase in the proportion of findings less

than six months overdue, as well as a rise in the proportion of findings that are overdue by more than one year.

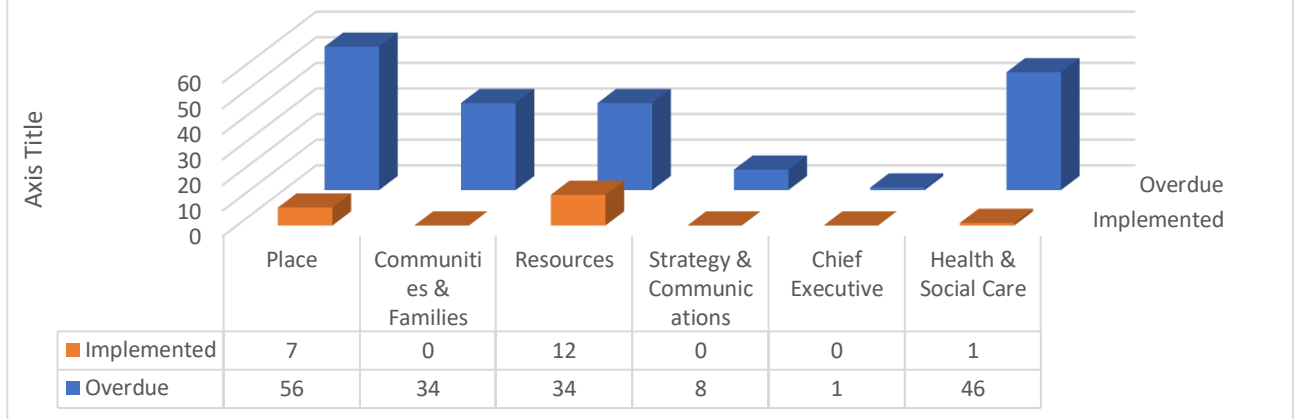
- 8 (13%) less than 3 months (90 days) overdue, in comparison to 26% as at October 2019;
- 9 (15%) between 3 and 6 months (90 and 180 days) overdue, in comparison to 7% as at October 2019;
- 17 (28%) between 6 months and one year (180 and 365 days) overdue, in comparison to 16% as at October 2019; and
- 27 (44%) more than one year overdue, in comparison to 50% as at October 2019.

It should be noted that findings more than 180 days old include the one remaining medium rated historic finding to be closed (see 4.6 above) that is currently being reviewed by IA.

Agreed Management Actions Analysis

- 4.9 The 126 open IA findings are supported by a total of 376 agreed management actions. Of these, 179 (48%) are overdue as the completion timeframe agreed with management when the report was finalised has not been achieved. This reflects a 16% increase from the October 2019 position (32%).
- 4.10 Of the 179 overdue management actions, 20 have a status of 'implemented' and are currently with IA for review to confirm whether they can be closed, leaving a balance of 159 to be addressed.
- 4.11 Appendix 2 provides an analysis of the 179 overdue management actions highlighting:
- their current status as at 30 October 2020 with:
 - 20 implemented actions where management believe the action has been completed and it is now with IA for validation;
 - 119 started where the action is open, and implementation is ongoing; and
 - 40 pending where the action is open with no implementation progress evident to date.
 - 44 instances (24%) where the latest implementation date has been missed; and
 - 76 instances (42%) where the implementation date has been revised more than once.
- 4.12 Figure 2 illustrates the allocation of the 179 overdue management actions across Directorates, and the 20 that have been passed to IA for review to confirm whether they can be closed.

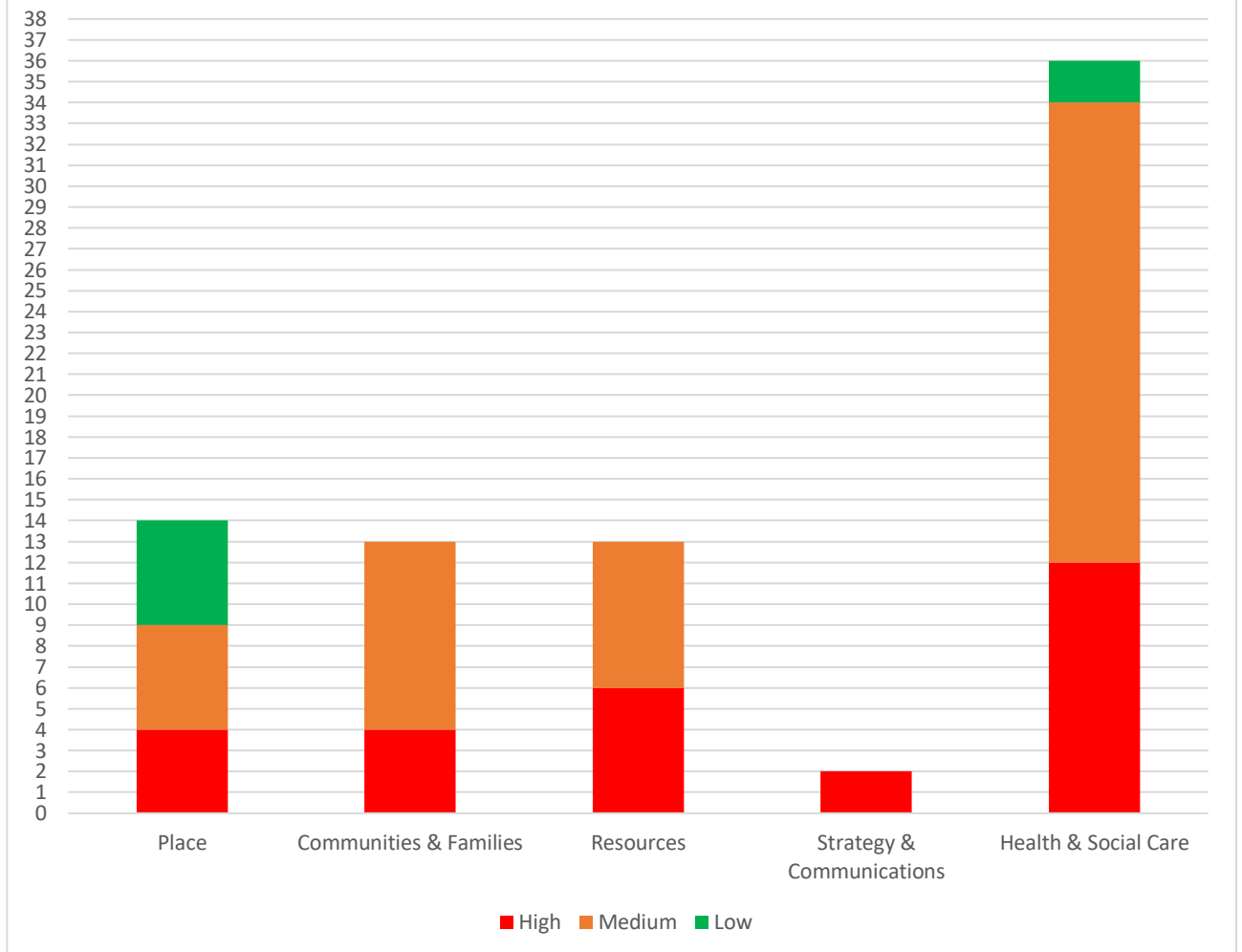
Figure 2: Overdue and Implemented Management Actions by Directorate



Revised Implementation Dates

- 4.13 Figure 3 illustrates that there are currently 78 open management actions (including those that are overdue) across directorates where completion dates have been revised between one and five times since July 2018. This number excludes the automatic extension applied by IA to reflect the impact of Covid-19.
- 4.14 This reflects an increase of 45 in comparison to the position reported in October 2019 (33).
- 4.15 Of these 78 management actions, 28 are associated with High rated findings; 43 Medium; and 7 Low, with the majority of date revisions in Health and Social Care directorate.

Figure 3 - management actions with more than one revised completion date since July 2018



4.16 Given the timeframes involved in reviewing open IA findings with directorates as part of the revisiting IA extension timeframes exercise, the full population of amendments to overdue findings has not been reflected in this paper. Where relevant, overdue management actions included in Appendix 2 have been manually updated to reflect extension timeframes outcomes.

Key Performance Themes Identified from the IA Dashboard

4.17 The IA dashboard has not been applied since April 2020 as the annual IA plan was paused to enable the Council to focus on implementation of Covid-19 resilience activities. The dashboard will be reinstated to support delivery of the IA annual plan with effect from October 2020.

5. Next Steps

- 5.1 IA will continue to monitor the open and overdue findings position, providing monthly updates to the CLT and quarterly updates to the Governance, Risk and Best Value Committee.

6. Financial impact

- 6.1 There are no direct financial impacts arising from this report, although failure to close findings and address the associated risks in a timely manner may have some inherent financial impact.

7. Stakeholder/Community Impact

- 7.1 If agreed management actions supporting closure of Internal Audit findings are not implemented, the Council will be exposed to the service delivery risks set out in the relevant Internal Audit reports. Internal Audit findings are raised as a result of control gaps or deficiencies identified during reviews therefore overdue items inherently impact upon effective risk management, compliance and governance.

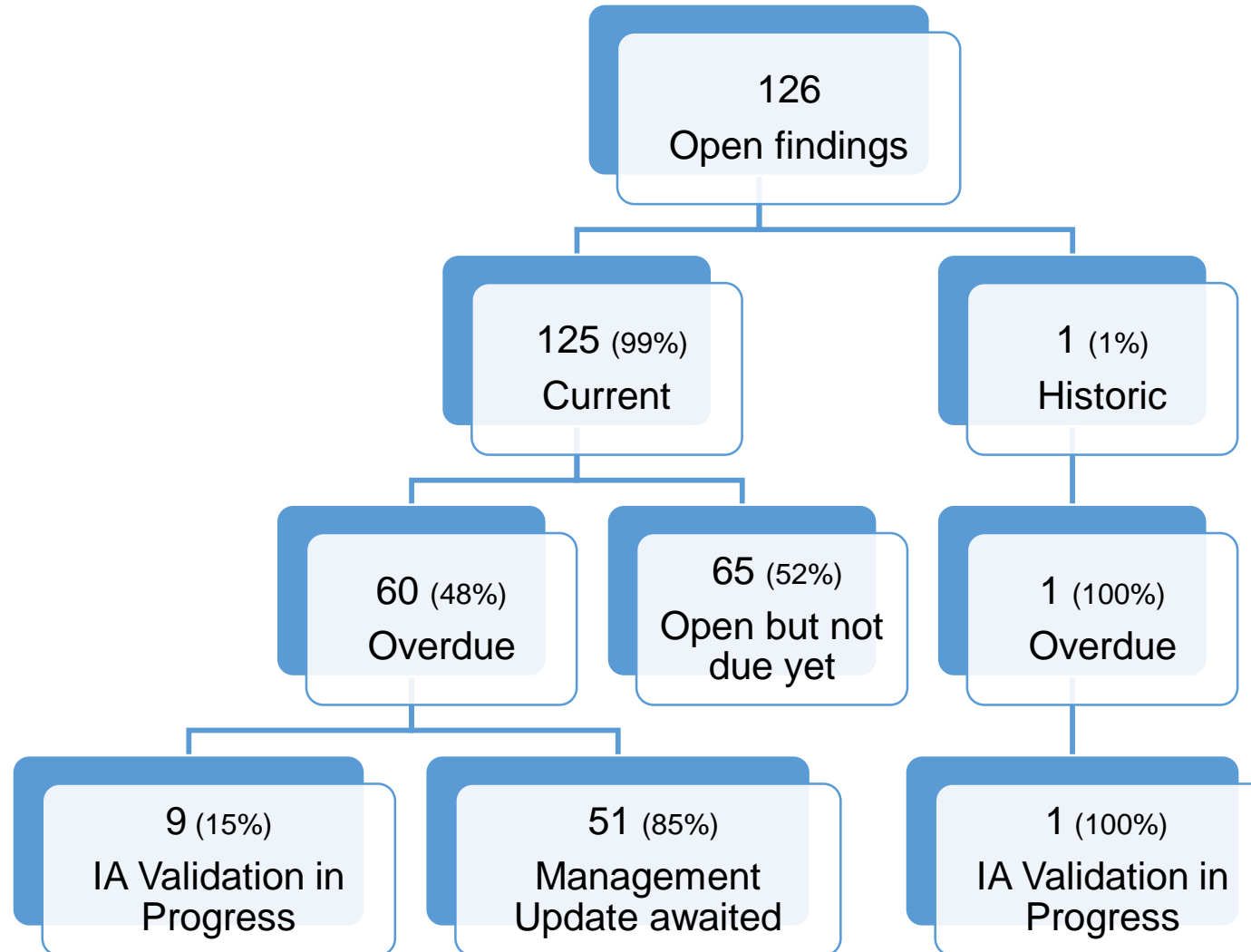
8. Background reading/external references

- 8.1 [Internal Audit report - Historic Internal Audit Findings - May 2018 Committee - Item 7.3](#)
- 8.2 [Internal Audit Report – Overdue Findings and Late Management Responses as at 22 October 2019 – December 2019 Committee - Item 11](#)

9. Appendices

- 9.1 Appendix 1 – Graphic of Open and Overdue IA Findings
- 9.2 Appendix 2 – Internal Audit Overdue Management Actions

Appendix 1 - Internal Audit Open and Overdue findings position as at 30th October 2020



Appendix 2 - Internal Audit Overdue Management Actions

Glossary of terms

1. Project – This is the name of the audit report.
2. Owner – The Executive Director responsible for implementation of the action.
3. Issue Type – This is the priority of the audit finding, categorised as Critical; High; Medium; or Low
4. Issue – This is the name of the finding.
5. Status – This is the current status of the management action. These are categorised as:
 - Pending (the action is open and there has been no progress towards implementation),
 - Started (the action is open and work is ongoing to implement the management action), and
 - **Implemented** (the service area believes the action has been implemented and this is with Internal Audit for validation).
6. Agreed Management action – This is the action agreed between Internal Audit and Management to address the finding.
7. Estimated date – the original agreed implementation date.
8. Revised date – the current revised date. **Red** formatting in the dates field indicates the last revised date is overdue.
9. Number of revisions – the number of times the date has been revised since July 2018. **Amber** formatting in the dates field indicates the date has been revised more than once.
10. Contributor – Officers involved in implementation of an agreed management action.

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
1	Portfolio Governance Framework CE1801 Issue 1: Project and portfolio management and scrutiny Paul Lawrence, Executive Director of Place and SRO	High	CE1801 Issue 1.2: Completeness and accuracy of project reporting Implemented	It was agreed at the Council's Change Board on 17 April 2019 that the management actions detailed above would be implemented by each Directorate (with the exception of the Health and Social Care Partnership where scrutiny of change and major projects is performed by the Edinburgh Integration Joint Board) and Strategy and Communications	Estimated Date: 31/12/2019 Revised Date: 01/05/2020 No of Revisions 0	Alison Coburn David Givan George Gaunt Laurence Rockey Simone Hislop

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
2	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 2: Operational Processes - Admissions & Appeals</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>CF1901 Issue 2.3(c): Risk Based Annual Address Checks</p> <p style="background-color: green; color: black;">Implemented</p>	<p>The Transactions Team is currently engaging the Council's Business Transformation team to explore intelligent automation options for completing annual checks. Should this solution not be feasible, a risk-based methodology will be developed and documented to determine scope and extent of future checks.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 01/11/2020</p> <p>No of Revisions 0</p>	<p>Alison Roarty Jane MacIntyre Layla Smith Michelle Vanhegan Neil Jamieson Nicola Harvey Ruth Currie Sheila Haig</p>
3	<p>Historic Unimplemented Findings</p> <p>MIS1601 - issue 1 Budgetary Impact</p> <p>Stephen Moir, Executive Director of Resources</p>	Medium	<p>Recommendation 1 - Budgetary Impact</p> <p style="background-color: green; color: black;">Implemented</p>	<p>The R&M budget for 2016/17 will be closely monitored as services are now procured direct from suppliers and an imbedded due diligence process has been developed. This will inform the budget setting process, but it should, however, be noted that this has historically been based on availability and not need.</p>	<p>Estimated Date: 31/03/2017</p> <p>Revised Date: 29/06/2018</p> <p>No of Revisions 0</p>	<p>Audrey Dutton Gohar Khan Layla Smith Michelle Vanhegan Murdo MacLeod Peter Watton</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
4	<p>ICT System Access Rights</p> <p>CW1809 Financial Systems Access Controls - Development of Overarching Action plan</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>CW1809 - Development of Overarching Action plan</p> <p>Implemented</p>	<p>Digital Services has confirmed that they will own the findings raised from this review and will work (in conjunction with other divisions such as information governance; finance; and human resources) to create an appropriate action plan to address the risks identified. The action plan will initially focus only on the Council's key financial systems and will consider all of the recommendations made by Internal Audit in this report. It is also acknowledged that the risks that have been highlighted are not exclusively limited to financial systems and could also extend to the Health and Social Care Partnership (the Partnership). Consequently, the action plan will include guidance to be applied by all system administrators across the Council. This will be communicated and shared with the expectation that it will be applied across all systems and divisions, including those that deliver services on behalf of and provide support to the Partnership. Following distribution of the guidance, discussions will be held with Internal Audit to determine whether the remaining systems used across the Council should be subject to a separate audit to confirm whether the user administration guidance is being consistently applied. Once the plan has been prepared and resources to support implementation identified and agreed with relevant divisions, timeframes for implementation of individual system plan actions will be discussed and agreed with Internal Audit. The plan will be prepared by March 2020.</p>	<p>Estimated Date: 28/02/2020</p> <p>Revised Date: 01/07/2020</p> <p>No of Revisions 0</p> <p>Agreed date to be extended as part of IA Extension Timeframes exercise – date to be advised by Service.</p>	<p>Alison Roarty Heather Robb Layla Smith Michelle Vanhegan Nicola Harvey</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
5	<p>Digital Services Change Initiation</p> <p>CW1901 Change Initiation: Issue 2 - Actions and responsibilities in the Partnership Board report</p> <p>Stephen Moir, Executive Director of Resources</p>	Low	<p>CW1901 Recommendation 2.1.1 - Reporting rationale for significant delays to the Partnership Board</p> <p>Implemented</p>	Agreed – will be implemented as recommended by Internal Audit.	<p>Estimated Date: 30/09/2020</p> <p>Revised Date:</p> <p>No of Revisions 0</p>	<p>Alison Roarty Derek Masson Heather Robb Jackie Galloway Layla Smith Michelle Vanhegan Nicola Harvey</p>
Page 712 6	<p>Digital Services Change Initiation</p> <p>CW1901 Change Initiation: Issue 2 - Actions and responsibilities in the Partnership Board report</p> <p>Stephen Moir, Executive Director of Resources</p>	Low	<p>CW1901 Recommendation 2.1.2 - Reporting themes impacting change requests to the Partnership Board</p> <p>Implemented</p>	Agreed – will be implemented as recommended by Internal Audit.	<p>Estimated Date: 30/09/2020</p> <p>Revised Date:</p> <p>No of Revisions 0</p>	<p>Alison Roarty Derek Masson Heather Robb Jackie Galloway Layla Smith Michelle Vanhegan Nicola Harvey</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
7	Lone working HSC1902: Lone Working - Issue 5: Health and Safety Risk Management and Covid-19 Impacts Judith Proctor, Chief Officer	Medium	HSC1902: Issue 5.1(b) - COVID-19 lone worker risk assessments Implemented	A reminder will be issued to all Partnership localities and services to request that all current risk assessments are reviewed to ensure they take account of the changing working environment. Further changes to risk assessment templates and procedures will be addressed as part of the wider detailed action plan.	Estimated Date: 30/09/2020 Revised Date: No of Revisions 0	Angela Lindsay Angela Ritchie Cathy Wilson Deborah Mackle Helen Elder Mike Massaro-Mallinson Moira Pringle Nikki Conway Tom Cowan
Page 713	Non-Housing Invoices Schedule of Rates Stephen Moir, Executive Director of Resources	Medium	New non-housing contractor framework Implemented	The non-Housing contractor framework will be re-tendered during 2017. The inclusion of detailed best-value and due-diligence options will be considered as part of the process. This may include schedule of rates, gain share, penalties etc or a combination.	Estimated Date: 31/08/2017 Revised Date: 31/03/2019 No of Revisions 2	Audrey Dutton Gohar Khan Layla Smith Mark Stenhouse Michelle Vanhegan Murdo MacLeod Peter Watton
9	Non-Housing Invoices Availability of documentation Stephen Moir, Executive Director of Resources	Medium	CAFM Implemented	It is anticipated that CAFM will be in operational use (services being implemented on a rolling programme thereafter) in early 2017 with a non-Housing R&M implementation process in place for FY 2017/18	Estimated Date: 01/04/2017 Revised Date: 31/08/2018 No of Revisions 1	Audrey Dutton Gohar Khan Layla Smith Michelle Vanhegan Murdo MacLeod Peter Watton

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
10	Local Development Plan Financial Modelling Paul Lawrence, Executive Director of Place and SRO	High	Funding Implemented	Challenge of infrastructure proposals will be performed at the LDP Action Programme oversight group. Complete and agree Financial Model of 2018 LDP Action Programme Annual Report to CLT and F&R Committees Prepare update to Financial Model in line with next LDP project plan.	Estimated Date: 31/03/2018 Revised Date: 01/10/2020 No of Revisions 2	Alison Coburn Claire Duchart David Leslie David Givan George Gaunt Kate Hopper Michael Thain Sandra Harrison
Page 714	Local Development Plan Governance arrangements over infrastructure appraisals Paul Lawrence, Executive Director of Place and SRO	Medium	Infrastructure Governance arrangements Implemented	Establish and agree appropriate roles, resources and the responsibilities for delivery the above matters as an early action in the project plan for LDP 2. Oversight will be provided by the Project Board to ensure that all individual appraisals performed across Service Areas have applied these recommendations. (sept 18)	Estimated Date: 31/03/2018 Revised Date: 01/10/2020 No of Revisions 2	Alison Coburn Claire Duchart David Leslie David Givan George Gaunt Kate Hopper Michael Thain Sandra Harrison

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
12	<p>Planning and S75 Developer Contributions</p> <p>End to end developer contribution processes, procedures, and training</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>PL 1802 Iss 2 Rec 2.1 process documentation, guidance, and standardised documentation</p> <p>Implemented</p>	<p>Planning is working with Finance and Legal Service on a number of key areas of the end to end process. Significant progress has been made including; the pilot and use of a transport officer proforma, to identify and detail infrastructure requirements: and the introduction of standard legal agreements. Planning continues to work with legal services to finalise developer contribution templates for planning officers and this will inform a standardised approach to key consultee infrastructure requests. All Internal Audit recommendations will be implemented as detailed above (with the exception of 3), with Planning leading the process. As an alternative to IA recommendation 3, the rationale detailing why either no agreement; or a section 69 or 75 agreement has been developed and applied, will be documented.</p>	<p>Estimated Date: 31/03/2020 Revised Date: 01/08/2020 No of Revisions 0</p>	<p>Alison Coburn Alison Henry Annette Smith Bruce Nicolson David Leslie David Givan George Gaunt Graham Nelson Hugh Dunn Kevin McKee Michael Thain Michelle Vanhegan Nick Smith Rebecca Andrew</p>
13	<p>Waste & Cleansing Services - Performance Management Framework</p> <p>PL1807 Issue 1: Waste and Cleansing Performance Management Framework</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Low	<p>PL1807 1.1 Waste and Cleansing budget uplift</p> <p>Implemented</p>	<p>Finance colleagues will be engaged to ensure that the Waste and Cleansing budget is rebased to reflect actual demographic changes and includes street cleansing.</p>	<p>Estimated Date: 29/05/2020 Revised Date: 01/10/2020 No of Revisions 0</p>	<p>Alison Coburn Andy Williams David Givan Gareth Barwell George Gaunt Karen Reeves</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
14	Waste & Cleansing Services - Performance Management Framework PL1807 Issue 1: Waste and Cleansing Performance Management Framework Paul Lawrence, Executive Director of Place and SRO	Low	PL1807 1.2 Performance Indicators Implemented	This indicator will be included as a question in quarterly survey and the results included in annual Waste and Cleansing performance reports. The next annual Waste and Cleansing performance report is due to be presented to the Transport and Environment Committee in May 2020.	Estimated Date: 29/05/2020 Revised Date: 01/10/2020 No of Revisions 0	Alison Coburn Andy Williams David Givan Gareth Barwell George Gaunt Karen Reeves
15	Waste & Cleansing Services - Performance Management Framework PL1807 Issue 1: Waste and Cleansing Performance Management Framework Paul Lawrence, Executive Director of Place and SRO	Low	PL1807 1.3 Waste and Cleansing Policy Implemented	The Policy Handbook will not be updated to reflect items suitable for inclusion in residual waste bins as it is not updated frequently enough to ensure that this information would be up to date and accurate. A clearer link to the Scottish Government's Code of Practice on Litter and Refuse guidance will be included in all customer communications and on the website.	Estimated Date: 27/12/2019 Revised Date: 01/11/2020 No of Revisions 1	Alison Coburn Andy Williams David Givan Gareth Barwell George Gaunt

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
16	Property Maintenance Monitoring of outstanding jobs Stephen Moir, Executive Director of Resources	Medium	Monitoring of outstanding jobs Implemented	The AS400 system does not allow recoding or reporting on completion until invoice stage. Contractors are already confirming when jobs complete to agreed SLAs (M&E in particular). This includes outstanding jobs. New contracts being procured will require all contracts to report on performance, but this is not anticipated to be complete until end 2017 by which time CAFM will also be in place. CAFM will support monitoring of outstanding works orders. In the meantime, as noted in Finding 2, an interim monitoring/tracking process has been developed for condition survey high risk/urgent items	Estimated Date: 31/12/2017 Revised Date: 31/05/2019 No of Revisions 3	Audrey Dutton Gohar Khan Layla Smith Mark Stenhouse Michelle Vanhegan Murdo MacLeod Peter Watton
Page 717 17	Supplier Management Framework and CIS Payments RES1809 Issue 2: Contracts and Grants Management Strategic Direction Stephen Moir, Executive Director of Resources	High	RES1809 Issue 2.1: Identification of High-Risk Contracts and Contracts and Grants Management Capacity Implemented	Currently, there are approximately 120 Tier 1 contracts on the Council's contract register, and 291 Tier 2 contracts. The C&GM Team will assist services in identifying those contracts they have which should be categorised as either Tier 1 or Tier 2, and this will be dealt with under the Council's contract management framework, including at contract mobilisation post contract award. This work will be dependent upon active service area engagement. Commercial and Procurement Services will shortly be commencing a review of the Council's current Commercial and Procurement Strategy (2016-2020), which will be submitted to the Finance and Resources Committee for adoption in March 2020. This will include detail on how the operational work of the team will support the strategy, including the work of the C&GM Team. A suitable section will be included in the Strategy around contract management support/training, including an estimated number of compliance reviews that are to be undertaken and the Directorates to which they relate, and if practicable specific contracts. Compliance with the strategy is reported annually to Finance and Resources Committee, in August, so this will enable annual monitoring against this.	Estimated Date: 30/09/2020 Revised Date: 01/02/2021 No of Revisions 0	Annette Smith Gavin Brown Hugh Dunn Iain Strachan Layla Smith Michelle Vanhegan Mollie Kerr

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
18	<p>New Facilities Management Service Level Agreement</p> <p>RES1814 - Facilities Management SLA: Janitorial Services Governance Framework</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>Facilities Management SLA: Issue 1.1 Key Performance Indicators</p> <p>Implemented</p>	<p>A suite of KPI's is currently being developed in conjunction with the Communities & Families. While an element of these are service led, Facilities Management are keen to ensure a customer led component to these. These KPI's will be based on industry standards and will be linked to Facilities Management performance data and the outcomes of quality assurance reviews. Once agreed, KPI's will be communicated through training sessions, web updates and included in the SLA and janitorial handbook which is distributed both to staff and to our customers and key stakeholders. Monthly dashboards will be produced highlighting performance against indicators. These will be both for internal service use and for customer reporting.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 01/08/2020</p> <p>No of Revisions 0</p> <p>Agreed date to be extended as part of IA Extension Timeframes exercise – date to be advised by Service.</p>	<p>Audrey Dutton Gohar Khan Layla Smith Mark Stenhouse Michelle Vanhegan Peter Watton</p>
19	<p>New Facilities Management Service Level Agreement</p> <p>RES1814 - Facilities Management SLA: Janitorial Services Governance Framework</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>Facilities Management SLA: Issue 1.3 Ongoing quality assurance reviews</p> <p>Implemented</p>	<p>Ongoing quality assurance reviews will be established as described above. In addition to using these to measure the efficacy of our SLA delivery, these are required as part of the ISO 9001/45001 certification process and designed to give us comfort over the robustness of our policies, procedures and supporting documentation.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 01/08/2021</p> <p>No of Revisions 1</p>	<p>Audrey Dutton Gohar Khan Layla Smith Mark Stenhouse Michelle Vanhegan Peter Watton</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
20	<p>Asset Management Strategy and CAFM system 18/19</p> <p>RES1813 Asset Management Strategy and CAFM: Issue 1 - Council Property Strategy</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>1.2 - Property Aspects of Major Projects</p> <p>Implemented</p>	<p>P&FM will recommunicate the requirement for business cases to be developed through the Asset Investment Groups; request that Strategy and Communications include it in the Strategic Change and Delivery project management toolkit; and have oversight of ensuring P&FM have input into any property changes at the Change Board. P&FM will comment on all known business cases and provide estimates of property whole life costs (not just R&M costs). For smaller projects, such as the siting of a portacabin on school grounds to accommodate increased pupil numbers, Properties and Facilities Management will design a process and supporting funding protocols to ensure that P&FM are consulted at an early stage to enable revenue costing to be prepared for the client service (for example, where additional janitorial and cleaning services are required) and for the source of funding to be established and agreed. The process and supporting funding protocols will be shared with all Directorates and Heads of Service for discussion and agreement.</p>	<p>Estimated Date: 31/03/2020 Revised Date: 01/08/2020 No of Revisions 0</p>	<p>Andrew Field Audrey Dutton Gohar Khan Layla Smith Lindsay Glasgow Michelle Vanhegan Peter Watton</p>
21	<p>Portfolio Governance Framework</p> <p>CE1801 Issue 1: Project and portfolio management and scrutiny</p> <p>Laurence Rockey, Head of Strategy & Communications</p>	High	<p>CE1801 Issue 1.4: Whole of life toolkit</p> <p>Pending</p>	<p>Strategic Change and Delivery will include guidance for project managers on whole life costing based on the approach adopted by finance</p>	<p>Estimated Date: 29/05/2020 Revised Date: 01/10/2020 No of Revisions 0</p>	<p>Alison Henry Gillie Severin Hugh Dunn Rebecca Andrew Simone Hislop</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
22	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 1: Policies, Procedures & Guidance</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>CF1901: Issue 1.1(a) - Review of Schools Admissions Policy</p> <p>Pending</p>	<p>Following review, the policy will be presented to the Education, Children and Families committee for review and approval. The Executive Director of Communities & Families will be the policy owner, with the Senior Education Officer responsible for operational review and oversight.</p>	<p>Estimated Date: 30/04/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Andy Gray Arran Finlay Claire Thompson Michelle McMillan Nickey Boyle Ruth Currie</p>
23	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 2: Operational Processes - Admissions & Appeals</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>CF1901 Issue 2.1(a): Committee on Pupil Student Support Recording of Officer Review</p> <p>Pending</p>	<p>Communities and Families, Committee Services and Transactions will ensure the officer review of the annual placing request list and the rationale supporting recommendations made to the Committee on Pupil Student Support from 2020 onwards is formally documented.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 22/02/2021</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Michelle Vanhegan Neil Jamieson Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
24	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 2: Operational Processes - Admissions & Appeals</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>CF1901 Issue 2.3(a): Validation of Registration & Enrolment Applications</p> <p>Pending</p>	<p>A reminder will be sent to all schools to reinforce the requirement to confirm that adequate and valid evidence is provided to support all registrations and enrolments, including two matching proofs of address aligned with the address provided in the application.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 22/02/2021</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Andy Gray Arran Finlay Claire Thompson Michelle McMillan Nickey Boyle Ruth Currie</p>
25	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 2: Operational Processes - Admissions & Appeals</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>CF1901 Issue 2.3(b): Quality Assurance Checks in Schools</p> <p>Pending</p>	<p>Schools business managers will be instructed to undertake sample quality assurance checks of evidence obtained from parents to support applications to ensure compliance with procedures. This will include completion of checks prior to completion of enrolment processes. Checking of completion will form part of the Communities and Families Self-Assurance Framework from 2021 onwards.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 22/02/2021</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Andy Gray Arran Finlay Claire Thompson Michelle McMillan Nickey Boyle Ruth Currie</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
26	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 2: Operational Processes - Admissions & Appeals</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>CF1901 Issue 2.4: Managing Conflicts of Interest</p> <p>Pending</p>	<p>Guidance will be developed for use in all schools to ensure any conflicts of interest are recorded and managed appropriately. This will include Business Manager review and Head Teacher sign off where necessary.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 22/02/2021</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Andy Gray Arran Finlay Claire Thompson Michelle McMillan Nickey Boyle Ruth Currie</p>
27	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 4: Data Access, Security & Retention</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CF1901: Issue 4.1: Access to Personal Data</p> <p>Pending</p>	<p>Files and shared folders will be reviewed, and appropriate access permissions and password controls implemented.</p>	<p>Estimated Date: 31/07/2020</p> <p>Revised Date: 22/02/2021</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Michelle Vanhegan Neil Jamieson Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
28	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 4: Data Access, Security & Retention</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CF1901: Issue 4.2: Secure Email Transmission</p> <p>Pending</p>	<p>The Information Governance Unit and Digital Services will be engaged to discuss the recipients; nature and sensitivity of information transmitted via email to establish whether the current method is appropriately secure or whether additional steps are required. This will include consideration of email data classification labels where deemed appropriate.</p>	<p>Estimated Date: 30/09/2020</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 0</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Michelle Vanhegan Neil Jamieson Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>
29	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 4: Data Access, Security & Retention</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CF1901: Issue 4.3: Data Sharing Agreements</p> <p>Pending</p>	<p>The Information Governance Unit will be consulted to determine if data sharing agreements which meet these requirements, are currently in place with Midlothian, East Lothian and West Lothian Councils. If current agreements are not in place, or do not cover the required categories of data, specific data sharing agreements will be established.</p>	<p>Estimated Date: 30/09/2020</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 0</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Michelle Vanhegan Neil Jamieson Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
30	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 4: Data Access, Security & Retention</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CF1901: Issue 4.4(a): Document Retention & Disposal; All Services</p> <p>Pending</p>	<p>The Information Governance Unit will be engaged to confirm data retention and disposal requirements. Where necessary the data retention schedule will be updated. Document retention and disposal requirements will be reinforced across all services processing admissions and appeals including schools. All appeals information currently retained out with the relevant period will be destroyed in line with the Council's disposal guidelines and a retention schedule and destruction log maintained.</p>	<p>Estimated Date: 30/06/2020 Revised Date: 22/02/2021 No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Michelle Vanhegan Neil Jamieson Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>
31	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 4: Data Access, Security & Retention</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CF1901: Issue 4.4(b): Document Retention & Disposal; Schools</p> <p>Pending</p>	<p>A communication will be issued to schools to request that retention schedules and destruction logs are established to ensure records are managed and disposed of in line with the Council's retention schedule.</p>	<p>Estimated Date: 30/06/2020 Revised Date: 22/02/2021 No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Andy Gray Arran Finlay Claire Thompson Michelle McMillan Nickey Boyle Ruth Currie</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
32	<p>Payments and Charges</p> <p>CW1803 Payments and Charges Issue 4: Processing and recording Licensing Fees</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>CW1803 Rec. 4.2 - Quality checking</p> <p>Pending</p>	<p>Licensing has existing assurance procedures for monitoring noncompliance with core procedures and processes. These will be reviewed to identify whether additional quality assurance is required proportionate to the level of risk. Any revision of the procedures will be focused on those aspects of the processes which present higher levels of legal risk and will use existing assurance data to identify areas that would benefit from more robust scrutiny. Longer term upgrades to the APP Civica Licensing should reduce the risks in this area. The review and proposed revision of assurance procedures will be agreed with Internal Audit to ensure that this risk is fully addressed.</p>	<p>Estimated Date: 20/12/2019</p> <p>Revised Date: 01/05/2020</p> <p>No of Revisions 0</p>	<p>Alison Coburn</p> <p>Andrew Mitchell</p> <p>David Givan</p> <p>Gavin Brown</p> <p>George Gaunt</p> <p>Michael Thain</p> <p>Sandra Harrison</p>
Page 25	<p>Payments and Charges</p> <p>CW1803 Payments and Charges Issue 5: Processing and recording of Parking Permit fees</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>CW1803 Rec. 5.1 - Process for updating fees and charges in the Apply system</p> <p>Pending</p>	<p>Current processes and UAT (User Acceptance Testing) mechanisms do exist for updating permit prices. However, these will be reviewed and enhanced with better recording of processes and outcomes. A new procedure regarding the change of permit price process on NSL Apply will be implemented.</p>	<p>Estimated Date: 29/05/2020</p> <p>Revised Date: 01/10/2020</p> <p>No of Revisions 0</p>	<p>Alison Coburn</p> <p>David Givan</p> <p>Ewan Kennedy</p> <p>Gavin Brown</p> <p>Gavin Graham</p> <p>George Gaunt</p> <p>Michael Thain</p> <p>Sandra Harrison</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
34	<p>Payments and Charges</p> <p>CW1803 Payments and Charges Issue 5: Processing and recording of Parking Permit fees</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>CW1803 Rec. 5.2 - Procedure for authorising payments</p> <p>Pending</p>	<p>NSL Apply offers improved control mechanisms by automating many processes and tasks, including payments. These are currently not being used. Implementations of these controls, along with a formalised payment acceptance procedure will ensure correct payments are received and further reduce any anomalies. The payment acceptance procedure will confirm that the Council does not accept part payment for parking permits and only reduces the price when the applicant is a disabled persons' blue badge holder. The procedure will establish a quality assurance payment sampling processes for implementation across Business Support teams who administer parking permits.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 01/08/2020</p> <p>No of Revisions 0</p>	<p>Alison Coburn David Givan Ewan Kennedy Gavin Brown Gavin Graham George Gaunt Michael Thain Sandra Harrison</p>
Page 726 35	<p>Payments and Charges</p> <p>CW1803 Payments and Charges Issue 5: Processing and recording of Parking Permit fees</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>CW1803 Rec. 5.3 - Ongoing risk-based quality assurance</p> <p>Pending</p>	<p>A quality assurance payment acceptance procedure will be developed to ensure the accuracy of parking permit payments. This process will be based on the Internal Audit recommendations.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 01/08/2020</p> <p>No of Revisions 0</p>	<p>Alison Coburn David Givan Ewan Kennedy Gavin Brown Gavin Graham George Gaunt Michael Thain Sandra Harrison</p>
36	<p>Emergency Prioritisation & Complaints</p> <p>CW1806 Issue 1: ATEC 24 Operational Framework</p>	Medium	<p>CW1806 Issue 1.1(7): ATEC 24 Review of Operational Processes - Key Safes</p> <p>Pending</p>	<p>7. The key safe business case, or an alternative approach, will be progressed and an installation programme implemented to allow the numbers of individual safes to be maximised.</p>	<p>Estimated Date: 30/04/2020</p> <p>Revised Date: 01/05/2021</p> <p>No of Revisions 1</p>	<p>Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Judith Proctor, Chief Officer					
37	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework Judith Proctor, Chief Officer	Medium	CW1806 Issue 1.4(1): ATEC 24 Quality Assurance Framework - Methodology Pending	1. A documented quality assurance process aligned to Technology Enabled Care Services Association (TSA) guidelines will be developed and communicated for call handling and response visits. The process will include quality assurance roles and responsibilities, frequency and scope of quality assurance checks, sampling methodologies to be applied.	Estimated Date: 30/04/2020 Revised Date: 01/02/2021 No of Revisions 1	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan
Page 727 38	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework Judith Proctor, Chief Officer	Medium	CW1806 Issue 1.4(2): ATEC 24 Quality Assurance Framework - Application Pending	2. Quality assurance outcomes will be linked to supervision and training and performance objectives, with regular ones scheduled to ensure action is taken to address any competence issues or gaps identified.	Estimated Date: 30/04/2020 Revised Date: 01/02/2021 No of Revisions 1	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan
39	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework	Medium	CW1806 Issue 1.4(3): ATEC 24 Quality Assurance Framework - Review Pending	3. Where systemic themes or trends are identified from quality assurance reviews, management will consider whether existing operational processes should be revisited.	Estimated Date: 30/04/2020 Revised Date: 01/05/2021 No of Revisions 1	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Judith Proctor, Chief Officer					
40	Emergency Prioritisation & Complaints CW1806 Issue 2: ATEC 24 Customer Engagement Judith Proctor, Chief Officer	Low	CW1806 Issue 2.1(1): ATEC 24 Customer Feedback - Implementatio n of Process Pending	1. Feedback processes to obtain input from service users will be implemented. These should be incorporated into a continuous improvement programme for service delivery, with improvement actions appropriately allocated and monitored.	Estimated Date: 31/01/2020 Revised Date: 01/02/2021 No of Revisions 2	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan
Page 728 41	Homelessness Services CW1808 Issue 2: Homelessness data quality and performance reporting Alistair Gaw, Executive Director of Communities and Families	High	CW1808 Recommendati on 2.2.2 - Performance Information Pending	2.2.2 - We will report performance information in relation to Service Standards and key homelessness outcomes regularly on the Council's website and other forums such as social media	Estimated Date: 31/03/2020 Revised Date: 31/03/2021 No of Revisions 2 Current revised date agreed as part of extension exercise	Debbie Herbertson Emma Morgan Jackie Irvine Nichola Dadds Nicky Brown

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
42	<p>Homelessness Services</p> <p>CW1808 Issue 3: Provision of homelessness advice and information</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1801 Recommendation on 3.1.3: Homelessness information leaflet</p> <p>Pending</p>	<p>3.1.3 - Following the engagement events with key stakeholders, we will develop a leaflet for applicants based on the information set out above, and any other relevant information. The leaflet will be made available in all Council offices, locality offices, libraries, health centres, Citizen Advice Bureaus, charities and other local support and advice agencies.</p>	<p>Estimated Date: 30/04/2020</p> <p>Revised Date: 01/09/2020</p> <p>No of Revisions 0</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Debbie Herbertson Jackie Irvine Nichola Dadds Nicky Brown</p>
Page 729 43	<p>Brexit impacts - supply chain management</p> <p>CW1905 Issue 2: Brexit governance and risk management</p> <p>Andrew Kerr, Chief Executive</p>	Medium	<p>CW1905- Recom. 2.1a: Resilience team - Adequacy & effectiveness of the Brexit risk management & governance process</p> <p>Pending</p>	<p>Resilience presented a report on Brexit planning, preparedness and governance to the Corporate Leadership Team on 8 July and will subsequently be presented to the Policy and Sustainability Committee. This includes proposals for the cessation of the cross-party Brexit working group, with all Brexit resilience planning taken forward through the Council resilience group. The paper also proposes that the Council Incident Management Team (CIMT) considers Brexit alongside Covid-19 and includes Brexit as a standing item on CIMT agendas from September 2020. Once approved by the Policy and Sustainability Committee, these new governance arrangements will be implemented. Resilience will coordinate review of the corporate Brexit risk register, in conjunction with the Commercial and Procurement Service and Corporate Risk Management teams for consideration at the CLT risk committee.</p>	<p>Estimated Date: 30/09/2020</p> <p>Revised Date:</p> <p>No of Revisions 0</p>	<p>Donna Rodger Gavin King Laurence Rockey Mary-Ellen Lang</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
44	<p>Drivers - findings only report</p> <p>1: Completion of Driver Licence checks</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>1.3 - Driver permit revocation</p> <p>Pending</p>	<p>1. A standard reminder e mail will be prepared by the Head of Place Development and issued to employees and their line managers where permission forms have not been received 10 days prior to their expiry. 2. The e mail will highlight that driver permits will be revoked if they are not received by the required date, and employees and line managers will be made aware that they are no longer eligible to drive for the Council and 9for vocational and agency drivers) that they are no longer covered by Council insurance. 3. and 4 Permits will be revoked where permission forms are not received on time and e mail confirmation provided to employees and line managers reminding them that they can no longer drive on behalf of the Council.</p>	<p>Estimated Date:04/05/2020</p> <p>Revised Date:01/09/2020</p> <p>No of Revisions 0</p>	<p>Alison Coburn</p> <p>David Givan</p> <p>Gareth Barwell</p> <p>George Gaunt</p> <p>Graeme Hume</p> <p>Nicole Fraser</p> <p>Scott Millar</p>
Page 73	<p>Drivers - findings only report</p> <p>1: Completion of Driver Licence checks</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>1.4 - Risk management</p> <p>Pending</p>	<p>The risks detailed in this Internal Audit finding will be highlighted for inclusion in the Place Management Risk Register.</p>	<p>Estimated Date: 04/05/2020</p> <p>Revised Date: 04/09/2020</p> <p>No of Revisions 0</p>	<p>Alison Coburn</p> <p>David Givan</p> <p>Gareth Barwell</p> <p>George Gaunt</p> <p>Nicole Fraser</p> <p>Scott Millar</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
46	HMO Licensing PL1803 Issue 2 - Collection and processing of HMO licence fees Paul Lawrence, Executive Director of Place and SRO	High	PL1803 Issue 2.1 BACS payment reference Pending	It should be noted that measure is in place to ensure that no application is progressed without the required fee being reconciled. This reflects the statutory process and the need to ensure that the Council treats applications for a renewal lawfully unless the reconciliation process can evidence a payment has not been made. There is no evidence from directorate monitoring the level of income from HMOs licence applications which would demonstrate that fees are not being collected. Any unmatched fee not identified will in effect contribute to the Council's general revenue account and therefore there is no financial loss to the Council. The Internal Audit recommendation outlined above is not accepted as it not believed to be achievable. Therefore Licencing; Customer; and Finance will investigate potential solutions re the BACS issue, (including any potential scope for a technology solution) to address this risk. These options will be reviewed with Internal Audit and a longer-term solution identified and implemented. It has been agreed with Internal Audit that (once the solution has been identified) another audit finding will be raised that will monitor implementation of the solution to confirm that it is operating effectively. In the meantime, a statement will be added to the Licencing pages on the Council's external website and application forms advising customers of what reference must be used to successfully make a BACs payment.	Estimated Date: 30/03/2020 Revised Date: 05/10/2020 No of Revisions 1	Alison Coburn Andrew Mitchell David Givan George Gaunt Grace McCabe Isla Burton Michael Thain Sandra Harrison
47	HMO Licensing PL1803 Issue 3 - Operational Performance and Reporting Paul Lawrence, Executive Director of Place and SRO	Medium	PL1803 Issue 3.6 HMO Key Performance Indicators and Performance Reporting Pending	The Regulatory Committee were previously advised that HMO performance data would be excluded whilst the Licencing introduced the significant change of moving towards a three-year licensing system. Performance reports therefore only included Civic and Taxi data in the period 2015-2018. Licencing will be reporting to Regulatory Committee on the first cycle of three-year licencing for HMO's prior to the setting of Licensing Fees for 2020/21 in early 2020. The Directorate will include within that report relevant performance data and make recommendations for approval for performance targets ongoing performance targets.	Estimated Date: 31/01/2020 Revised Date: 01/06/2020 No of Revisions 0	Alison Coburn Andrew Mitchell David Givan George Gaunt Grace McCabe Isla Burton Michael Thain Sandra Harrison

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
48	Road Services Improvement Plan PL1808 Issue 1. Roads Improvement Plan financial operating model and project governance Paul Lawrence, Executive Director of Place and SRO	High	PL1808 - 1.2 Roads Service Improvement Plan approval Pending	On appointment of the tier 3 and 4 management team, a re-base of the improvement plan will take place and the revised plan will be submitted to the Council's Change Board and the Transport and Environment Committee for approval, with ongoing progress updates provided to both forums.	Estimated Date: 31/07/2020 Revised Date: 01/12/2020 No of Revisions 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Nicole Fraser
Page 732 49	Road Services Improvement Plan PL1808 Issue 2. Roads services performance monitoring and quality assurance Paul Lawrence, Executive Director of Place and SRO	High	PL1808 - 2.1 Service Delivery Performance Monitoring Pending	One of the roles included in the new Roads structure is a Roads Service Performance Coordinator. The team member appointed to this role will be responsible for designing; implementing; and maintaining a performance and quality assurance framework that will incorporate the recommendations made to support ongoing monitoring and management of the Roads service. This will involve ensuring that all Roads teams develop team plans that include key performance measures; outline their respective roles and responsibilities for delivery; and are aligned with overall Council's commitments that are relevant to Roads.	Estimated Date: 31/07/2020 Revised Date: 01/12/2020 No of Revisions 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Nicole Fraser

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
50	Road Services Improvement Plan PL1808 Issue 2. Roads services performance monitoring and quality assurance Paul Lawrence, Executive Director of Place and SRO	High	PL1808 - 2.2 Roads services quality assurance framework Pending	1. The existing Transport Design and Delivery quality framework will be revised to reflect the new Roads and Transport Infrastructure Service and rolled out across the service. As part of this review, the recommendations highlighted above will be considered and incorporated where appropriate. The Design, Structures and Flood Prevention Manager will be responsible for refreshing the quality framework once appointed. 2. A sampling regime will be designed and embedded for safety inspections to ensure that defects are being categorised properly. This process will be designed and implemented by the Team Leader for Safety Inspections to be appointed as part of the ongoing restructure. 3. A sampling regime will be designed and embedded for road defect repairs to ensure that repairs are fit for purpose and effective. 4. Key performance indicators for each team will be included in the target setting for each 4th tier manager and their direct reports to ensure focus on these measures. Emerging themes from Team Plans and quality assurance reviews will also be shared with Roads teams, and individual and team training needs will be considered based on the themes identified. This process will be designed and implemented by the Service Performance Coordinator to be appointed as part of the ongoing restructure.	Estimated Date: 30/06/2020 Revised Date: 01/11/2020 No of Revisions: 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Nicole Fraser Sean Gilchrist
51	Road Services Improvement Plan PL1808 Issue 3. Roads inspection, defect categorisation, and repairs Paul Lawrence, Executive Director of Place and SRO	Low	PL1808 - 3.2b) Inspector training and qualifications Pending	2. Ensure all relevant Inspectors are accredited by an appropriately accredited professional body.	Estimated Date: 31/08/2020 Revised Date: 01/01/2021 No of Revisions: 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Nicole Fraser Sean Gilchrist

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
52	Road Services Improvement Plan PL1808 Issue 4. Roads - Management of public liability claims Paul Lawrence, Executive Director of Place and SRO	Low	PL1808 - 4.1 Management of public liability claims Pending	A new process will be developed within the Confirm system which requires reconciliation between accident claim enquiries and those logged on the Local Authority Claims Handling System (LACHS) system.	Estimated Date: 28/05/2020 Revised Date: 01/10/2020 No of Revisions 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Nicole Fraser Sean Gilchrist
Page 734	Road Services Improvement Plan PL1808 Issue 4. Roads - Management of public liability claims Paul Lawrence, Executive Director of Place and SRO	Low	PL1808 - 4.2 Management of public liability claims Pending	Quarterly meetings will be arranged between the Safety Inspection team and the Insurance team to identify trends and areas of focus. This process will be designed and implemented by the Team Leader, Safety Inspections to be appointed as part of the ongoing restructure.	Estimated Date: 30/04/2020 Revised Date: 01/09/2020 No of Revisions 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Nicole Fraser Sean Gilchrist

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
54	<p>Street Lighting and Traffic Signals</p> <p>Street Lighting and Traffic Signals: Process and quality assurance documentation and training</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Low	<p>PL1810 Issue 3: Rec 2 - Refresher training for existing employees</p> <p>Pending</p>	<p>An essential Learning Matrix that specifies the refresher training that the team requires to complete on an ongoing basis has been developed and provided to Learning and Organisational Development for their review and feedback, with no response received as yet. The matrix will now be implemented, and employee training requirements will be assessed (and agreed) as part of the Annual Conversations.</p>	<p>Estimated Date: 20/12/2019</p> <p>Revised Date: 01/03/2021</p> <p>No of Revisions 5</p>	<p>Alan Simpson Alison Coburn Claire Duchart Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Lindsey McPhillips Mark Love Nicole Fraser Robert Mansell Tony Booth</p>
Page 735	<p>Fleet Review</p> <p>Project management and governance framework</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>4. Recommendation - Stakeholder Engagement</p> <p>Pending</p>	<p>An internal/ external stakeholder engagement plan will be developed; approved by the project Board and applied throughout the project. Any key stakeholder engagement actions will also be reflected in the project plan.</p>	<p>Estimated Date: 28/06/2019</p> <p>Revised Date: 01/09/2020</p> <p>No of Revisions 2</p>	<p>Alison Coburn Claire Duchart David Givan Gareth Barwell George Gaunt Nicole Fraser Scott Millar Veronica Wishart</p>
56	<p>Fleet Review</p> <p>Project management and governance framework</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>5. Recommendation - Procurement Strategy and Plan</p> <p>Pending</p>	<p>A procurement and strategy plan will be designed along with the procurement team; approved by the project Board and used to support the procurement process; The request for procurement will include requirements in relation to paperless processes and compatibility with existing fleet systems; and The contractual position with CGI regarding telematics will be confirmed prior to commencement of procurement.</p>	<p>Estimated Date: 30/07/2019</p> <p>Revised Date: 01/12/2020</p> <p>No of Revisions 1</p>	<p>Alison Coburn Claire Duchart David Givan Gareth Barwell George Gaunt Nicole Fraser Scott Millar Veronica Wishart</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
57	<p>Drivers</p> <p>Recording and addressing driving incidents</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>Recording and addressing driving incidents Rec 2</p> <p>Pending</p>	<p>A monthly reconciliation between the incidents reported to Fleet Services and those recorded on SHE will be performed, with line managers advised re any gaps on the SHE system that need to be addressed;</p>	<p>Estimated Date: 01/04/2019 Revised Date: 01/09/2019 No of Revisions 1</p>	<p>Adam Fergie Alison Coburn Claire Duchart David Givan Gareth Barwell George Gaunt Katy Miller Martin Young Nicole Fraser Scott Millar Steven Wright</p>
Page 7368	<p>Supplier Management Framework and CIS Payments</p> <p>RES1809 Issue 1: Contract Management by Directorates and Service Areas</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>RES1809 Issue 1.3(3): Contract manager support and guidance - Place</p> <p>Pending</p>	<p>Place This recommendation is accepted, and this will be added as appropriate to the Place mandatory training matrix at the next review.</p>	<p>Estimated Date: 31/08/2020 Revised Date: 01/01/2021 No of Revisions 0</p>	<p>Alison Coburn David Givan Gareth Barwell George Gaunt Lynne Halfpenny Michael Thain</p>
59	<p>Budget Setting and Management</p> <p>RES 1903 Issue 1: Savings proposals documentation and risk assessments</p> <p>Laurence Rockey,</p>	Medium	<p>RES 1903 Issue 1.1: Savings proposals documentation and risk assessments</p> <p>Pending</p>	<p>1. Savings plan and business case templates will both be reviewed to ensure that they align to major projects documentation. In addition, a procedural document will be created which details the amount and depth of documentation, which is required to support savings plans, based on outcomes of the prioritisation matrix assessment. 2. The Finance budget monitoring RAG (Red, Amber, Green) delivery risk assessment categories will each be formally defined, and consistently</p>	<p>Estimated Date: 30/09/2020 Revised Date: 01/02/2021 No of Revisions 0</p>	<p>Alison Henry Annette Smith Donna Rodger Emma Baker Hugh Dunn John Connarty Layla Smith Michelle Vanhegan</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Head of Strategy & Communications			applied to all savings delivery progress updates provided to Directorate management teams, CLT, and service committees.		
60	Budget Setting and Management RES 1903 Issue 3: Continuous improvement: Lessons learned and customer feedback. Laurence Rockey, Head of Strategy & Communications	Medium	RES 1903 Issue 3.1: Annual budget setting lessons learned methodology Pending	A methodology for the lessons learned process will be developed and stated in a procedure document. This work will be performed through liaison between the Change Strategy Team and Finance. The methodology will include the requirements stated above.	Estimated Date:31/05/2020 Revised Date:01/10/2020 No of Revisions 0	Alison Henry Annette Smith Donna Rodger Emma Baker Hugh Dunn John Connarty Layla Smith Michelle Vanhegan
Page 737 61	School admissions, appeals and capacity planning CF1901: School admissions, appeals and capacity planning - Issue 1: Policies, Procedures & Guidance Alistair Gaw, Executive Director of Communities and Families	High	CF1901: Issue 1.1(b) - Review of Admissions Operational Procedures Started	A working group led by the Communities and Families Senior Education Officer with representation from all service areas involved in school admissions, appeals and capacity planning, will be established to undertake a review of all procedural documents. This will include consideration of amalgamation of existing procedures, where appropriate and implementation of a review schedule and version control.	Estimated Date: 31/08/2020 Revised Date: 22/02/2021 No of Revisions 1 Current revised date agreed as part of extension exercise	Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Matthew Clarke Michelle Vanhegan Neil Jamieson Nick Smith Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
62	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 1: Policies, Procedures & Guidance</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>CF1901: Issue 1.1(c) - Placing Appeals Procedures</p> <p>Started</p>	<p>As part of the working group led by the Communities and Families Senior Education Officer, appeals procedures which detail end to end processes to be applied across all areas involved in placing requests will be established and this will include clear roles and responsibilities.</p>	<p>Estimated Date: 31/08/2020</p> <p>Revised Date: 22/02/2021</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Matthew Clarke Michelle Vanhegan Neil Jamieson Nick Smith Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>
63	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 1: Policies, Procedures & Guidance</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>CF1901: Issue 1.1(d)/(e) - Communicatin g Guidance on Website & Orb</p> <p>Started</p>	<p>Following review and completion of working group actions, all policies and procedures will be published on the Council's website and Orb, and communicated to all relevant officers, with changes highlighted.</p>	<p>Estimated Date: 30/09/2020</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 0</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Matthew Clarke Michelle Vanhegan Neil Jamieson Nick Smith Nickey Boyle Nicola Harvey Ruth Currie</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
						Sheila Haig Stephen Moir
64	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 2: Operational Processes - Admissions & Appeals</p> <p>Laurence Rockey, Head of Strategy & Communications</p>	High	<p>CF1901 Issue 2.1(b): Committee on Pupil Student Support Remit, Review & Recording of Outcomes</p> <p>Started</p>	<p>Decisions and outcomes of the annual meeting of the Committee on Pupil Student Support will be documented, and a process implemented to ensure that the outcomes are addressed by the Council. Consideration will be given to reviewing and updating the remit of the Committee. Committee members will be provided with training and support to enable them to fulfil their role in line with the agreed remit.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 30/11/2020</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alistair Gaw Andy Gray Arran Finlay Donna Rodger Hayley Barnett Lesley Birrell Nickey Boyle Ruth Currie</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
65	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 3: Process Documentation & Delivery Responsibilities</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CF1901 Issue 3.1(a): Development & Communication of end to end processes and role/responsibilities</p> <p>Started</p>	<p>The remit of the working group led by the Communities and Families Senior Education Officer, will include reviewing and documenting end to end processes for the annual school admissions, appeals, and capacity planning process. A matrix describing divisional roles and responsibilities for processes, which details who will be responsible; accountable; consulted; and informed for each stage will also be developed. The end to end procedures and matrix will be discussed and agreed with all divisional teams involved in the process, communicated, and published on the Council's intranet (the Orb) with training provided where required.</p>	<p>Estimated Date: 31/08/2020 Revised Date: 22/02/2021 No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Matthew Clarke Michelle Vanhegan Neil Jamieson Nick Smith Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>
66	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 3: Process Documentation & Delivery Responsibilities</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CF1901 Issue 3.1(b): Internal Partnership Protocols</p> <p>Started</p>	<p>Internal partnership protocols will be prepared and implemented for services delivered by other divisions on behalf of Schools and Lifelong Learning, incorporating the scope of services and roles and responsibilities defined in the new end to end process documentation. Where relevant, current internal charging arrangements will be reviewed to ensure that it accurately reflect the levels of support provided. Partnership protocols and associated key performance measures / indicators will be reviewed at least every two years to ensure they remain aligned with service delivery, operational processes and relevant regulatory and professional standards. Governance arrangements to support ongoing performance monitoring will be designed and implemented to ensure that both Schools and Lifelong Learning and the service areas that support them are satisfied with the quality of services provided.</p>	<p>Estimated Date: 31/08/2020 Revised Date: 22/02/2021 No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Matthew Clarke Michelle Vanhegan Neil Jamieson Nick Smith Nickey Boyle Nicola Harvey Ruth Currie</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
						Sheila Haig Stephen Moir
67	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 3: Process Documentation & Delivery Responsibilities</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	CF1901 Issue 3.1(c): Annual Process - Debrief & Lessons Learned Started	Following completion of the annual process, a debrief meeting will be held with all teams involved to understand what worked well and what areas need to be improved. The outcomes should be recorded in a 'lessons learned' document that is used to implement the improvement opportunities identified and address any process issues in advance of the next annual process.	<p>Estimated Date:31/08/2020</p> <p>Revised Date:22/02/2021</p> <p>No of Revisions 1</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey</p> <p>Layla Smith Matthew Clarke Michelle Vanhegan</p> <p>Neil Jamieson Nick Smith Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
68	<p>School admissions, appeals and capacity planning</p> <p>CF1901: School admissions, appeals and capacity planning - Issue 3: Process Documentation & Delivery Responsibilities</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CF1901 Issue 3.1(d): Roles & Responsibilities outwith Annual Process</p> <p>Started</p>	<p>The working group will review the roles and responsibilities for any tasks performed out with the annual P1/S1 admissions, appeals and capacity planning process. These will be documented and communicated to all teams involved in the process. The review will include identifying key contacts for common non-annual admissions queries, for example, home schooling; private schooling; dealing with refugees; and requests for current or future capacity information, to ensure that they can be appropriately redirected and resolved.</p>	<p>Estimated Date: 31/08/2020</p> <p>Revised Date: 22/02/2021</p> <p>No of Revisions 3</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Roarty Andy Gray Arran Finlay Donna Rodger Hayley Barnett Laurence Rockey Layla Smith Matthew Clarke Michelle Vanhegan Neil Jamieson Nick Smith Nickey Boyle Nicola Harvey Ruth Currie Sheila Haig Stephen Moir</p>
69	<p>Resilience BC</p> <p>Resilience responsibilities</p> <p>Judith Proctor, Chief Officer</p>	High	<p>Rec 3.3 H&SC - Defining and allocating operational resilience duties</p> <p>Started</p>	<p>Operational resilience responsibilities for completion and ongoing maintenance of Directorate and Service Area Business Impact Assessments; Resilience plans; and coordination of resilience tests in conjunction with the Resilience team will be clearly defined and allocated. The total number of employees with operational resilience responsibilities will be determined with reference to the volume of business impact assessments and resilience plans that require to be completed and maintained to support recovery of critical services.</p>	<p>Estimated Date: 20/12/2018</p> <p>Revised Date: 01/09/2020</p> <p>No of Revisions 5</p>	<p>Angela Ritchie Cathy Wilson Jacqui Macrae</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
70	Resilience BC Resilience responsibilities Judith Proctor, Chief Officer	High	Rec 4.3 H&SC - Objectives for operational Resilience responsibilities Started	Corporate; management; and team member objectives for operational resilience responsibilities (for example completion of Service Area Business Impact Assessments; Resilience Plans; and coordination of Resilience tests) will be established, with ongoing oversight performed by Directors and Heads of Service to confirm that these are being effectively delivered to support the resilience responses included in both the Directorate and Council's annual governance statements.	Estimated Date: 31/07/2019 Revised Date: 01/09/2020 No of Revisions 1	Angela Ritchie Cathy Wilson Jacqui Macrae
71	Resilience BC Completion and adequacy of service area business impact assessments and resilience arrangements Paul Lawrence, Executive Director of Place and SRO	High	Rec 3.1 a) Place - Development of Resilience Plans/protocols for statutory and critical services Started	Rebased action October 2020 Following a refresh of Business Impact Assessments and the new organisational structure, resilience plans/protocols will be developed, with support and training from Resilience, for high-risk essential services. A list of these services is to be provided by Resilience for approval by CLT. Date revised to 31 December 2022.	Estimated Date: 19/06/2020 Revised Date: 31/12/2022 No of Revisions 1 Current revised date agreed as part of extension exercise	Alison Coburn Claire Duchart David Givan Gavin King George Gaunt Laurence Rockey Mary-Ellen Lang
72	Resilience BC Completion and adequacy of service area business impact assessments and resilience arrangements Stephen Moir, Executive Director of Resources	High	Rec 3.1b Resources - Development of Resilience Plans/protocols for statutory and critical services Started	Rebased action October 2020 Following a refresh of Business Impact Assessments and the new organisational structure, resilience plans/protocols will be developed, with support and training from Resilience, for high-risk essential services. A list of these services is to be provided by Resilience for approval by CLT. Date revised to 31 December 2022.	Estimated Date: 19/06/2020 Revised Date: 31/12/2022 No of Revisions 1 Current revised date agreed as part of extension exercise	Gavin King Laurence Rockey Layla Smith Mary-Ellen Lang Michelle Vanhegan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
73	Resilience BC Completion and adequacy of service area business impact assessments and resilience arrangements Judith Proctor, Chief Officer	High	Rec 3.1c H&SC - Development of Resilience Plans/protocols for statutory and critical services Started	Rebased action October 2020 Following a refresh of Business Impact Assessments and the new organisational structure, resilience plans/protocols will be developed, with support and training from Resilience, for high-risk essential services. A list of these services is to be provided by Resilience for approval by CLT. Date revised to 31 December 2022.	Estimated Date: 19/06/2020 Revised Date: 31/12/2022 No of Revisions 1 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Gavin King Jacqui Macrae Laurence Rockey Mary-Ellen Lang
Page 744 74	Resilience BC Completion and adequacy of service area business impact assessments and resilience arrangements Alistair Gaw, Executive Director of Communities and Families	High	Rec 3.1d C&F - Development of Resilience Plans/protocols for statutory and critical services Started	Rebased action October 2020 Following a refresh of Business Impact Assessments and the new organisational structure, resilience plans/protocols will be developed, with support and training from Resilience, for high-risk essential services. A list of these services is to be provided by Resilience for approval by CLT. Date revised to 31 December 2022.	Estimated Date: 19/06/2020 Revised Date: 31/12/2022 No of Revisions 1 Current revised date agreed as part of extension exercise	Donna Rodger Gavin King Laurence Rockey Mary-Ellen Lang Michelle McMillan Nickey Boyle Ruth Currie

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
75	Resilience BC Completion and adequacy of service area business impact assessments and resilience arrangements Laurence Rockey, Head of Strategy & Communications	High	Rec 3.1e S&C - Development of Resilience Plans/protocols for statutory and critical services Started	Rebased action October 2020 Following a refresh of Business Impact Assessments and the new organisational structure, resilience plans/protocols will be developed, with support and training from Resilience, for high-risk essential services. A list of these services is to be provided by Resilience for approval by CLT. Date revised to 31 December 2022.	Estimated Date: 19/06/2020 Revised Date: 31/12/2022 No of Revisions 1 Current revised date agreed as part of extension exercise	Donna Rodger Gavin King Mary-Ellen Lang
Page 745 76	Resilience BC Completion and adequacy of service area business impact assessments and resilience arrangements Paul Lawrence, Executive Director of Place and SRO	High	Rec 6.1a Place - Review of third-party contracts to confirm appropriate resilience arrangements Started	Existing third-party contracts supporting critical services should be reviewed by Directorates in consultation with contract managers / owners to confirm that they include appropriate resilience arrangements. Where gaps are identified, Procurement Services should be engaged to support discussions with suppliers regarding inclusion of appropriate resilience clauses requiring third parties to establish adequate resilience arrangements for both services and systems that are tested (at least annually) with the outcomes shared with / provided to the Council. Where these changes cannot be incorporated into existing contracts, they should be included when the contracts are re tendered.	Estimated Date: 20/12/2019 Revised Date: 31/03/2021 No of Revisions 3 Current revised date agreed as part of extension exercise	Alison Coburn Annette Smith Claire Duchart David Givan George Gaunt Hugh Dunn Iain Strachan Mollie Kerr

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
77	Resilience BC Completion and adequacy of service area business impact assessments and resilience arrangements Stephen Moir, Executive Director of Resources	High	Rec 6.1b Resources - Review of third-party contracts to confirm appropriate resilience arrangements Started	Existing third-party contracts supporting critical services should be reviewed by Directorates in consultation with contract managers / owners to confirm that they include appropriate resilience arrangements. Where gaps are identified, Procurement Services should be engaged to support discussions with suppliers regarding inclusion of appropriate resilience clauses requiring third parties to establish adequate resilience arrangements for both services and systems that are tested (at least annually) with the outcomes shared with / provided to the Council. Where these changes cannot be incorporated into existing contracts, they should be included when the contracts are re tendered.	Estimated Date: 20/12/2019 Revised Date: 31/03/2021 No of Revisions 2 Current revised date agreed as part of extension exercise	Annette Smith Hugh Dunn Iain Strachan Layla Smith Michelle Vanhegan Mollie Kerr
Page 746 78	Resilience BC Completion and adequacy of service area business impact assessments and resilience arrangements Judith Proctor, Chief Officer	High	Rec 6.1c H&SC - Review of third-party contracts to confirm appropriate resilience arrangements Started	Existing third-party contracts supporting critical services should be reviewed by Directorates in consultation with contract managers / owners to confirm that they include appropriate resilience arrangements. Where gaps are identified, Procurement Services should be engaged to support discussions with suppliers regarding inclusion of appropriate resilience clauses requiring third parties to establish adequate resilience arrangements for both services and systems that are tested (at least annually) with the outcomes shared with / provided to the Council. Where these changes cannot be incorporated into existing contracts, they should be included when the contracts are re tendered.	Estimated Date: 20/12/2019 Revised Date: 31/03/2021 No of Revisions 2 Current revised date agreed as part of extension exercise	Alana Nabulsi Angela Ritchie Annette Smith Cathy Wilson Hugh Dunn Iain Strachan Moir Pringle Mollie Kerr Sally McGregor

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
79	<p>Resilience BC</p> <p>Completion and adequacy of service area business impact assessments and resilience arrangements</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>Rec 6.1d C&F - Review of third-party contracts to confirm appropriate resilience arrangements</p> <p>Started</p>	<p>Existing third-party contracts supporting critical services should be reviewed by Directorates in consultation with contract managers / owners to confirm that they include appropriate resilience arrangements. Where gaps are identified, Procurement Services should be engaged to support discussions with suppliers regarding inclusion of appropriate resilience clauses requiring third parties to establish adequate resilience arrangements for both services and systems that are tested (at least annually) with the outcomes shared with / provided to the Council. Where these changes cannot be incorporated into existing contracts, they should be included when the contracts are re tendered.</p>	<p>Estimated Date: 20/12/2019</p> <p>Revised Date: 31/03/2021</p> <p>No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Annette Smith Hugh Dunn Iain Strachan Michelle McMillan Mollie Kerr Nickey Boyle Ruth Currie</p>
Page 747 80	<p>Resilience BC</p> <p>Completion and adequacy of service area business impact assessments and resilience arrangements</p> <p>Laurence Rockey, Head of Strategy & Communications</p>	High	<p>Rec 6.1e S&C - Review of third-party contracts to confirm appropriate resilience arrangements</p> <p>Started</p>	<p>Existing third-party contracts supporting critical services will be reviewed by Directorates in consultation with contract managers / owners to confirm that they include appropriate resilience arrangements. Where gaps are identified, Procurement Services will be engaged to support discussions with suppliers regarding inclusion of appropriate resilience clauses requiring third parties to establish adequate resilience arrangements for both services and systems that are tested (at least annually) with the outcomes shared with / provided to the Council. Where these changes cannot be incorporated into existing contracts, they will be included when the contracts are re tendered and critical service plans should be documented and communicated by Corporate Resilience.</p>	<p>Estimated Date: 20/12/2019</p> <p>Revised Date: 31/03/2021</p> <p>No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Annette Smith Donna Rodger Gavin King Hugh Dunn Iain Strachan Mary-Ellen Lang Mollie Kerr</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
81	<p>Resilience BC</p> <p>Completion and adequacy of service area business impact assessments and resilience arrangements</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>Rec 6.2a</p> <p>Place - Annual assurance from Third Party Providers</p> <p>Started</p>	<p>Following receipt of initial assurance from all third-party providers for statutory and critical services (as per rec 6.1), annual assurance that provider resilience plans remain adequate and effective should be obtained. This should include confirmation from the provider that they have tested these plans and recovery time objectives for systems and recovery time and point objectives for technology systems agreed with the Council were achieved. It is recommended that contract managers include this requirement as part on ongoing contract management arrangements. Where this assurance cannot be provided, this should be recorded in Service Area and Directorate risk registers. Date revised to reflect that following receipt of initial assurance by 31 March 2021, annual assurance should be obtained by 31 March 2022.</p>	<p>Estimated Date:28/06/2019</p> <p>Revised Date:31/03/2022</p> <p>No of Revisions</p> <p style="text-align: center;">3</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alison Coburn</p> <p>Claire Duchart</p> <p>David Givan</p> <p>George Gaunt</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
82	<p>Resilience BC</p> <p>Completion and adequacy of service area business impact assessments and resilience arrangements</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>Rec 6.2b Resources - Annual assurance from Third Party Providers</p> <p>Started</p>	<p>Following receipt of initial assurance from all third party providers for statutory and critical services (as per rec 6.1), annual assurance that provider resilience plans remain adequate and effective should be obtained. This should include confirmation from the provider that they have tested these plans and recovery time objectives for systems and recovery time and point objectives for technology systems agreed with the Council were achieved.</p> <p>It is recommended that contract managers include this requirement as part on ongoing contract management arrangements.</p> <p>Where this assurance cannot be provided, this should be recorded in Service Area and Directorate risk registers.</p> <p>Date revised to reflect that following receipt of initial assurance by 31 March 2021, annual assurance should be obtained by 31 March 2022.</p>	<p>Estimated Date: 28/06/2019 Revised Date: 31/03/2022 No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Annette Smith Hugh Dunn Iain Strachan Layla Smith Michelle Vanhegan Mollie Kerr</p>
83	<p>Resilience BC</p> <p>Completion and adequacy of service area business impact assessments and resilience arrangements</p> <p>Judith Proctor, Chief Officer</p>	High	<p>Rec 6.2c H&SC - Annual assurance from Third Party Providers</p> <p>Started</p>	<p>Assurance will be obtained annually for statutory and critical services from third party service providers that their resilience plans remain adequate and effective; and have been tested to confirm that the recovery time objectives for systems and recovery time and point objectives for technology systems agreed with the Council were achieved. Where this assurance cannot be provided, this will be recorded in Service Area and Directorate risk registers.</p>	<p>Estimated Date: 21/06/2019 Revised Date: 31/03/2022 No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Angela Ritchie Cathy Wilson Gavin King Jacqui Macrae Laurence Rockey Mary-Ellen Lang</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
84	<p>Resilience BC</p> <p>Completion and adequacy of service area business impact assessments and resilience arrangements</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>Rec 6.2d C&F - Annual assurance from Third Party Providers</p> <p>Started</p>	<p>Following receipt of initial assurance from all third party providers for statutory and critical services (as per rec 6.1), annual assurance that provider resilience plans remain adequate and effective should be obtained. This should include confirmation from the provider that they have tested these plans and recovery time objectives for systems and recovery time and point objectives for technology systems agreed with the Council were achieved.</p> <p>It is recommended that contract managers include this requirement as part on ongoing contract management arrangements.</p> <p>Where this assurance cannot be provided, this should be recorded in Service Area and Directorate risk registers.</p> <p>Date revised to reflect that following receipt of initial assurance by 31 March 2021, annual assurance should be obtained by 31 March 2022.</p>	<p>Estimated Date: 28/06/2019</p> <p>Revised Date: 31/03/2022</p> <p>No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Anna Gray Michelle McMillan Nickey Boyle</p>
85	<p>Resilience BC</p> <p>Completion and adequacy of service area business impact assessments and resilience arrangements</p> <p>Laurence Rockey,</p>	High	<p>Rec 6.2e S&C - Annual assurance from Third Party Providers</p> <p>Started</p>	<p>Following receipt of initial assurance from all third party providers for statutory and critical services (as per rec 6.1), annual assurance that provider resilience plans remain adequate and effective should be obtained. This should include confirmation from the provider that they have tested these plans and recovery time objectives for systems and recovery time and point objectives for technology systems agreed with the Council were achieved.</p>	<p>Estimated Date: 28/06/2019</p> <p>Revised Date: 31/03/2022</p> <p>No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Donna Rodger Mary-Ellen Lang</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Head of Strategy & Communications			<p>It is recommended that contract managers include this requirement as part on ongoing contract management arrangements.</p> <p>Where this assurance cannot be provided, this should be recorded in Service Area and Directorate risk registers.</p> <p>Date revised to reflect that following receipt of initial assurance by 31 March 2021, annual assurance should be obtained by 31 March 2022.</p>		
Page 8 of 51	<p>Records Management - LAAC</p> <p>CW1705 Issue 1: Project file review process</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1705 Issue 1.1: Review and Refresh of the project file review process.</p> <p>Started</p>	<p>Agreed actions will be implemented as recommended by Internal Audit. The project team will work to an end of January date for implementation of the quality assurance within the project team with an end of February date for Internal Audit to review the process applied.</p>	<p>Estimated Date: 28/02/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 3</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Roarty Ani Barclay Donna Rodger Freeha Ahmed John Arthur Laurence Rockey Louise McRae Nickey Boyle Nicola Harvey Ruth Currie Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
87	<p>Records Management – LAAC</p> <p>CW1705 Issue 1: Project file review process</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1705 Issue 1.2: Process communication and training</p> <p>Started</p>	<p>Agreed actions will be implemented as recommended by Internal Audit. The project team will work to an end of January date for implementation of quality assurance within the project team with an end of February date for Internal Audit to review the process applied.</p>	<p>Estimated Date: 28/02/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 2</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Roarty Ani Barclay Donna Rodger Freeha Ahmed John Arthur Laurence Rockey</p> <p>Louise McRae Nickey Boyle Nicola Harvey Ruth Currie Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
88 Page 753	<p>Records Management - LAAC</p> <p>CW1705 Issue 1: Project file review process</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1705 Issue 1.3: Quality assurance checks</p> <p>Started</p>	<p>Project management information will be monitored weekly to identify the volume of files that have been reviewed by the project team and an independent risk based quality assurance approach developed and implemented that focuses on files that have not been 'split' by the project team, to confirm that they have been accurately classified as files that have not been merged prior to their return to Iron Mountain for archiving. Quality assurance sample sizes will be selected at the start of each week and will depend on the volumes of files reviewed by the project team and the relevant proportion of non-merged and merged files. Where merged files have been identified and split by the project team, a lighter touch approach involving peer reviews will be adopted to ensure that the project file review process has been consistently applied and appropriate actions implemented. Quality assurance outcomes will be recorded and all significant errors (for example failure to identify merged files), areas of good practices, and areas for improvement will be shared with the project team. Availability of quality resource will be monitored throughout the project to ensure that it remains adequate to complete an appropriate number of QA reviews based on file outcomes. A retrospective sample of cases already reviewed by the project team will also be selected for retrospective review based on the approach outlined above. The project team will work to an end of February date for implementation of quality assurance within the project team with an end of March date for Internal Audit to review the process applied.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 3</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Roarty Ani Barclay Donna Rodger Freeha Ahmed John Arthur Laurence Rockey Louise McRae Nickey Boyle Nicola Harvey Ruth Currie Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
89	<p>Records Management - LAAC</p> <p>CW1705 Issue 2: Review of additional files</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1705 Issue 2.1: Review of additional files</p> <p>Started</p>	<p>The total volume of files at Westerhailes will be quantified. Once this has been completed, a risk-based sample approach will be applied to review the files and identify any that may have been merged.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 2</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Roarty Ani Barclay Donna Rodger Freeha Ahmed John Arthur Laurence Rockey Louise McRae Nickey Boyle Nicola Harvey Ruth Currie Stephen Moir</p>
90	<p>Records Management - LAAC</p> <p>CW1705 Issue 2: Review of additional files</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1705 Issue 2.2: Impact analysis</p> <p>Started</p>	<p>The outcomes of the review of additional files (as detailed at recommendation 2.1) will be shared with the Senior Responsible Officers together with an impact analysis detailing the resourcing and associated costs of including the files within the project scope, and recommendations made as to whether the scope of the project should be extended to include these files, or whether reliance should be placed on the new business as usual process to be implemented as detailed at Finding 3. Where the decision is taken to include the potentially merged files within the scope of the project, they will be transferred across to the project team and logged for review. The project team will work to a completion 29 May with a date of 26 June for validation by Internal Audit.</p>	<p>Estimated Date: 26/06/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 2</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Roarty Ani Barclay Donna Rodger Freeha Ahmed John Arthur Laurence Rockey Louise McRae Nickey Boyle Nicola Harvey Ruth Currie Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
91	<p>Records Management - LAAC</p> <p>CW1705 Issue 3: Pre destruction business as usual file review process</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1705 Issue 3.1: Pre destruction business as usual file review process</p> <p>Started</p>	<p>The pre destruction business as usual file review process is currently being developed and will cover all of the points recommended by Internal Audit. The process will be prepared by the end January 2020 and agreed with the Health and Social Care and Communities and Families Directorates by the end of February 2020.</p>	<p>Estimated Date: 28/02/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 3</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Roarty Ani Barclay Donna Rodger Freeha Ahmed John Arthur Laurence Rockey Louise McRae Nickey Boyle Nicola Harvey Ruth Currie Stephen Moir</p>
Page 7556	<p>Records Management - LAAC</p> <p>CW1705 Issue 3: Pre destruction business as usual file review process</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1705 Issue 3.2a (C&F): Communication and training</p> <p>Started</p>	<p>Children's Practice team managers have already been briefed regarding the outcomes of the audit and a refreshed process will soon be implemented. The process will be co-produced with Business Support Team Managers, communicated and uploaded to the Orb. Given the scale of training to be provided, a CECiL based approach will be applied with support provided by Business Support and requested from Learning and Organisational Development (Human Resources), with divisions requested to track completion of the CECiL module. Locality Management teams will also receive face to face training on the new process.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 01/12/2020</p> <p>No of Revisions 2</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Roarty Ani Barclay Donna Rodger Freeha Ahmed John Arthur Laurence Rockey Louise McRae Nickey Boyle Nicola Harvey Ruth Currie Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
93	<p>Records Management - LAAC</p> <p>CW1705 Issue 3: Pre destruction business as usual file review process</p> <p>Judith Proctor, Chief Officer</p>	Medium	<p>CW1705 Issue 3.2b (H&SCP): Communication and training</p> <p>Started</p>	<p>Health and Social Care will adopt a similar approach to Communities and Families with the new process communicated and uploaded to the Orb. A CECiL based approach will also be applied with support provided by Business Support and requested from Learning and Organisational Development (Human Resources), with completion of the CECiL module by the relevant teams tracked. Locality Management teams will also receive face to face training on the new process.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 01/11/2020</p> <p>No of Revisions 0</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Cathy Wilson Jacqui Macrae Tom Cowan</p>
94	<p>Records Management - LAAC</p> <p>CW1705 Issue 3: Pre destruction business as usual file review process</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1705 Issue 3.3a (C&F): Quality assurance process</p> <p>Started</p>	<p>A joint risk-based quality assurance process will be established between Business Support and Team Managers in Localities. Quality assurance outcomes will be recorded, and learnings shared with team managers at Children's Practice Team meetings, enabling city wide service improvement actions to be identified and implemented where appropriate.</p>	<p>Estimated Date:30/06/2020</p> <p>Revised Date:01/11/2020</p> <p>No of Revisions 0</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Roarty Ani Barclay Donna Rodger Freeha Ahmed John Arthur Laurence Rockey Louise McRae</p> <p>Nickey Boyle Nicola Harvey Ruth Currie Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
95	<p>Records Management - LAAC</p> <p>CW1705 Issue 3: Pre destruction business as usual file review process</p> <p>Judith Proctor, Chief Officer</p>	Medium	<p>CW1705 Issue 3.3b (H&SCP): Quality Assurance Process</p> <p>Started</p>	<p>A joint quality assurance process will be established between Business Support and Team Managers in Localities. The new Health and Social Care Partnership Chief Nurse and Head of Quality will be responsible for managerial oversight of the quality assurance processes, ensuring that lessons learned are fed back to the Localities and outcomes reported to the Clinical and Care Governance Committee for scrutiny and oversight.</p>	<p>Estimated Date: 30/06/2020</p> <p>Revised Date: 01/11/2020</p> <p>No of Revisions 0</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Cathy Wilson Jacqui Macrae Tom Cowan</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
Page 758	<p style="text-align: center;">Payments and Charges</p> <p>CW1803 Payments and Charges Issue 1: Review, authorisation, and publication of fees and charges</p> <p style="text-align: center;">Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>CW1803 Rec. 1.1 - Process documentation supporting calculation of fees and charges including review of reserve balances</p> <p style="text-align: center;">Started</p>	<p>Response from Licensing Any new fees or proposed adjustments are presented to the Committee for scrutiny and agreement. The rationale for Taxi, Civic and Houses in Multiple Occupation (HMO) licensing fees was reviewed and agreed by Regulatory Committee in 2015 and 2017 respectively and no further changes are planned at this time. As part of the annual budget process, the Place Directorate makes recommendations on any inflationary uplifts that should be applied to fees based on projected costs and the Licensing reserves position. In 2018/2019 there was no increase in the Licensing budget which reflected the reserves position at that time. In the 2019/20 budget Taxi and Civic discretionary licence fees were increased by 2.5% to reflect increased costs associate with the local government pay settlement for 2018/19 and 2019/2020. In comparison, the increase applied to fees supporting generation of other types of income across the Council was circa 5%. This demonstrates that Licensing is proactively managing both fees and reserves. For HMO Licences, the Regulatory Committee approved a revised fee structure in 2017, and there is planned reduction of current reserve balances over a 3-year period. Consequently, HMO fees for 2019/2020 were not increased. For budget 2020/2021 a review of HMO reserves will be performed with Finance and recommendations made either to the Regulatory Committee or Full Council on any further fee adjustments required to ensure the planned reduction of the reserve is achieved. There are also unplanned factors that impact the final reserves position. These include increased application volumes; the impact of vacancies and recruitment; and repairs or replacement of property or equipment (for example a replacement ramp at the Taxi Examination Centre in 2016/17 at the cost of £90K). These unplanned factors are also considered when revised fees are proposed during the budget process. The Taxi reserve increase is largely driven by increased application volumes. The reserve is also being allowed to increase in the medium term to offset planned capital spend on relocation of the Taxi</p>	<p>Estimated Date: 31/07/2020</p> <p>Revised Date: 01/12/2020</p> <p>No of Revisions 0</p>	<p>Alison Coburn Andrew Mitchell Annette Smith David Givan Gavin Brown George Gaunt Hugh Dunn John Connarty Layla Smith Michael Thain Michelle Vanhegan Sandra Harrison Stephen Moir</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
Page 759				<p>Examination Centre when the Council closes the Murrayburn depot site in the next 2-3 years to avoid potential capital budget pressures. Licensing is working with Finance to ensure there is greater certainty in setting fees when taking account of the impact of the Central Support Charges levied. In 2018 the Directorate introduced financial reporting to the Regulatory Committee in addition to the established financial reporting provided to the Finance and Resource Committee. http://www.edinburgh.gov.uk/download/meetings/id/58887/item_72_-_licence_income_for_fees_2017-2018 http://www.edinburgh.gov.uk/download/meetings/id/59029/minute_of_the_regulatory_committee_of_221018 Response from Finance At present, the allocation of central support costs in line with accountancy conventions is not finalised until after the licensing charges for the future year have been set. A mechanism to approximate allocation of central support charges in advance to allow for more considered analysis of reserve balances and costs within each budgetary process will facilitate this. There is already a framework in place to apportion income and costs across licence categories and calculate additions to or withdrawals from licensing reserves. This populates the annual City of Edinburgh Licensing Board Financial Report as required under Section 9B of the Licensing (Scotland) Act 2005. This framework where appropriate will be developed to add to existing transparency in respect of rationale and processes. The combination of both actions above will enable regular review and monitoring of reserve positions and related decision making. The implementation date allows for 2020-21 budget setting and 2019-20 final accounts processes to be completed allowing for audit evidence.</p>		

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
97	<p>Payments and Charges</p> <p>CW1803 Payments and Charges Issue 4: Processing and recording Licensing Fees</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>CW1803 Rec. 4.1 - Procedures supporting processing and recording licencing fees</p> <p>Started</p>	<p>The Licensing Service processes approximately 21,000 applications per annum and the Internal Audit sample reviewed represents approximately 1% of the overall number of applications. Internal procedures will be reviewed to ensure that that they adequately cover the issues raised and all staff will receive refresher training to reinforce the importance of consistent application of the procedures. Longer term upgrades to the APP Civica Licensing system should also offer enhanced capability with mandatory sections for each licence type processed.</p>	<p>Estimated Date: 20/12/2019 Revised Date: 01/05/2020 No of Revisions 0</p>	<p>Alison Coburn Andrew Mitchell David Givan Gavin Brown George Gaunt Michael Thain Sandra Harrison</p>
Page 760 98	<p>Payments and Charges</p> <p>CW1803 Payments and Charges Issue 5: Processing and recording of Parking Permit fees</p> <p>Stephen Moir, Executive Director of Resources</p>	Medium	<p>CW1803 Rec. 5.4 - NSL income reconciliation</p> <p>Started</p>	<p>The recommendation is accepted. Financial reconciliations between the systems have commenced reinstatement. Work is underway to build a management information suite which will augment the control attributes of the reconciliation as a standalone mechanism.</p>	<p>Estimated Date: 28/02/2020 Revised Date: 30/06/2021 No of Revisions 3</p>	<p>Annette Smith Dougie Linton Gavin Graham Hugh Dunn John Connarty Layla Smith Michelle Vanhegan Susan Hamilton</p>
99	<p>Emergency Prioritisation & Complaints</p> <p>CW1806 Issue 1: ATEC 24 Operational Framework</p>	Medium	<p>CW1806 Issue 1.1(2): ATEC 24 Review of Operational Processes - Call Prioritisation</p> <p>Started</p>	<p>2. Call prioritisation procedures will be designed and implemented, including recording the rationale for call prioritisation and delivery of training to staff. A review schedule for these procedures will be implemented with the last review date and date of next scheduled review clearly identifiable i.e. every 3 years.</p>	<p>Estimated Date: 29/11/2019 Revised Date: 01/02/2021 No of Revisions 2</p>	<p>Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Judith Proctor, Chief Officer					
100	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework Judith Proctor, Chief Officer	Medium	CW1806 Issue 1.2(1): ATEC 24 Service Level Agreements - Review of all Contracts Started	All third-party contracts and supporting Service Level Agreements (SLAs) will be reviewed and updated. This will include a review of financial arrangements to ensure ATEC 24 is adequately remunerated for the levels of service provided.	Estimated Date: 31/01/2020 Revised Date: 01/12/2020 No of Revisions 2	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Emma Szadurski Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan
Page 76 76	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework Judith Proctor, Chief Officer	Medium	CW1806 Issue 1.2(2): ATEC 24 Service Level Agreements - Schedule for Future Reviews Started	2. All Telecare SLAs will be reviewed every two years to ensure that they take account of service delivery and operational processes, changes to any applicable regulations and relevant professional standards.	Estimated Date: 31/01/2020 Revised Date: 01/12/2020 No of Revisions 2	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Emma Szadurski Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan
102	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework	Medium	CW1806 Issue 1.2(3): ATEC 24 Service Level Agreements - Partnership Protocol Started	3. A partnership protocol will be approved and implemented for the Fallen Uninjured Person Service to reflect the current operations, funding arrangements and any planned process improvements.	Estimated Date: 29/11/2019 Revised Date: 01/03/2021 No of Revisions 3	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Judith Proctor, Chief Officer					
103	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework Judith Proctor, Chief Officer	Medium	CW1806 Issue 1.3(1): ATEC 24 Performance Reporting - Scorecard KPIs Started	1. Key performance indicators included within the Health and Social Care scorecard will include percentage of calls answered within set targets; percentage of emergency response visits within target; and well as volumes of calls and responses.	Estimated Date: 30/09/2019 Revised Date: 01/12/2020 No of Revisions 2	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Philip Brown Sylvia Latona Tony Duncan
104	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework Judith Proctor, Chief Officer	Medium	CW1806 Issue 1.3(2): ATEC 24 Performance Reporting - Response Parameters Started	2. The parameters used for monitoring call handling and response times will be reviewed and updated in line with Technology Enabled Care Services Association (TSA) guidance and used to inform capacity planning; to ensure that there are sufficient call handlers and responders to meet industry standards.	Estimated Date:31/10/2019 Revised Date:01/12/2020 No of Revisions 2	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan
105	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework	Medium	CW1806 Issue 1.1(6): ATEC 24 Review of Operational Processes - Response Recording Started	6. Roll out of handheld devices to allow automated reporting will be progressed.	Estimated Date: 30/04/2020 Revised Date: 01/03/2021 No of Revisions 1	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Judith Proctor, Chief Officer					
106	Emergency Prioritisation & Complaints CW1806 Issue 1: ATEC 24 Operational Framework Judith Proctor, Chief Officer	Medium	CW1806 Issue 1.3(3): ATEC 24 Performance Reporting - Scrutiny of Performance Measures Started	3. ATEC 24 Service performance will be reported and regularly scrutinised by the Health and Social Care Partnership Executive Management Team.	Estimated Date: 30/09/2019 Revised Date: 01/12/2020 No of Revisions 2	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Philip Brown Sylvia Latona Tony Duncan
Page 753 153	Emergency Prioritisation & Complaints CW1806 Issue 2: ATEC 24 Customer Engagement Judith Proctor, Chief Officer	Low	CW1806 Issue 2.1(2): ATEC 24 Customer Feedback - Tracking and Communication Started	2. Benefits and service improvements made as a result of customer feedback will be tracked and communicated both externally to customers, and internally to the service.	Estimated Date: 31/01/2020 Revised Date: 01/02/2021 No of Revisions 2	Andy Jones Angela Ritchie Cathy Wilson Craig ODonnell Katie McWilliam Lindsay Munro Sylvia Latona Tony Duncan
108	Emergency Prioritisation & Complaints CW1806: Issue 2: Third Party Service Provision - Health & Social Care Partnership	Medium	CW1806: Issue 2(1): SLAs - Third Party Service Provision Started	A review of the SLA for the ESCS is underway. It is likely the detail of the arrangements will differ considerably from what is currently included within the SLA. The review will, however, take into consideration the points noted above. The review of the SLA will include contributions from City of Edinburgh Council, Midlothian Council and East Lothian Council, and will be presented to the Edinburgh Health and Social Care Partnership Executive Management Team for review and approval.	Estimated Date: 30/11/2019 Revised Date: 01/10/2020 No of Revisions 2	Alistair Gaw Angela Ritchie Brian Henderson Cathy Wilson Colin Beck Fiona Benzies Jackie Irvine Nichola Dadds Nickey Boyle Tony Duncan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Judith Proctor, Chief Officer					
109 Page 764	<p>Emergency Prioritisation & Complaints</p> <p>CW1806: Issue 2: Third Party Service Provision - Health & Social Care Partnership</p> <p>Judith Proctor, Chief Officer</p>	Medium	<p>CW1806: Issue 2(2): Partnership Protocol HSCP/Contact Centre</p> <p>Started</p>	Agreed, once the SLA is finalised, a Partnership Protocol will be developed in conjunction with Customer Contact Centre colleagues.	<p>Estimated Date: 28/02/2020</p> <p>Revised Date: 01/03/2021</p> <p>No of Revisions 2</p>	<p>Alison Roarty Alistair Gaw Angela Ritchie Brian Henderson Cathy Wilson Elspeth Thompson Fiona Benzies Jennifer Wilson Julie Rosano Layla Smith Lisa Hastie Michelle Vanhegan Neil Jamieson Nickey Boyle Nicola Harvey Stephen Moir Tony Duncan</p>
110	<p>Homelessness Services</p> <p>CW1808 Issue 2: Homelessness data quality and performance reporting</p> <p>Alistair Gaw, Executive Director</p>	High	<p>CW1808 Recommendati on 2.2.3 - Performance Reporting</p> <p>Started</p>	2.2.3 - We will report performance information through a dashboard to the Housing and Economy Committee, officers are currently working with elected members to finalise the key performance indicators required.	<p>Estimated Date: 31/01/2020</p> <p>Revised Date: 31/03/2021</p> <p>No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Emma Morgan Jackie Irvine Nicky Brown</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	of Communities and Families					
111	<p>Homelessness Services</p> <p>CW1808 Issue 3: Provision of homelessness advice and information</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	Medium	<p>CW1801 Recommendation on 3.1.2: Updating homelessness information on website</p> <p>Started</p>	<p>3.1.2 - Following the engagement events with key stakeholders, the Council's website will be updated to include the information set out within the recommendation, and any other information relevant to key stakeholders. Webpages will be subject to regular review to ensure the information remains up to date and in line with policies and legislation.</p>	<p>Estimated Date: 30/04/2020</p> <p>Revised Date: 31/03/2021</p> <p>No of Revisions 3</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Debbie Herbertson</p> <p>Jackie Irvine</p> <p>Nichola Dadds</p> <p>Nicky Brown</p>
112	<p>Validation of Management Actions 2018/19</p> <p>Validation Audit CW1810 reopened finding - HSC1513: Management structure and business support arrangements</p> <p>Judith Proctor, Chief Officer</p>	High	<p>Validation Audit CW1810 - Issue 2.1 HSC1503: Partnership Management Structure</p> <p>Started</p>	<p>The Partnership's organisational management structure will be finalised, implemented, and embedded. The revised structure does not need to be approved by the IJB because it is an operational matter. It will however be presented to the EIJB for information. The revised implementation date of April 2020 will allow completion of Partnership budget and transformation Programmes.</p>	<p>Estimated Date: 31/12/2015</p> <p>Revised Date: 01/09/2021</p> <p>No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Angela Ritchie</p> <p>Cathy Wilson</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
113	H&SC Care Homes - Corporate Report A1.1: Care Homes Self Assurance Framework Judith Proctor, Chief Officer	Medium	A1.1: Care Homes Self Assurance Framework Started	A self-assurance framework will be designed and implemented that will validate effective operation of controls in place to manage these risks. The Health and Social Care Partnership Operations Manager will be accountable for development; implementation and ongoing operation of the framework. Development and implementation support will be requested from Business Support and Quality Assurance and Compliance.	Estimated Date: 30/06/2019 Revised Date: 01/05/2021 No of Revisions 1 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Marian Gray Tom Cowan
Page 766 114	H&SC Care Homes - Corporate Report A2.3: Welfare Fund and Outings Funds Judith Proctor, Chief Officer	Medium	A2.3(2) Establishment of welfare fund committees Started	A working group has been established that will focus on welfare. The remit of the group will focus on welfare committees; constitutions; accounts; criteria and donations. 2 officers from the working group have been assigned responsibility to write and implement welfare guidelines.	Estimated Date: 31/07/2018 Revised Date: 01/05/2021 No of Revisions 5 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Marian Gray Tom Cowan
115	H&SC Care Homes - Corporate Report A2.3: Welfare Fund and Outings Funds Judith Proctor, Chief Officer	Medium	A2.3(3) Production of annual accounts and review by welfare fund committee Started	A working group has been established that will focus on welfare. The remit of the group will focus on welfare committees; constitutions; accounts; criteria and donations. 2 officers from the working group have been assigned responsibility to write and implement welfare guidelines Task assigned to Business Officer for annual accounts and daily bookkeeping. Guidelines to be written for consistency.	Estimated Date: 31/07/2018 Revised Date: 01/05/2021 No of Revisions 4 Current revised date agreed as	Angela Ritchie Cathy Wilson Marian Gray Tom Cowan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
					part of extension exercise	
116 Page 767	H&SC Care Homes - Corporate Report A3.1: Training Judith Proctor, Chief Officer	Medium	A3.1(1) Manager review of training Started	This will be included as part of a new monthly controls process to be implemented and monitored via completion of a monthly spreadsheet. A working group has been established to document all processes to be included.	Estimated Date: 30/06/2019 Revised Date: 01/05/2021 No of Revisions 3 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Marian Gray Tom Cowan
117	H&SC Care Homes - Corporate Report A3.3: Performance & Attendance Management Judith Proctor, Chief Officer	Medium	A3.3(2) Health & Social Care Teams - 6 monthly and annual performance conversations Started	Health and Social Care Teams Will ensure that annual performance conversations (once completed) are recorded on the iTrent system.	Estimated Date: 30/06/2018 Revised Date: 01/05/2021 No of Revisions 5 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Marian Gray Tom Cowan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
118	H&SC Care Homes - Corporate Report A3.3: Performance & Attendance Management Judith Proctor, Chief Officer	Medium	A3.3(4) Health & Social Care Teams - quarterly review of absence and performance management Started	This is the responsibility of the Unit manager for their direct reports. The Business Support Officer will ensure that the Unit Manager is aware on a monthly basis for Domestic and Handymen reporting to them. The Business Support Officer is required to monitor and report through the Customer process on a monthly basis. The staff nurse / charge nurse to be appointed at Gylemuir will ensure that this is performed for all NHS staff.	Estimated Date: 30/06/2018 Revised Date: 01/05/2021 No of Revisions 3 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Marian Gray Tom Cowan
Page 768 111	H&SC Care Homes - Corporate Report A3.4: Agency Staffing Judith Proctor, Chief Officer	Medium	A3.4(2) Analysis of the agency staff and hours worked charges Started	The BSO will assist the UM (See A2.1). A paper is being presented to the Health and Social Care Senior Management Team week commencing 15th January 2018 that proposes a solution where information will be provided to Locality Managers who will prepare reports for Care Homes. If this solution is agreed, it will be implemented immediately.	Estimated Date: 31/03/2018 Revised Date: 01/05/2021 No of Revisions 4 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Marian Gray Tom Cowan
120	H&SC Care Homes - Corporate Report A3.5: Adequacy of Resources Judith Proctor, Chief Officer	Medium	A3.5(1) Care Inspectorate Dependency Assessments requirements Started	Unit managers submit monthly reports to Cluster manager and Locality management team. Locality management team responsible for ensuring resource meets the demand based on dependency scoring.	Estimated Date: 31/01/2019 Revised Date: 01/05/2021 No of Revisions 5 Current revised date agreed as	Angela Ritchie Cathy Wilson Marian Gray Tom Cowan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
					part of extension exercise	
Page 769	<p>Social Work Centre Bank Account Reconciliations</p> <p>Corporate Appointee Client Fund Management</p> <p>Judith Proctor, Chief Officer</p>	High	Recommendation 1a - Health & Social Care Started	<p>1. Health and Social Care: Given the considerable business support and social worker resources implications, the above recommendations will take time to design, implement and maintain. Business Support is resolving problem appointee arrangements as we go along, however, the backlog of reviews will need a programme management approach to rectify errors and support the governance required. In the meantime, associated risks will be added to the Partnership's risk register to monitor controls and progress on a monthly basis, given its high finding rating. Following the Care Home Assurance Review, the Partnership is developing a self-assurance control framework. Locality Managers have agreed for corporate appointee arrangements to be included in the assurance framework – which if found to be successful and useful, can be mirrored by the other applicable services in this report. Business Support is working on new guidelines for the administration of Corporate Appointeeship (e.g. new procedures, monthly checklists, etc.), which will support the effective delivery of the framework.</p>	<p>Estimated Date: 28/06/2019</p> <p>Revised Date: 01/08/2021</p> <p>No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Angela Ritchie Cathy Wilson Colin Beck Ian Waitt Tony Duncan</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
122	Social Work Centre Bank Account Reconciliations Corporate Appointee Client Fund Management Judith Proctor, Chief Officer	High	2.2. Updating procedures to include an annual review of Corporate Appointee contracts Started	2. New guidelines will be written to ensure clarity of responsibilities. Sections will be included detailing Social Work; Business Support; and Transactions team responsibilities. The objective is to create and implement an end to end process that includes eligibility criteria, DWP processes and a full administrative process that will be applied centrally and across Locality offices; clusters; and hubs.	Estimated Date: 30/04/2018 Revised Date: 01/08/2021 No of Revisions 2 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Colin Beck Ian Waitt Tony Duncan
Page 770 123	Social Work Centre Bank Account Reconciliations Corporate Appointee Client Fund Management Judith Proctor, Chief Officer	High	Recommendation 8 Started	8. Refresher training will be offered as part of the implementation of the new guidelines to all staff involved in the process and recorded on staff training records. The training will also be incorporated into the new staff induction process.	Estimated Date: 31/05/2018 Revised Date: 01/08/2021 No of Revisions 3 Current revised date agreed as part of extension exercise	Angela Ritchie Cathy Wilson Colin Beck Ian Waitt Tony Duncan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
124	<p>Social Work Centre Bank Account Reconciliations</p> <p>Corporate Appointee Client Fund Management</p> <p>Judith Proctor, Chief Officer</p>	High	<p>Recommendation 1b - Business Support</p> <p>Started</p>	<p>1. Business Support: Business Support will enable the review of current processes and guidelines in conjunction with Hub and Cluster Managers with sign off at the Locality Managers Forum. Business support will review all Corporate Appointee accounts and contact the relevant social worker, support worker or hub where the funds are over £16K for immediate review. Business support will advise social work when the funds exceed £16K where there is not a valid reason (for example, client deceased and social worker discussing estate with solicitor). Clarity on contact with DWP is being progressed and will be written into the new guidelines. Regular reporting will be introduced from the revised systems being implemented. This will be provided monthly at Senior Social Work level and annually for H&SC management</p>	<p>Estimated Date: 31/05/2018</p> <p>Revised Date: 01/08/2021</p> <p>No of Revisions 2</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Angela Ritchie Cathy Wilson Colin Beck Ian Waitt Tony Duncan</p>
Page 771 125	<p>Edinburgh Alcohol and Drug Partnership (EADP) – Contract Management</p> <p>Risk and Supplier Performance Management</p> <p>Judith Proctor, Chief Officer</p>	High	<p>Rec 1 - Risk Management</p> <p>Started</p>	<p>A contracts management risk register will be developed describing, prioritising, and addressing risks to delivery. The risk register will be shared with and approved by the Core group by January 2018. The risk register will be refreshed quarterly and reviewed by the Core Group.</p>	<p>Estimated Date: 30/03/2018</p> <p>Revised Date: 01/03/2021</p> <p>No of Revisions 4</p> <p>Current revised date agreed as part of extension exercise</p>	<p>Alana Nabulsi Angela Ritchie Cathy Wilson Colin Beck Tony Duncan</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
126	Edinburgh Alcohol and Drug Partnership (EADP) – Contract Management Risk and Supplier Performance Management Judith Proctor, Chief Officer	High	Rec 3 - Performance Expectations Started	The existing contract management procedures will be summarised in a single document. It will include the dates information needs to come in, the key contacts, the escalation process in the event of non-performance and the priority metrics that would trigger those processes (waiting times, numbers taken onto caseloads, planned discharges). There will still be subject knowledge and judgement involved in monitoring the contracts; the escalation process cannot be reduced to an algorithm. To be agreed with the providers to confirm our shared understanding and shared with the EADP core group by January 2018.	Estimated Date: 31/01/2018 Revised Date: 01/02/2021 No of Revisions 3	Alana Nabulsi Angela Ritchie Cathy Wilson Colin Beck Tony Duncan
Page 77 127	Edinburgh Alcohol and Drug Partnership (EADP) – Contract Management Risk and Supplier Performance Management Judith Proctor, Chief Officer	High	Rec 4 - Timeframes Started	The existing contract management procedures will be summarised in a single document. It will include the dates information needs to come in, the key contacts, the escalation process in the event of non-performance and the priority metrics that would trigger those processes (waiting times, numbers taken onto caseloads, planned discharges). There will still be subject knowledge and judgement involved in monitoring the contracts; the escalation process cannot be reduced to an algorithm. To be agreed with the providers to confirm our shared understanding and shared with the EADP core group by January 2018.	Estimated Date: 31/01/2018 Revised Date: 01/02/2021 No of Revisions 3	Alana Nabulsi Angela Ritchie Cathy Wilson Colin Beck Tony Duncan
128	Edinburgh Alcohol and Drug Partnership (EADP) – Contract Management Key Person Dependency and Process Documentation	Medium	Rec 2 - Contract Management Processes Started	The existing contract management procedures will be summarised in a single document. It will include the dates information needs to come in, the key contacts, the escalation process in the event of non-performance and the priority metrics that would trigger those processes (waiting times, numbers taken onto caseloads, planned discharges). There will still be subject knowledge and judgement involved in monitoring the contracts; the escalation process cannot be reduced to an algorithm. To be agreed with the providers to	Estimated Date: 31/01/2018 Revised Date: 01/02/2021 No of Revisions 3	Alana Nabulsi Angela Ritchie Cathy Wilson Colin Beck Tony Duncan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Judith Proctor, Chief Officer			confirm our shared understanding and shared with the EADP core group by January 2018.		
Page 779 129	Edinburgh Alcohol and Drug Partnership (EADP) – Contract Management Key Person Dependency and Process Documentation Judith Proctor, Chief Officer	Medium	Rec 4 - Key Supplier Contracts Started	The existing contract management procedures will be summarised in a single document. It will include the dates information needs to come in, the key contacts, the escalation process in the event of non-performance and the priority metrics that would trigger those processes (waiting times, numbers taken onto caseloads, planned discharges). There will still be subject knowledge and judgement involved in monitoring the contracts; the escalation process cannot be reduced to an algorithm. To be agreed with the providers to confirm our shared understanding and shared with the EADP core group by January 2018.	Estimated Date: 31/01/2018 Revised Date: 01/02/2021 No of Revisions 3	Alana Nabulsi Angela Ritchie Cathy Wilson Colin Beck Tony Duncan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
130	Edinburgh Alcohol and Drug Partnership (EADP) – Contract Management Key Person Dependency and Process Documentation Judith Proctor, Chief Officer	Medium	Rec 5 - Records Management Policy Started	Records retention policy: Direction will be requested from the Information Governance team in relation to Records Management Policy requirements and how they should be applied to retention, archiving and destruction of contract management information. Any lessons learned will be shared with the Health and Social Care contracts management team.	Estimated Date: 30/03/2018 Revised Date: 01/02/2021 No of Revisions 5	Alana Nabulsi Angela Ritchie Cathy Wilson Colin Beck Tony Duncan
Page 774 131	Edinburgh Alcohol and Drug Partnership (EADP) – Contract Management Supplier Sustainability Judith Proctor, Chief Officer	Medium	Rec 2 - Contingency Plans Started	Contingency plans will be developed, discussed with existing suppliers, and approved by the Core Group.	Estimated Date: 31/01/2018 Revised Date: 01/02/2021 No of Revisions 2	Alana Nabulsi Angela Ritchie Cathy Wilson Colin Beck Tony Duncan

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
132	Localities Operating Model 1. Localities Governance and Operating Model Paul Lawrence, Executive Director of Place and SRO	High	1.1 Recommendation - Localities Operating Model Post Implementation Review Started	Management response from the Place Directorate and Strategy and Communications It is recognised the Council's localities operating model has not been fully effective and that oversight of locality performance and delivery of locality improvement plan actions could be improved. This is mainly attributable to the ambitious and complex design of the original localities operating model. The Localities operating model is in the process of being redesigned following dissolution of the Localities Committees as in February 2019, and the Internal Audit recommendations included in the first finding below will be considered and implemented (where appropriate) in the design of the new model and incorporated within reporting provided to established Council executive committees that are responsible for oversight of service delivery across the localities and monitoring progress with delivery of LIP actions. Once the new locality model has been designed, details of the new design and implementation plan will be shared with Internal Audit by 31 March 2020 to demonstrate how their recommendations will be addressed and implemented. It has been agreed with Internal Audit that new management actions will be raised at that time to track implementation progress.	Estimated Date: 31/03/2020 Revised Date: 01/11/2020 No of Revisions 1 Now in the process of being transferred to the Adaptation and Renewal Programme	Alison Coburn Alistair Gaw David Givan Evelyn Kilmurry George Gaunt Mike Avery Peter Strong Ruth Currie Sarah Burns

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
133 Page 776	Localities Operating Model 1. Localities Governance and Operating Model Paul Lawrence, Executive Director of Place and SRO	High	1.2 Recommendation – Development and Delivery of Council Locality Improvement Plan Actions Started	Management response from the Place Directorate and Strategy and Communications It is recognised the Council's localities operating model has not been fully effective and that oversight of locality performance and delivery of locality improvement plan actions could be improved. This is mainly attributable to the ambitious and complex design of the original localities operating model. The Localities operating model is in the process of being redesigned following dissolution of the Localities Committees as in February 2019, and the Internal Audit recommendations included in the first finding below will be considered and implemented (where appropriate) in the design of the new model and incorporated within reporting provided to established Council executive committees that are responsible for oversight of service delivery across the localities and monitoring progress with delivery of LIP actions. Once the new locality model has been designed, details of the new design and implementation plan will be shared with Internal Audit by 31 March 2020 to demonstrate how their recommendations will be addressed and implemented. It has been agreed with Internal Audit that new management actions will be raised at that time to track implementation progress.	Estimated Date: 31/03/2020 Revised Date: 01/02/2021 No of Revisions 1 Now in the process of being transferred to the Adaptation and Renewal Programme	Alison Coburn Alison Henry David Givan Donna Rodger Evelyn Kilmurry George Gaunt Laurence Rockey Michele Mulvaney Mike Avery Paula McLeay Peter Strong Sarah Burns

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
134	Localities Operating Model 1. Localities Governance and Operating Model Laurence Rockey, Head of Strategy & Communications	High	1.3 Recommendation - Locality Service Delivery Performance Measures Started	Management response from the Place Directorate and Strategy and Communications It is recognised the Council's localities operating model has not been fully effective and that oversight of locality performance and delivery of locality improvement plan actions could be improved. This is mainly attributable to the ambitious and complex design of the original localities operating model. The Localities operating model is in the process of being redesigned following dissolution of the Localities Committees as in February 2019, and the Internal Audit recommendations included in the first finding below will be considered and implemented (where appropriate) in the design of the new model and incorporated within reporting provided to established Council executive committees that are responsible for oversight of service delivery across the localities and monitoring progress with delivery of LIP actions. Once the new locality model has been designed, details of the new design and implementation plan will be shared with Internal Audit by 31 March 2020 to demonstrate how their recommendations will be addressed and implemented. It has been agreed with Internal Audit that new management actions will be raised at that time to track implementation progress.	Estimated Date: 31/03/2020 Revised Date: 01/08/2021 No of Revisions 1 Now in the process of being transferred to the Adaptation and Renewal Programme	Alison Coburn Donna Rodger Evelyn Kilmurry Michele Mulvaney Mike Avery Paula McLeay Peter Strong Sarah Burns

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
135	Localities Operating Model 1. Localities Governance and Operating Model Paul Lawrence, Executive Director of Place and SRO	High	1.4 Recommendation - Engagement with Council centralised divisions Started	Management response from the Place Directorate and Strategy and Communications It is recognised the Council's localities operating model has not been fully effective and that oversight of locality performance and delivery of locality improvement plan actions could be improved. This is mainly attributable to the ambitious and complex design of the original localities operating model. The Localities operating model is in the process of being redesigned following dissolution of the Localities Committees as in February 2019, and the Internal Audit recommendations included in the first finding below will be considered and implemented (where appropriate) in the design of the new model and incorporated within reporting provided to established Council executive committees that are responsible for oversight of service delivery across the localities and monitoring progress with delivery of LIP actions. Once the new locality model has been designed, details of the new design and implementation plan will be shared with Internal Audit by 31 March 2020 to demonstrate how their recommendations will be addressed and implemented. It has been agreed with Internal Audit that new management actions will be raised at that time to track implementation progress.	Estimated Date: 31/03/2020 Revised Date: 01/11/2020 No of Revisions 1 Now in the process of being transferred to the Adaptation and Renewal Programme	Alison Coburn David Givan Evelyn Kilmurry George Gaunt Mike Avery Peter Strong Sarah Burns

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
136	Localities Operating Model 1. Localities Governance and Operating Model Stephen Moir, Executive Director of Resources	High	1.5 Recommendation - Locality budget planning and financial management Started	Management response from the Place Directorate and Strategy and Communications It is recognised the Council's localities operating model has not been fully effective and that oversight of locality performance and delivery of locality improvement plan actions could be improved. This is mainly attributable to the ambitious and complex design of the original localities operating model. The Localities operating model is in the process of being redesigned following dissolution of the Localities Committees as in February 2019, and the Internal Audit recommendations included in the first finding below will be considered and implemented (where appropriate) in the design of the new model and incorporated within reporting provided to established Council executive committees that are responsible for oversight of service delivery across the localities and monitoring progress with delivery of LIP actions. Once the new locality model has been designed, details of the new design and implementation plan will be shared with Internal Audit by 31 March 2020 to demonstrate how their recommendations will be addressed and implemented. It has been agreed with Internal Audit that new management actions will be raised at that time to track implementation progress.	Estimated Date: 31/03/2020 Revised Date: 01/11/2020 No of Revisions 1 Now in the process of being transferred to the Adaptation and Renewal Programme	Alison Coburn Annette Smith Evelyn Kilmurry Hugh Dunn John Connarty Michelle Vanhegan Mike Avery Peter Strong Sarah Burns Susan Hamilton

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
137 Page 780	Localities Operating Model 1. Localities Governance and Operating Model Paul Lawrence, Executive Director of Place and SRO	High	1.6 Recommendation - Risk Management Started	Management response from the Place Directorate and Strategy and Communications It is recognised the Council's localities operating model has not been fully effective and that oversight of locality performance and delivery of locality improvement plan actions could be improved. This is mainly attributable to the ambitious and complex design of the original localities operating model. The Localities operating model is in the process of being redesigned following dissolution of the Localities Committees as in February 2019, and the Internal Audit recommendations included in the first finding below will be considered and implemented (where appropriate) in the design of the new model and incorporated within reporting provided to established Council executive committees that are responsible for oversight of service delivery across the localities and monitoring progress with delivery of LIP actions. Once the new locality model has been designed, details of the new design and implementation plan will be shared with Internal Audit by 31 March 2020 to demonstrate how their recommendations will be addressed and implemented. It has been agreed with Internal Audit that new management actions will be raised at that time to track implementation progress.	Estimated Date: 31/03/2020 Revised Date: 01/11/2020 No of Revisions 1 Now in the process of being transferred to the Adaptation and Renewal Programme	Alison Coburn David Givan Evelyn Kilmurry George Gaunt Mike Avery Peter Strong Sarah Burns

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
138	<p>Localities Operating Model</p> <p>1. Localities Governance and Operating Model</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>1.7 Recommendation - Succession Planning</p> <p>Started</p>	<p>Management response from the Place Directorate and Strategy and Communications It is recognised the Council's localities operating model has not been fully effective and that oversight of locality performance and delivery of locality improvement plan actions could be improved. This is mainly attributable to the ambitious and complex design of the original localities operating model. The Localities operating model is in the process of being redesigned following dissolution of the Localities Committees as in February 2019, and the Internal Audit recommendations included in the first finding below will be considered and implemented (where appropriate) in the design of the new model and incorporated within reporting provided to established Council executive committees that are responsible for oversight of service delivery across the localities and monitoring progress with delivery of LIP actions. Once the new locality model has been designed, details of the new design and implementation plan will be shared with Internal Audit by 31 March 2020 to demonstrate how their recommendations will be addressed and implemented. It has been agreed with Internal Audit that new management actions will be raised at that time to track implementation progress.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 01/11/2020</p> <p>No of Revisions 1</p> <p>Now in the process of being transferred to the Adaptation and Renewal Programme</p>	<p>Alison Coburn David Givan Evelyn Kilmurry George Gaunt Mike Avery Peter Strong Sarah Burns</p>
139	<p>Localities Operating Model</p> <p>2. Oracle Financial System – Authorised Approval Limits</p> <p>Stephen Moir, Executive Director of Resources</p>	Low	<p>2.1 Recommendation - Authorisation Limits Review</p> <p>Started</p>	<p>A large-scale exercise, involving over 500 changes to the structure, was undertaken during the winter months realigning Place, taking into account changes relating to Transformation. A review of all Oracle Requisition Approvers for the department of Place has been initiated and is currently underway. More fundamentally, a rolling programme of all Oracle Requisition Approvers, across all divisions, has been reinstated. Prior to 2015 this was business as usual (BAU), however due to the proposed introduction of the enterprise resource planning solution and other budget cuts and staff reductions this was suspended. The significance of this regular review was recognised and reinstated in 2018. This will be rigorously implemented until firmly re-embedded as part of BAU across the business</p>	<p>Estimated Date: 26/06/2020</p> <p>Revised Date: 01/11/2020</p> <p>No of Revisions 0</p>	<p>Alison Henry Annette Smith Brenda Brownlee David Camilleri Hugh Dunn Layla Smith Michelle Vanhegan</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
140	Planning and S75 Developer Contributions Backlog of Legacy Developer Contributions Stephen Moir, Executive Director of Resources	High	PL 1802 Recommendation 1.1 Review of developer contributions held in the Finance database Started	A full review of all developer contributions held in the Finance database will be performed, and all entries reconciled to amounts held on deposit and/or in the general ledger.	Estimated Date: 31/01/2016 Revised Date: 01/02/2021 No of Revisions 1	Alison Coburn Alison Henry Annette Smith Bruce Nicolson David Leslie David Givan Hugh Dunn Layla Smith Michael Thain Michelle Vanhegan Rebecca Andrew

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
141 Page 783	Planning and S75 Developer Contributions Backlog of Legacy Developer Contributions Paul Lawrence, Executive Director of Place and SRO	High	PL 1802 Recommendation 1.2 Retrospective review of historic developer contribution legal agreements Started	<p>Planning has worked with Finance to identify the status of legacy contributions identified in 2015. Planning accepts that the status of the remaining £2.3 million backlog needs to be identified, and any associated actions identified and recorded. Whilst an agreed implementation date of 30 September 2020 is noted below, priority will be given to completing these actions as quickly as possible.1. The audit recommendations detailed above will be implemented. Finance and planning will work together to determine the risk-based sample to be included in the review. For the sample selected, Planning will determine whether or not the terms of the agreement have been fulfilled where agreements have been fulfilled, Finance will determine whether developer contributions have been received and applied. Where agreements have not been fulfilled and the Council is holding developer funds, the management action specified at 2.3 below will be applied.2. An internal record will be maintained of agreements that have not been fulfilled to prevent services from drawing down contributions to support any development work. Developers will not be advised that agreements are void and no longer applicable, as (under legislation) only developers can seek to discharge the agreement; and3. and 4 where agreements have not been fulfilled and funds are held by the Council, the developer will be contacted (where they can be traced) to ascertain whether they would accept reimbursement of funds. Where this is the case, a value should be agreed between the Council and the developer that reflects interest and indexation (where applicable) and reimbursed.</p>	<p>Estimated Date: 31/01/2016 Revised Date: 01/02/2021 No of Revisions 1</p>	Alison Coburn Alison Henry Annette Smith Bruce Nicolson David Leslie David Givan George Gaunt Graham Nelson Hugh Dunn Kevin McKee Michael Thain Michelle Vanhegan Nick Smith Rebecca Andrew

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
142	<p>Planning and S75 Developer Contributions</p> <p>Ongoing management of developer contributions</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>PL1802 Iss 3 Rec 3.2</p> <p>Ongoing maintenance of developer contributions</p> <p>Started</p>	All recommended actions will be implemented as set out above (in IA recommendations).	<p>Estimated Date: 30/09/2020</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 0</p>	<p>Alison Henry</p> <p>Annette Smith</p> <p>Hugh Dunn</p> <p>Layla Smith</p> <p>Michelle Vanhegan</p> <p>Rebecca Andrew</p>
Page 784 143	<p>HMO Licensing</p> <p>PL1803 Issue 1 Licensing system - Data Integrity and Performance Issues</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>PL1803 Issue 1.1 Project Plan</p> <p>Started</p>	<p>Response from Digital Services Digital Services resources have now been allocated to work with both the Licencing team and CGI to progress the change request for the upgrade to APP Civica CX, and this will involve developing a plan to support implementation of the system upgrade that includes details of all relevant activities to be completed and implementation timeframes. Response from Licencing the Place Directorate and Digital Services have made change requests for CGI to provide analysis on the business benefits, costs and risks of moving to the APP. These change requests are outstanding from CGI from 2018. Upon receipt of this analysis the Directorate will agree with the Resource Directorate a project plan for approval by senior managers,</p>	<p>Estimated Date: 20/12/2019</p> <p>Revised Date: 31/03/2021</p> <p>No of Revisions 3</p>	<p>Alison Roarty</p> <p>Grace McCabe</p> <p>Heather Robb</p> <p>Isla Burton</p> <p>Julie Rosano</p> <p>Layla Smith</p> <p>Michelle Vanhegan</p> <p>Nicola Harvey</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
144	<p>HMO Licensing</p> <p>PL1803 Issue 1 Licensing system - Data Integrity and Performance Issues</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>PL1803 Issue 1.2 Escalation of system issues</p> <p>Started</p>	<p>The Place Directorate has previously reported on operational performance issues to the Regulatory Committee in 2018. The Place Directorate will include a full assessment of system issues with APP within a wider performance report due to be submitted to Regulatory Committee in the last quarter of 2019/20. This report will include an update on proposed project plan for APP Cx</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 31/03/2021</p> <p>No of Revisions 1</p> <p>Revised due date to be further agreed with management and updated</p>	<p>Alison Coburn Andrew Mitchell David Givan George Gaunt Grace McCabe Isla Burton Michael Thain Sandra Harrison</p>
Page 785 145	<p>HMO Licensing</p> <p>PL1803 Issue 3 - Operational Performance and Reporting</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>PL1803 Issue 3.1 Inspection revisit policy</p> <p>Started</p>	<p>It is not legally possible to refuse a licence application based on number of visits as legislation requires that each case is considered on its merits and any policy that removes discretion would be at high risk of legal challenge. A new procedure is currently being drafted that will ensure a consistent approach and any decision on number of revisits is controlled by managers of the service to reduce the number of unnecessary revisits. We will amend current codes used in the APP Civica licencing system to ensure a 3-stage process for inspection and revisit is applied going forward. This will include creation of: a new unique single action code for an Initial inspection a new unique single action code for a Revisit inspection to offer a 7,14 21 or max 28-day time frame to complete any outstanding works – only available after an initial inspection has taken place a new unique action for a single Team Leader/Manager Review Inspection – only available in exceptional cases where additional guidance is sought by the inspector and must be authorised by a team leader/manager</p>	<p>Estimated Date: 31/12/2019</p> <p>Revised Date: 05/10/2020</p> <p>No of Revisions 5</p>	<p>Alison Coburn Andrew Mitchell David Givan George Gaunt Grace McCabe Isla Burton Michael Thain Sandra Harrison</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
146	HMO Licensing PL1803 Issue 4 Training and Guidance Documentation Paul Lawrence, Executive Director of Place and SRO	Low	PL1803 Issue 4.1 Induction process Started	Regulatory Services introduced a service specific induction program for all teams in 2018 in order to ensure that all new starts are appropriately supported. Written Induction packs for the licensing service were created and will be used for all new staff. The pack includes a 6-week training programme which will be tailored for each new start depending on where they sit within the service. The member of staff identified by the audit had been assigned alternate duties was not therefore familiar with the process. This has been addressed with the individual concerned. Appropriate refresher briefings will be given for all managers within the service.	Estimated Date: 30/09/2019 Revised Date: 01/02/2020 No of Revisions 0	Alison Coburn Andrew Mitchell David Givan George Gaunt Grace McCabe Isla Burton Michael Thain Sandra Harrison
Page 786 146	Road Services Improvement Plan PL1808 Issue 1. Roads Improvement Plan financial operating model and project governance Paul Lawrence, Executive Director of Place and SRO	High	PL1808 - 1.1 Roads Service Improvement Plan review (including financial operating model) Started	Accepted. The Roads Service Improvement Plan (the Plan) will be reviewed following completion of the organisational restructure and will consider the points noted in the recommendation. A review of the financial operating model will also be undertaken with the aim of embedding a new budget structure for the service. Once completed the Plan business case will be refreshed to reflect any significant changes.	Estimated Date: 30/04/2020 Revised Date: 01/09/2020 No of Revisions 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Nicole Fraser
148	Road Services Improvement Plan PL1808 Issue 3. Roads inspection, defect categorisation, and repairs Paul Lawrence,	Low	PL1808 - 3.2a) Inspector training and qualifications Started	1. Design and implement a training framework for all relevant Inspectors in line with the newly adopted 'Road Safety Inspection and Defect Categorisation Procedure'	Estimated Date: 31/01/2020 Revised Date: 01/06/2020 No of Revisions 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Nicole Fraser Sean Gilchrist

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	Executive Director of Place and SRO					
149	Road Services Improvement Plan PL1808 Issue 3. Roads inspection, defect categorisation, and repairs Paul Lawrence, Executive Director of Place and SRO	Low	PL1808 - 3.3 Management information for planned inspections Started	On appointment, the new Service Performance Coordinator and Team Leader – Safety Inspections will work with Pitney Bowes (the supplier of the Confirm system) to develop a new process to plan and monitor safety inspection performance	Estimated Date: 31/03/2020 Revised Date: 01/11/2020 No of Revisions 1	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Nicole Fraser Sean Gilchrist
Page 787 150	Road Services Improvement Plan PL1808 Issue 3. Roads inspection, defect categorisation, and repairs Paul Lawrence, Executive Director of Place and SRO	Low	PL1808 - 3.4 Authentication protocol for the Confirm Connect application Started	An audit of all handsets will be undertaken, and any non-complaint handsets will be removed and replaced	Estimated Date: 31/01/2020 Revised Date: 01/06/2020 No of Revisions 0	Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Nicole Fraser Sean Gilchrist

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
151	<p>Street Lighting and Traffic Signals</p> <p>Street Lighting - Inventory and Maintenance</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>PL1810 Issue 2: Rec 1 - Street lighting inventory completeness and electrical testing results</p> <p>Started</p>	<p>Clear processes will be designed and implemented to ensure that: all street lighting additions and removals are accurately recorded on Confirm; electrical testing outcomes are completely and accurately recorded on Confirm; and progress with testing is accurately monitored and reconciled. These processes will be included in the Street Lighting Operational Guide (developed under Finding No 3 below). With this action being inextricably linked with the ongoing Energy Efficient Street Lighting Programme, implementation will be phased (on a Ward by Ward basis) within six months of completion of each Ward within the Programme, with full completion by 30 June 2022. It has been agreed with Internal Audit that an implementation date of 20 December 2019 has been agreed with Internal Audit, enabling them to perform sample testing across the wards that have been completed at that time.</p>	<p>Estimated Date: 20/12/2019</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 3</p>	<p>Alan Simpson Alison Coburn Claire Duchart Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Lindsey McPhillips Nicole Fraser Robert Mansell Tony Booth</p>
152	<p>Street Lighting and Traffic Signals</p> <p>Street Lighting - Inventory and Maintenance</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>PL1810 Issue 2: Rec 2 - Street Lighting Inventory Checks</p> <p>Started</p>	<p>The processes (designed and implemented above) will include a monitoring arrangement, with quarterly checks made to confirm the completeness and accuracy of the inventory in Confirm. With this action being inextricably linked with the ongoing Energy Efficient Street Lighting Programme, implementation will be phased (on a Ward by Ward basis) within six months of completion of each Ward within the Programme, with full completion by 30 June 2022. It has been agreed with Internal Audit that an implementation date of 20 December 2019 has been agreed with Internal Audit, enabling them to perform sample testing across the wards that have been completed at that time.</p>	<p>Estimated Date: 20/12/2019</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 3</p>	<p>Alan Simpson Alison Coburn Claire Duchart Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Lindsey McPhillips Nicole Fraser Robert Mansell Tony Booth</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
153	<p>Street Lighting and Traffic Signals</p> <p>Street Lighting and Traffic Signals: Process and quality assurance documentation and training</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Low	<p>PL1810 Issue 3 - Rec 1 Operation and maintenance procedures</p> <p>Started</p>	<p>Street Lighting and Traffic Signals Operational Guides will be developed, implemented, and reviewed to ensure that processes align with current regulatory requirements. Operational Guides will be implemented within six months of implementation of the Roads Improvement Plan, or by 30 September 2019, whichever comes first.</p>	<p>Estimated Date: 30/09/2019</p> <p>Revised Date: 01/12/2020</p> <p>No of Revisions 2</p>	<p>Alan Simpson Alison Coburn Claire Duchart David Givan Gareth Barwell Gavin Brown George Gaunt Lindsey McPhillips Mark Love Nicole Fraser Robert Mansell Tony Booth</p>
Page 789 154	<p>Street Lighting and Traffic Signals</p> <p>Traffic Signals: Evidence of pre installation design and acceptance testing</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Low	<p>PL1810 Issue 4: Rec 1 - Paperless testing checklist</p> <p>Started</p>	<p>A checklist will be introduced to record all factory and site acceptance testing and uploaded onto InView against the appropriate asset. The checklist will record engineer acceptance and review.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 2</p>	<p>Alan Simpson Alison Coburn Claire Duchart Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Lindsey McPhillips Mark Love Nicole Fraser Robert Mansell Tony Booth</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
155	<p>Street Lighting and Traffic Signals</p> <p>Traffic Signals: Evidence of pre installation design and acceptance testing</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Low	<p>PL1810 Issue 4: Rec 2 - Guidance supporting testing checklist</p> <p>Started</p>	Workshop to be arranged to guide all relevant team members on the processes for completion and retention of the checklist.	<p>Estimated Date: 31/12/2019</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 3</p>	<p>Alan Simpson Alison Coburn Claire Duchart Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Lindsey McPhillips Mark Love Nicole Fraser Robert Mansell Tony Booth</p>
156	<p>Street Lighting and Traffic Signals</p> <p>Traffic Signals: Evidence of pre installation design and acceptance testing</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Low	<p>PL1810 Issue4: Rec 3 - Checklist retention procedures</p> <p>Started</p>	Processes for the completion and retention of the checklist to be included in appropriate Operational Guide.	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 01/02/2021</p> <p>No of Revisions 2</p>	<p>Alan Simpson Alison Coburn Claire Duchart Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Lindsey McPhillips Mark Love Nicole Fraser Robert Mansell Tony Booth</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
157	<p>Fleet Review</p> <p>Project management and governance framework</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>3. Recommendation - Project Management Framework</p> <p>Started</p>	<p>Agreed. The guidance designed by Strategy and Insight will be applied to support the Fleet project management framework; Agreed – all documentation noted above will be prepared to support the project; Project documentation will be approved by the Project Board. Status reporting will be provided to Strategy and Insight for inclusion in the CLT Change Board pack; and agreed – actions will be documented; allocated; and monitored to confirm their completion.</p>	<p>Estimated Date: 28/06/2019</p> <p>Revised Date: 01/05/2020</p> <p>No of Revisions 1</p>	<p>Alison Coburn Claire Duchart David Givan Gareth Barwell George Gaunt Nicole Fraser Scott Millar Veronica Wishart</p>
Page 791	<p>Drivers</p> <p>Management and use of Driver Permits and fuel FOB cards</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>Management and use of Driver Permits and Fuel FOB cards Rec 4</p> <p>Started</p>	<p>Fleet Services will perform an exercise to remove all historic leavers from their database and advise the external third party who performs the annual licence checks to ensure that no subsequent checks are performed on former employees;</p>	<p>Estimated Date: 01/02/2019</p> <p>Revised Date: 01/03/2021</p> <p>No of Revisions 3</p>	<p>Alison Coburn Claire Duchart David Givan Gareth Barwell George Gaunt Katy Miller Martin Young Nicole Fraser Scott Millar Steven Wright</p>
159	<p>Drivers</p> <p>Recording and addressing driving incidents</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>Recording and addressing driving incidents Rec 3</p> <p>Started</p>	<p>Quarterly analysis of driving incidents will be performed and provided to Service Areas with a request that any recurring themes or root causes are incorporated into ongoing driver training;</p>	<p>Estimated Date: 01/02/2019</p> <p>Revised Date: 01/09/2019</p> <p>No of Revisions 1</p>	<p>Adam Fergie Alison Coburn Claire Duchart David Givan Gareth Barwell George Gaunt Katy Miller Martin Young Nicole Fraser Scott Millar Steven Wright</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
160	<p>Drivers</p> <p>Recording and addressing driving incidents</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	Medium	<p>Recording and addressing driving incidents</p> <p>Started</p>	<p>Six monthly reporting will be provided to the Corporate Leadership Team together with details of relevant actions taken.</p>	<p>Estimated Date: 01/10/2019</p> <p>Revised Date: 01/12/2020</p> <p>No of Revisions 1</p>	<p>Adam Fergie Alison Coburn Claire Duchart David Givan Gareth Barwell George Gaunt Katy Miller Martin Young Nicole Fraser Scott Millar Steven Wright</p>
Page 792	<p>Asset Management Strategy</p> <p>Issue 1: Visibility and Security of Shared Council Property</p> <p>Stephen Moir, Executive Director of Resources</p>	Medium	<p>Review of existing shared property</p> <p>Started</p>	<p>A review of the office estate is underway by the Operational Estates team to identify third party users and approach them to seek appropriate leases or licences to allow them to occupy the premises and ensure the Council is appropriately reimbursed.</p>	<p>Estimated Date: 31/10/2018</p> <p>Revised Date: 01/03/2026</p> <p>No of Revisions 3</p>	<p>Audrey Dutton Gohar Khan Layla Smith Lindsay Glasgow Michelle Vanhegan Peter Watton</p>
162	<p>Compliance with IR35 and Right to Work</p> <p>RES1802: Issue 1. IR35 Compliance and Oversight Framework</p> <p>Judith Proctor, Chief Officer</p>	High	<p>RES1802: Issue 1.5 Daybreak Carer's Agreements</p> <p>Started</p>	<p>The Carer's Agreement will be revised with assistance from Legal and Risk service to ensure it complies with all requirements. All current carers will be asked to sign a revised agreement. The agreement will be revised on an annual basis to take account of any relevant changes.</p>	<p>Estimated Date: 30/09/2019</p> <p>Revised Date: 01/11/2020</p> <p>No of Revisions 3Closed</p>	<p>Angela Ritchie Anne-Marie Donaldson Cathy Wilson Kevin McKee Mark Grierson Tony Duncan</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
163	<p>Certifications and Software Licenses</p> <p>RES1805 Licenses and Certificates: Issue 1 - Governance and Oversight</p> <p>Stephen Moir, Executive Director of Resources</p>	Medium	<p>1.1 Council - Governance and Oversight of Certificates and Licenses</p> <p>Started</p>	<p>Council: Both Digital Services Management and CGI agree that the issues relating to Certificates and Licenses must be addressed. Digital Services Management will: ensure improved Governance of the processes around this are undertaken, reporting any issues through the Executive Board; and ensure licenses are reduced/savings are realised where reduction or improved management of licenses is practicable. 2. Although not directly part of this action, more explicit requirements and governance around certificates and licenses will form part of any new or revised outsourcing contract.</p>	<p>Estimated Date: 31/01/2020 Revised Date: 01/11/2020 No of Revisions 2</p> <p>Agreed date to be extended as part of IA Extension Timeframes exercise – date to be advised by Service.</p>	<p>Alison Roarty Heather Robb Jackie Galloway Julie Rosano Laura Millar Layla Smith Michelle Vanhegan Nicola Harvey Stuart Skivington</p>
Page 793 164	<p>Certifications and Software Licenses</p> <p>RES1805 Licenses and Certificates: Issue 1 - Governance and Oversight</p> <p>Stephen Moir, Executive Director of Resources</p>	Medium	<p>1.2 CGI - Reporting and monitoring - Licenses and Certificates</p> <p>Started</p>	<p>CGI will Provide improved reporting on licenses and usage to Council Asset meetings. This will start no later than October 2019; At these meetings, also provide updates on certificate management, highlighting any service impact/incident reports caused by certificate issue; and Work with Council to provide a relevant update for the Partnership Board/Executive meeting on certificate and license management.</p>	<p>Estimated Date: 31/01/2020 Revised Date: 01/11/2020 No of Revisions 2</p> <p>Agreed date to be extended as part of IA Extension Timeframes exercise – date to be advised by Service.</p>	<p>Alison Roarty Heather Robb Jackie Galloway Laura Millar Layla Smith Michelle Vanhegan Nicola Harvey Stuart Skivington</p>
165	<p>Certifications and Software Licenses</p> <p>RES1805 Licenses and Certifications: Issue 2 - Ongoing</p>	High	<p>2.1 Completeness and accuracy of license inventory reports</p>	<p>CGI will Use the Microsoft SCCM Product to ensure that all software installed in appropriately licensed Ensure that the license report is reconciled back to source system data (where applicable) and gain Council confirmation that they are satisfied with the completeness and accuracy of the license inventory. Update the Council at the fortnightly asset meetings</p>	<p>Estimated Date: 31/01/2020 Revised Date: 01/11/2020</p>	<p>Alison Roarty Heather Robb Jackie Galloway Julie Rosano Laura Millar</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
	management Stephen Moir, Executive Director of Resources		Started	of any differences between installed and licensed software and agree a course of action e.g. removal, reduction in licenses, discussion with Services on usage This should start by the end of October 2019.	Agreed date to be extended as part of IA Extension Timeframes exercise – date to be advised by Service. No of Revisions 2	Layla Smith Michelle Vanhegan Nicola Harvey Stuart Skivington
Page 194	Certifications and Software Licenses RES1805 Licenses and Certifications: Issue 2 - Ongoing management Stephen Moir, Executive Director of Resources	High	2.2 Thematic certificates and licenses incidents Started	CGI will report to the Council on service incidents that have been caused by license or certificate issues where the root cause is non/late renewal or incorrect implementation. This should start no later than the end of October 2019 and will be discussed at the monthly Partnership Forum. CGI and Digital Services will then determine if the issues identified require a process review.	Estimated Date: 31/01/2020 Revised Date: 01/11/2020 No of Revisions 2 Agreed date to be extended as part of IA Extension Timeframes exercise – date to be advised by Service.	Alison Roarty Heather Robb Jackie Galloway Julie Rosano Laura Millar Layla Smith Michelle Vanhegan Nicola Harvey Stuart Skivington

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
167	<p>Out of Support Technology and Public Sector Network Accreditation</p> <p>RES1807 - Issue 1: Public Services Network governance framework</p> <p>Stephen Moir, Executive Director of Resources</p>	Low	<p>RES1807 - 1.1 Public Services Network governance arrangements</p> <p>Started</p>	<p>Digital Services Management has recognised the need to review governance arrangements around PSN /Cybersecurity. This will include Adapting the Security Working Group (SWG) Assurance report, in conjunction with CGI, to be the single report for all security assurance and accreditation matters encompassing PNS, Cyber Essentials/Cyber Essentials Plus, PSCAP and progress against Internal Audit findings. Working with CGI to change the Security Management Plan to have separate fortnightly SWG meetings to cover Operations and Assurance: SWG Operations Group will review the Security Operations Centre (SOC) and Security Operations Reports (SOR)SWG Assurance Group will review Assurance, PSN, Cyber Essentials/Cyber Essentials Plus and Audit Actions. To enable this approach, we will work with the Commercial teams from CGI and the Council to ensure that this approach is acceptable under the terms of the Contract Ensuring that PSN risks are included and highlighted in the Public Sector Network Plan B report. These risks will also be added to the Council/CGI partnership security risk log and reviewed as part of this.</p>	<p>Estimated Date: 31/01/2020</p> <p>Revised Date: 01/12/2020</p> <p>No of Revisions 1</p>	<p>Alison Roarty Heather Robb Julie Rosano Layla Smith Michelle Vanhegan Mike Brown Nicola Harvey</p>
168	<p>Cyber Security - Public Sector Action Plan</p> <p>RES1808: Issue 1: Critical Operational Cyber Security Controls</p> <p>Stephen Moir, Executive Director of Resources</p>	Medium	<p>RES1808: Issue 1: Recommendation 1.2 - Cyber Essentials Accreditation</p> <p>Started</p>	<p>CGI completed a complete manual vulnerability scan of the estate in November 2018 Vulnerabilities identified from this scan are being resolved as part of the Public Services Network remediation action plan. CGI have been formally requested to implement automated vulnerability scanning as a service. To ensure this is in place in time for Cyber Essentials Plus accreditation this automated vulnerability scanning is targeted to be implemented by end of June 2019.</p>	<p>Estimated Date: 30/09/2019</p> <p>Revised Date: 01/05/2021</p> <p>No of Revisions 2</p>	<p>Alison Roarty Heather Robb Layla Smith Michelle Vanhegan Mike Brown Nicola Harvey</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
169	<p>Cyber Security - Public Sector Action Plan</p> <p>RES1808: Issue 1: Critical Operational Cyber Security Controls</p> <p>Stephen Moir, Executive Director of Resources</p>	Medium	<p>RES1808: Issue 1: Recommendation on 4.1 - User access controls</p> <p>Started</p>	<p>CGI indicated that the full recommendations made by the external auditor could not be implemented without significant change to the contract and at a notable additional cost. CGI provided the Council and the External Auditors with details of the current oversight of the CGI Wintel and UNIX password policies. Current ongoing evidence of this oversight via the Security Working Group will be provided to external audit, a statement confirming the risk acceptance by the Executive Director of Resources will be prepared, approved, signed, and provided to Scott Moncrieff.</p>	<p>Estimated Date: 31/05/2019 Revised Date: 01/10/2019 No of Revisions 0</p> <p>Agreed date to be extended as part of IA Extension Timeframes exercise – date to be advised by Service.</p>	<p>Alison Roarty Heather Robb Layla Smith Michelle Vanhegan Mike Brown Nicola Harvey</p>
170	<p>Supplier Management Framework and CIS Payments</p> <p>RES1809 Issue 1: Contract Management by Directorates and Service Areas</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>RES1809 Issue 1.1(3): Completeness and accuracy of the contract register - C&F</p> <p>Started</p>	<p>Communities and Families A review will be undertaken to populate the contracts register with accurate details of named officers for tier 1 contracts and Procurement will be notified so that master contracts register can be updated. We will follow a similar process to HSC and Place in relation to updating of the register for tier 2, 3 and other value contracts at the point of procurement, renewal, or submission of new waivers.</p>	<p>Estimated Date: 31/03/2020 Revised Date: 01/11/2020 No of Revisions 1</p>	<p>Anna Gray Claire Thompson David Hoy Michelle McMillan Nickey Boyle</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
171	<p>Supplier Management Framework and CIS Payments</p> <p>RES1809 Issue 1: Contract Management by Directorates and Service Areas</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>RES1809 Issue 1.1(4): Completeness and accuracy of the contract register - Place</p> <p>Started</p>	<p>Place A recent review of the contracts register was carried out. However, an annual review of the contracts register will be undertaken to ensure that the Council's contracts register is completely and accurately populated for all Place contracts, with contract tiering assessments and accurate contract manager details included.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 1</p>	<p>Alison Coburn David Givan Gareth Barwell George Gaunt Lynne Halfpenny Michael Thain</p>
Page 797 172	<p>Supplier Management Framework and CIS Payments</p> <p>RES1809 Issue 1: Contract Management by Directorates and Service Areas</p> <p>Judith Proctor, Chief Officer</p>	High	<p>RES1809 Issue 1.4(2): Review of contract waivers - HSCP</p> <p>Started</p>	<p>Health and Social Care Partnership These recommendations have been accepted. The outcomes of the waiver review will be presented to and discussed at the Procurement Board, and appropriate action taken to address waivers that have been consistently waived.</p>	<p>Estimated Date: 27/03/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 1</p>	<p>Alana Nabulsi Angela Ritchie Cathy Wilson Moir Pringle Sally McGregor</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
173	<p>Supplier Management Framework and CIS Payments</p> <p>RES1809 Issue 1: Contract Management by Directorates and Service Areas</p> <p>Alistair Gaw, Executive Director of Communities and Families</p>	High	<p>RES1809 Issue 1.4(3): Review of contract waivers - C&F</p> <p>Started</p>	<p>Communities and Families Recommendations accepted. We have reduced the need for waivers through the development of framework arrangements and contracts that are in place. However, we will review the waivers currently in place and report this to Communities and Families Directorate Senior Management Team meeting with the Corporate and Procurement Services commercial partner.</p>	<p>Estimated Date: 27/03/2020</p> <p>Revised Date: 01/11/2020</p> <p>No of Revisions 1</p>	<p>Anna Gray David Hoy Michelle McMillan Nickey Boyle</p>
174	<p>Supplier Management Framework and CIS Payments</p> <p>RES1809 Issue 1: Contract Management by Directorates and Service Areas</p> <p>Paul Lawrence, Executive Director of Place and SRO</p>	High	<p>RES1809 Issue 1.4(4): Review of contract waivers - Place</p> <p>Started</p>	<p>Place Service area management teams currently receive this information (at least on a quarterly basis) and this will continue, with escalation of any issues to the Place SMT as appropriate.</p>	<p>Estimated Date: 31/03/2020</p> <p>Revised Date: 31/12/2020</p> <p>No of Revisions 1</p>	<p>Alison Coburn David Givan Gareth Barwell George Gaunt Lynne Halfpenny Michael Thain</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
Page 799	<p>Asset Management Strategy and CAFM system 18/19</p> <p>RES1813 Asset Management Strategy and CAFM: Issue 3 - Property and Facilities Management Data Completeness; Accuracy; and Quality</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>3.1 Ensuring Data Completeness, Accuracy, and Quality</p> <p>Started</p>	<p>Current CAFM users have access to the operational data they need in the system to perform their roles and are also updating the CAFM system with new data. Whilst the vision is to have all property data in CAFM, the volume of property data that could be captured and recorded is near infinite, therefore property data that will retained in CAFM has to be focused on the effort and cost to collect versus the value it provides. The CAFM Business Case includes requirement for a Data Quality Manager, who will be the responsible data steward for Property and Facilities Management (P&FM) data. Their role is not necessarily to collect the data but to ensure rigor and control over it. This will involve ensuring regular reviews of data within the system and ensuring that data is managed and maintained in line with the established CAFM data hierarchy and agreed Council information management policies and procedures.</p> <p>Sharing data steward responsibilities across services is problematic, as they hold responsibility and accountability for the data under their remit. It would be highly unlikely that a data steward from another service would want to take on the additional accountability of data from P&FM. We recommend that P&FM establish their own data steward. The CAFM Business Case includes the delivery of a Data Quality Strategy for P&FM. The objective of the data quality strategy is to attribute risk and value to the data maintained in the system. Additionally: data change processes and procedures that capture data processing and management in CAFM will be designed and implemented. processes for reviewing data quality, for example, review of condition survey data run in tandem with review of property data every five years, will be designed and implemented. data validation controls within CAFM will be applied; and data quality audit controls for individual data fields available in CAFM will be applied, and audit reports run at an appropriate frequency to identify any significant changes to key data.</p>	<p>Estimated Date: 31/03/2016</p> <p>Revised Date: 01/08/2022</p> <p>No of Revisions 1</p> <p>Management has proposed closure by risk acceptance – discussions with IA ongoing</p>	<p>Alan Chim Andrew Field Audrey Dutton Brendan Tate Gohar Khan Layla Smith Michelle Vanhegan Peter Watton</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
176 Page 800	<p>Asset Management Strategy and CAFM system 18/19</p> <p>RES1813 Asset Management Strategy and CAFM: Issue 3 - Property and Facilities Management Data Completeness; Accuracy; and Quality</p> <p>Stephen Moir, Executive Director of Resources</p>	High	<p>3.2 Resolution of known data quality issues</p> <p>Started</p>	<p>A reconciliation of the two lists has been performed and there are no obvious discrepancies other than properties which are out with the scope of the survey team. The viability of establishing a referencing system for concessionary lets in the CAFM system will be explored. The volume and value of known concessionary lets across the Council Estate will form part of the Annual Investment Portfolio update which is reported to the Finance and Resources committee. There is an ongoing work stream looking at vacant and disposed properties and the systems updates required.</p>	<p>Estimated Date: 31/03/2016</p> <p>Revised Date: 01/08/2022</p> <p>No of Revisions 2</p> <p>Management has proposed closure by risk acceptance – discussions with IA ongoing</p>	<p>Alan Chim Andrew Field Audrey Dutton Brendan Tate Gohar Khan Graeme McGartland Layla Smith Michelle Vanhegan Peter Watton</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
177	<p>CGI Subcontract Management C/f 2018/19</p> <p>1 Council oversight of CGI subcontract management</p> <p>Stephen Moir, Executive Director of Resources</p>	Medium	<p>1.1 Assessment of the criticality of CGI sub-contractors</p> <p>Started</p>	<p>Digital Services will: Perform a review, with the assistance of CGI where appropriate, of the remaining population of 65 sub-contractors that are not currently classified as key sub-contractors to determine whether they should be reclassified as 'key sub-contractors' based on the criticality of their role in supporting delivery of Council services, or the value of their contracts in comparison to the aggregate charges forecast included in the CGI contract. This review will consider the criticality of Council applications and infrastructure supported by these sub-contractors in comparison to divisional application and system recovery requirements and will ensure that the gaps noted in the CNT spreadsheet in relation to missing contractors; expired purchase orders; and criticality of applications have been addressed. Where the review highlights any significant changes, the outcomes will be provided to the relevant Council and CGI partnership governance forums together with a request that CGI implements the supplier management arrangements specified in the contract to any new key sub-contractors. Review of CGI sub-contractors will be scheduled for completion annually, and the process outlined above applied.</p>	<p>Estimated Date: 30/04/2020</p> <p>Revised Date: 01/01/2021</p> <p>No of Revisions 1</p>	<p>Alison Roarty Heather Robb Jackie Galloway Layla Smith Michelle Vanhegan Nicola Harvey</p>

Ref	Project/Owner	Issue Type	Issue/Status	Agreed Management Action	Dates	Contributor
178	Budget Setting and Management RES 1903 Issue 4: Training for budget managers Stephen Moir, Executive Director of Resources	Medium	RES 1903 Issue 4.1: Training for budget managers Started	Finance is not currently responsible for providing training for budget managers as this was centralised into, Learning and Development in 2016. However, following discussions earlier this year, it has been agreed that responsibility for budget managers training will transfer back from Learning and Development to Finance. Once these responsibilities have been transferred, Finance will establish a process to ensure that all first line budget managers have completed the two training modules with supporting checks performed to ensure that the training has been completed. Please note that the 'Evidence required to close' listed above is for indicative purposes only. During Internal Audit's review of any evidence submitted, further supporting evidence may be required to close the action. Evidence should be uploaded to TeamCentral as actions progress and no later than 10 working days before agreed implementation date. This will allow Internal Audit sufficient time to review the evidence.	Estimated Date: 30/09/2020 Revised Date: 01/02/2021 No of Revisions 0	Alison Henry Annette Smith Hugh Dunn John Connarty Layla Smith Michelle Vanhegan
179	Budget Setting and Management RES 1903 Issue 4: Training for budget managers Stephen Moir, Executive Director of Resources	Medium	RES 1903 Issue 4.2: CECiL training module Started	This is underway and will be completed by the end of May 2020.	Estimated Date: 31/05/2020 Revised Date: 30/10/2020 No of Revisions 1	Adam Fergie Caroline Bayne Katy Miller Layla Smith Louise Hitchings Margaret-Ann Love Michelle Vanhegan

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Transport Arm's-Length External Organisations: Lothian Buses Company Board Appointment

Executive/routine	Routine
Wards	All
Council Commitments	

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 note that the appointment of Directors to the Board of Lothian Buses Limited (LB) are Reserved Matters, which require the written consent of the Council; and
 - 1.1.2 approve the appointment of John Benson, Finance Director, as an Executive Director.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Planning and Transport Service Manager

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

Transport Arm's-Length External Organisations: Lothian Buses Company Board Appointment

2. Executive Summary

- 2.1 This report requests approval for a Board appointment for Lothian Buses Limited (LB).

3. Background

- 3.1 LB is an Arm's-Length External Organisation (ALEO) which is 91% owned by Transport for Edinburgh Ltd (TfE). TfE, in turn, is 100% owned by the Council. The remainder of shares in LB (approximately 9%) are owned by East Lothian Council, West Lothian Council and Midlothian Council).
- 3.2 Under the provisions of the Majority Shareholder Agreement (MSA) LB undertakes that it shall ensure that, save with the prior written consent of the Council, it shall not affect or propose certain Reserved Matters. Reserved Matters require the prior written consent of the Council and include the appointment or removal of a Director and making any change to the remuneration paid to the Chief Executive and/or any Executive Directors of LB.
- 3.3 On 2 November 2020, a request from LB was received by the Executive Director of Place, for the Council to give due consideration to the appointment of a new Executive Director following the retirement of the previous incumbent.
- 3.4 The LB Board has resolved the appointment and have now submitted this to the Council for ratification.

4. Main report

- 4.1 The 1985 Transport Act requires the Council and the Company to have three Executive Directors appointed to the Board. As a result of Engineering Director Jim Armstrong's recent decision to retire, only two Executive Directors remain – Nigel Serafini and Sarah Boyd (Operations Director).

- 4.2 The LB Board, following Majority Shareholder Agreement Clause 8.5 Consent requirements therefore request that the Council approve the appointment of John Benson, Finance Director, as an Executive Director on the Board. There will be no change to the remuneration for John Benson as a result of this appointment.

5. Next Steps

- 5.1 Subject to the approval of Council, the Council will confirm in writing to TfE and LB its decision in terms of this report as soon as reasonably practicable.

6. Financial impact

- 6.1 There are no financial impacts for the Council arising from the Board and auditor appointments.

7. Stakeholder/Community Impact

- 7.1 The Board of LB have already agreed to the proposed appointment.

8. Background reading/external references

- 8.1 Appointments to the Boards of LB and ET – [11 June 2020](#)

9. Appendices

- 9.1 None.

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Transport and Environment Committee

10.00am, Thursday, 28 January 2021

2020 Air Quality Annual Progress Report

Executive/routine	Routine
Wards	All
Council Commitments	18

1. Recommendations

- 1.1 It is recommended that the Committee notes the content of the statutory Annual Progress Report submitted to the Scottish and UK Government as part of the Local Air Quality Management Framework.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

2020 Air Quality Annual Progress Report

2. Executive Summary

- 2.1 The report provides an annual update on the most recently available annual air quality monitoring data (2019), local pollutant trends and emerging issues, fulfilling the requirements of the statutory Local Air Quality Management Framework.
- 2.2 Concentrations of the main pollutants of concern are decreasing at most locations across the city, although there remain areas where statutory legal objectives are being breached, especially traffic related nitrogen dioxide in the city centre. The development of a low emission zone is expected to reduce concentrations of nitrogen dioxide (NO₂). The objective for fine particulate matter (PM₁₀) continues to be exceeded in the Salamander Street Air Quality Management Area (AQMA), albeit marginally.
- 2.3 The St John's Road AQMA can now be amended, due to improvements in air quality, with the hourly objective for NO₂ having been met for four consecutive years.
- 2.4 The Council has continued to make progress with a range of actions that will improve air quality. These include engaging with bus and freight sector to encourage reduction in emissions from vehicles, implementing measures to deal with congestion and promoting modal shift away from car use.

3. Background

- 3.1 The Local Air Quality Management framework is set out in the Environment Act (1995) and obliges local authorities to review and assess air quality in their areas against statutory objectives. When a pollutant fails to comply with an objective, an Air Quality Management Area (AQMA) must be declared and an Action Plan prepared, detailing measures which will be implemented to improve air quality within the designated area.

- 3.2 In Edinburgh there are five AQMAs declared for breaches of the NO₂ objectives – Central, St John’s Road, Great Junction Street, Glasgow Road (Newbridge) and Inverleith Row. Traffic is the main source of this pollutant, however other sources including emissions from power generation and space heating, contribute to the general background concentrations, especially in the city centre. The Council’s current Air Quality Action Plan relating to NO₂ will be revised to take account of the commitment to develop a low emission zone scheme for the city as well as the developing City Mobility Plan and changes to national policy, namely the Cleaner Air for Scotland Strategy.
- 3.3 There is one AQMA declared for fine particles (PM₁₀) in the Salamander Street area, which has a mix of sources including fugitive, industrial and traffic emissions. An Air Quality Action Plan for this pollutant has yet to be finalised.
- 3.4 The Council is obliged to produce an Annual Progress Report, described herein, to give an update on progress which has been made with respect to actions that may improve air quality in the past year. The Annual Progress Report must also detail the latest annual air quality monitoring data (2019), trends in local pollutants and emerging issues. It is compiled in accordance with the Technical Guidance (updated 2018) issued by the Department of Environment Food and Rural Affairs (DEFRA) and approved by the Scottish Government following peer reviewed by DEFRA and Scottish Environment Protection Agency (SEPA).

COVID-19 Lockdown and its effect on Air Quality

- 3.5 The impact of the COVID-19 pandemic is significant in terms of the 2020 air quality levels. It is also likely to have long term impacts on travel behaviour and traffic levels across the United Kingdom (UK) as the country emerges from the pandemic.
- 3.6 Scottish Government undertook an initial analysis of the impact of the COVID-19 pandemic response on air quality in Scotland, using provisional 2020 data.
- 3.7 It indicated that the lockdown in March resulted in a significant drop in NO₂, PM₁₀ and PM_{2.5} concentration levels in Scotland’s busy urban areas and especially in city centres, attributable to the huge decrease in vehicle traffic.
- 3.8 The restrictions gave a unique opportunity to see how much air quality could improve if there was a significant change in the source (i.e. petrol and diesel vehicles).
- 3.9 A full analysis of 2020 data will be presented in the next Annual Progress report.

4. Main report

Monitoring network and data

- 4.1 The Council is predominately concerned with the review and assessment of Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}), as with most UK towns and cities. Statutory objectives for these pollutants are defined in Appendix 1. Scotland has set tighter standards for particulates (PM₁₀ and PM_{2.5}) compared with the rest of the UK and Europe.
- 4.2 In 2019, the Council's monitoring network for these pollutants consisted of nine automatic monitoring stations and 158 non-automatic (passive diffusion tubes) locations (NO₂). Further details on the network can be found in Appendix 2.
- 4.3 Generally, improvements in air quality are assessed by analysis of long-term trends. Short-term results are influenced by weather and temporary events such as local traffic diversions and roadworks.
- 4.4 Trend analysis, inclusive of 2019 data, has shown that for NO₂, PM₁₀, and PM_{2.5}, concentrations are largely decreasing across Edinburgh. In some locations (Currie (NO₂), and Glasgow Road (PM₁₀)) the concentrations are remaining stable; however, no exceedances are located in these areas. Appendix 3 shows trend analysis for NO₂, PM₁₀ and PM_{2.5} from the relevant monitoring stations and the NO₂ AQMAs.
- 4.5 The Council's trend analysis corresponds well to the national picture which generally sees significant downward trends for NO₂ at roadside locations and more mixed trends for PM₁₀ and PM_{2.5}.
- 4.6 Exceedances of the NO₂ annual objective have continued to be monitored within St John's Road, Glasgow Road, and the Central AQMAs. Appendix 4 shows all locations where the NO₂ objective is exceeded. The majority of these locations are within the Central AQMA.
- 4.7 For the third consecutive year in a row Great Junction Street AQMA has reported no breaches of NO₂ objectives. A review will be undertaken to consider the potential revocation of the AQMA, particularly in relation to changing traffic management priorities in the area. Inverleith Row AQMA reported no breaches for the second year in a row. Monitoring will continue to assess whether this AQMA can be revoked in the future.
- 4.8 There continues to be no breach of the hourly NO₂ objective in the St John's Road AQMA for the fourth year in a row. Therefore, the Council will amend the AQMA to reflect this.
- 4.9 Salamander Street continues to be the only monitoring site that exceeds any objectives for PM₁₀, albeit marginally in 2019 (18.1µg/m³), using a locally derived correction methodology. The Scottish statutory objectives for PM_{2.5} are met at all monitoring locations.

Progress with Actions to improve Air Quality

Low Emission Zone

- 4.10 The Council is committed to work with Scottish Government to develop and implement a Low Emission Zone (LEZ) scheme in Edinburgh. Following the pause in progressing the work, during the COVID-19 pandemic response, LEZs are now to be introduced across Edinburgh, Aberdeen, Dundee and Glasgow between February and May 2022.
- 4.11 The Council continues to work in close partnership with SEPA, Transport Scotland and the Scottish Government to assist in the work of the National Modelling Framework (NMF) which will provide consistent quantitative evidence for assessment of criteria for each LEZs in Scotland. A further report from SEPA is due to analyse 2019 traffic data, following their report in 2018. The results of the 2019 public consultation on two proposed boundaries (city centre and city wide) is being considered alongside traffic modelling, an analysis of wider impacts (Integrated Impact Assessment), study of enforcement options for the Council and financial modelling, in order to finalise the proposed scheme going forward.
- 4.12 The impact of the COVID-19 pandemic, especially on potential future traffic and travel demand, will now also constitute a consideration of the LEZ development work.
- 4.13 Funding to support the implementation of LEZs is being made available by the Scottish Government on a year on year basis.
- 4.14 To support the introduction of LEZs across the different fleets there are government funding streams available. BEAR, Transport Scotland's Bus Emissions Abatement Retrofit Programme was over-subscribed in the current financial year, with a number of buses that operate in Edinburgh receiving the grant (see below).
- 4.15 Additionally, £1m is available in 2020/21 to support the retrofitting of light goods vehicles, heavy goods vehicles and taxis through the LEZ Retrofitting Fund for micro-businesses. In October 2020, the LEZ Support Fund for low-income households and micro-businesses was also announced and aims to incentivise the scrapping of older petrol and diesel vehicles and encourage a change to sustainable transport.
- 4.16 The regulations and guidance that are necessary for local authorities to be able to introduce and enforce LEZs are being developed and expected in Spring 2021. In accordance with this, the Council will develop and consult on a final Proposed Scheme in preparation for implementation in 2022.
- 4.17 The LEZ scheme will be devised in conjunction with the development of the City Mobility Plan and Edinburgh City Centre Transformation programme.

Progress with actions in the Current Action Plan

- 4.18 The main actions in the current NO₂ Air Quality Action Plan and Local Transport Strategy to improve air quality are based on:
- 4.18.1 promoting cleaner transport, especially buses and other heavy vehicles;
 - 4.18.2 adoption of a fleet recognition efficiency scheme for reducing emissions from road freight vehicles;
 - 4.18.3 improving traffic flow and easing congestion by use of intelligent traffic signalling; and
 - 4.18.4 promoting modal shift away from car use by means of an Active Travel Action Plan, provision of Park and Rides, Controlled Parking and Priority Parking Areas.
- 4.19 Progress on the measures to improve air quality are included in Appendix 5.

Promoting Cleaner Transport

- 4.20 In 2020, the COVID-19 pandemic has had a serious impact on society which has resulted in a significant downturn in public transport patronage. Bus and tram demand reduced considerably since March and there are likely longer-term consequences that will impact the economic and financial viability of the sector.
- 4.21 Given the circumstances, an update on the bus fleets operating in Edinburgh in 2020 was not sought. However, an analysis of the buses operating on main arterial routes was undertaken through traffic data captured, as part of the Council's on-going work under the LEZ National Modelling Framework.
- 4.22 This analysis, from 2016, 2019 and (early March) 2020, shows a general pattern to eradicate the older buses from the main operator's fleets (Euro III). It also shows that the percentage composition of Euro classes in the fleet does tend to change on a year to year basis. A LEZ will be an important tool in setting consistent standards on the environmental performance of the Edinburgh bus fleet.
- 4.23 Fifty-three percent of Lothian Buses fleet currently meets Euro VI vehicle emission standard (which is that likely to be set for the LEZ criteria for heavy diesel vehicles). The company was awarded £2.2m through the BEAR scheme to retrofit 188 Euro V vehicles with approved technology, to bring these vehicles up to an equivalent Euro VI standard. This planned work is on-going until March 2021 and will result in almost 80% of their total bus fleet meeting the Euro VI criteria.
- 4.24 Engagement with all main bus companies operating in Edinburgh, in relation to fleet improvements and the developing LEZ proposals, will recommence in early 2021.
- 4.25 In terms of the Council's own fleet, there is a strategic fleet replacement programme being undertaken in order to meet key service requirements and deliver a modern fleet of vehicles which complies with the proposed LEZ.

- 4.26 In comparison to the previous year, there is an increase in the proportion of Euro 6/VI (or better) vehicles in the fleet, from 46% to 51%. The oldest vehicles (Euro IIIs) are predominantly trucks which will be replaced in 2021. An electric 15-tonne mechanical street sweeper entered operation in October 2020, which is the first of its type in Scotland. Three electric, low-level, passenger buses have also been adopted into the fleet.
- 4.27 To support aspirations for an electric car and van fleet by 2022/23, an extensive programme of electric vehicle chargers has been installed at office locations.
- 4.28 The Council plans to install a telematics system in all Council vehicles with a view to providing data which would enable effective management of the fleet and contribute to the Council's wider aims of air quality improvement and carbon reduction targets. Installation on the HGV fleet is currently underway and, although there have been some delays as a result of COVID-19, installation in the Waste fleet is nearing completion. This was targeted first as it is the heaviest fleet in terms of fuel usage and emissions.

Adoption of a fleet recognition efficiency scheme

- 4.29 ECO Stars Edinburgh is a voluntary, free to join, fleet recognition scheme that provides bespoke guidance on environmental best practice to operators of goods vehicles, buses and coaches, whose fleets regularly serve the Edinburgh area. The Council has one of the largest ECO Stars schemes in the UK, with 287 operators covering 9,997 vehicles which has increased year on year.

Improving traffic flow and easing congestion by use of intelligent traffic signalling

- 4.30 Improving traffic flow and reducing vehicle idling times are also measures which help to improve air quality. Traffic management systems that are automatically responsive to traffic flows and demand can help ease congestion by providing more effective control of traffic signals.
- 4.31 SCOOT is one example of such systems and is in place on many road networks in the city. Air Quality Action Plan Grant funding is currently assisting with SCOOT development on the Cowgate, the A701 Bridges corridor, London Road and Inverleith Row.
- 4.32 Concentrations of NO₂ continue to fall at Newbridge Roundabout (Glasgow Road AQMA) following the installation of MOVA (Microprocessor Optimised Vehicle Actuation), an alternative traffic management system, in April 2016. Any future changes to the Newbridge roundabout would need to consider the air quality impact.

Promoting Modal Shift from Car Use

- 4.33 The Council continues to support a range of policies and measures that will encourage modal shift away from private car use, including, but not exclusive, of an Active Travel Action Plan, provision of Park and Ride, Controlled Parking and Priority Parking Areas. A number of policies in the emerging City Mobility Plan will reinforce this work.

Other Measures and Actions to Improve Air Quality

- 4.34 There are a number of other measures which the Council is undertaking which have the added benefit of improving air quality. The main update highlights for the current reporting year are detailed below:
- 4.34.1 Electric vehicle charging infrastructure. The first phase of a programme to install on-street chargers (66) will now be complete 2021/2022.
 - 4.34.2 As part of the Parking Pricing Strategy, the Council will introduce a surcharge on residents permits for diesel-fuelled vehicles in 2021.
 - 4.34.3 An age limitation and vehicle engine (emission) policy for taxis and private hire vehicles has been extended in light of the COVID-19 pandemic, to alleviate pressure on the sector. Changes to the policy took account of the new LEZ implementation timeline. There were no changes in respect to Euro 4 vehicles, which came fully into force on 1 April 2020, and ensures vehicles are replaced on expiry on the current license (unless already exempted).

Local Priorities and Challenges

- 4.35 Continuing economic growth in the city and wider region presents a challenge for air quality. Population growth has inevitable demand for all modes of transport and supported infrastructure.
- 4.36 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.
- 4.37 Alignment with local air quality management and developing local and national air quality strategies will be crucial to ensuring a sustainable economic growth.

5. Next Steps

- 5.1 This 2020 Air Quality Annual Progress Report discharges the Council's statutory duty to report on the monitoring and assessment of air quality, as specified under the terms of the Environment Act 1995 and the associated Local Air Quality Management framework.
- 5.2 The 2020 Air Quality Annual Progress Report is published on the Council's website.

- 5.3 The main priority for the Council in 2021 will be presenting the preferred LEZ scheme for public consultation and statutory processing. Work will also continue with SEPA and Transport Scotland to fully assess the implications of such a scheme, under the National Low Emission Framework and the National Modelling Framework.
- 5.4 Progress with the development of Air Quality Action Plans has been slow due to staff resourcing issues.
- 5.5 The Council will need to revise the current NO₂ Air Quality Action Plan (2008), in conjunction with the new City Mobility Plan and review of the Cleaner Air for Scotland Strategy. The LEZ scheme for Edinburgh will form a major aspect of the Action Plan.
- 5.6 The Steering Group set up to consider the PM₁₀ AQAP will need to reconvene to consider further development of the Action Plan for PM₁₀.

6. Financial impact

- 6.1 This report is a statement of facts regarding the results of ambient air quality monitoring and improvements achieved to date regarding progress with actions. The report has no direct financial impacts.

7. Stakeholder/Community Impact

- 7.1 Formal public consultation and engagement will be undertaken for development of Air Quality Action Plans and development of the Low Emission Zone.

8. Background reading/external references

- 8.1 2020 Air Quality Annual Progress Report (APR) for City of Edinburgh Council
http://www.edinburgh.gov.uk/downloads/download/117/local_air_quality_management_reports
- 8.2 Scottish Air Quality Database Annual Report 2019 Report for Scottish Government
http://www.scottishairquality.scot/assets/documents/technical%20reports/SAQD_annual_report_2019_Final_issue_1.pdf

9. Appendices

- 9.1 Appendix 1 Nitrogen Dioxide (NO₂), Particulate Matter (PM₁₀ and PM_{2.5}) Legal Standards
- 9.2 Appendix 2 Details of Monitoring Network 2019
- 9.3 Appendix 3 Trends in NO₂, PM₁₀ and PM_{2.5}

- 9.4 Appendix 4 Summary of the locations where 2019 monitoring results are at or exceed the annual mean Nitrogen Dioxide Objective ($40\mu\text{g}/\text{m}^3$)
- 9.5 Appendix 5 Table showing progress on measures to improve air quality.

APPENDIX 1

NO₂, PM₁₀ and PM_{2.5} Legal Standards

Nitrogen Dioxide (NO₂), Particle PM₁₀ and PM_{2.5} Legal Standards

Pollutant	Status	Concentration in Ambient air	Measured as	To be achieved by
NO ₂	Scottish & UK Statutory Air Quality Objective and EU limit values	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005*
		40 µg/m ³	Annual mean	31.12.2005*
PM ₁₀	Scottish Statutory Air Quality Objectives	18 µg/m ³	Annual mean	2010
		50 µg/m ³ not to be exceeded more than 7 times a year	Daily mean	2010
	Statutory UK Objective and EU limit values	40 µg/m ³	Annual mean	2004
		50 µg/m ³ not to be exceeded more than 35 times a year	Daily mean	2004
PM _{2.5}	Scottish Statutory Air Quality Objective	10 µg/m ³	Annual mean	2020
	Statutory UK Objective and EU limit values	25 µg/m ³	Annual mean	2020
		15% reduction in urban background	-	2010-2020

* The European Commission allowed an extension until 1 January 2015 for compliance.

APPENDIX 2

Air Quality Monitoring Network 2019

Automatic Monitoring

- A. Edinburgh has a well-established monitoring regime for NO₂ and PM₁₀.
- B. In April 2016, it became a statutory requirement for Scottish local authorities to review and assess the smaller fraction of particles, PM_{2.5}. With the help from the Scottish Government Air Quality Monitoring Support Fund, the Council has established four additional sites to St Leonards, two of which became operational in 2019 – Queensferry Road (replacement of TEOM FDMS instrument in October) and Nicolson Street (December). Full annual data set will be reported for both these stations in the next Annual Progress Report.
- C. In response to the designation of the Salamander Street AQMA, a FIDAS 200 particulate monitor was installed at the new Tower Street site in 2018. This monitors a range of particle sizes including PM₁₀ and PM_{2.5}. The first full year of data from this monitor is presented within this year's annual report. St John's Road also has a FIDAS 200 instrument and the third year of data is presented in this year.
- D. In July 2019, Defra installed a new FIDAS 200 monitor at the St Leonards site, part of the UK Automatic Urban and Rural Network. This was in order to replace the aging FDMS TEOM particulate monitor.
- E. As part of a programme to replace aging NO_x analysers, the Council, with support from the Scottish Government Local Air Quality Management Funding Support, installed a new T200 NO_x analyser at St John's Road in June 2019. Further NO_x analyser replacements were made at Currie, Glasgow Road and Salamander Street sites in 2019.

Non-automatic Monitoring - Passive Diffusion Tubes (NO₂)

The City of Edinburgh Council undertook non-automatic (passive) monitoring of NO₂ at 158 sites during 2019.

Twenty new monitoring locations were deployed in 2019 and shown in the table overleaf.

This was part of the continual review and analysis of the network, and in addition, to help with development of the local air quality model by SEPA as part of the National Modelling Framework (NMF).

Maps showing the location of the monitoring sites (as well as the Air Quality Management Areas) are provided from this web page:

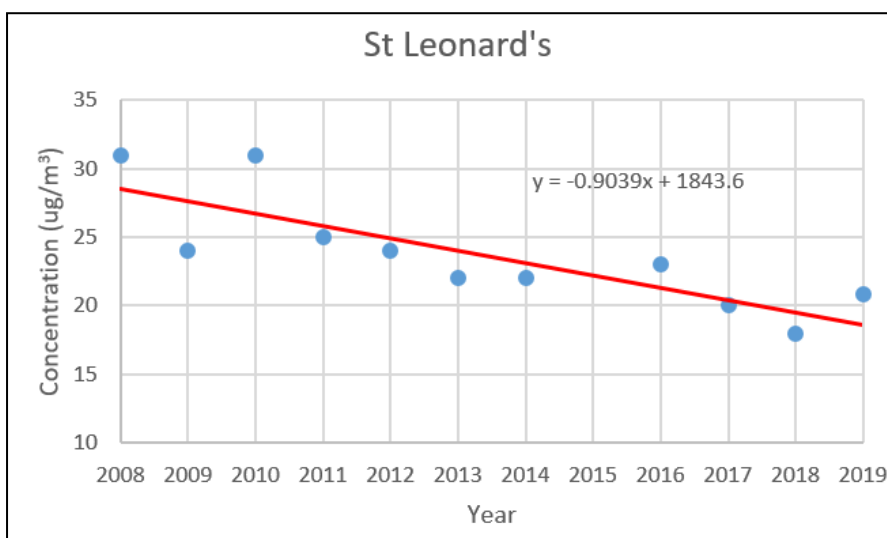
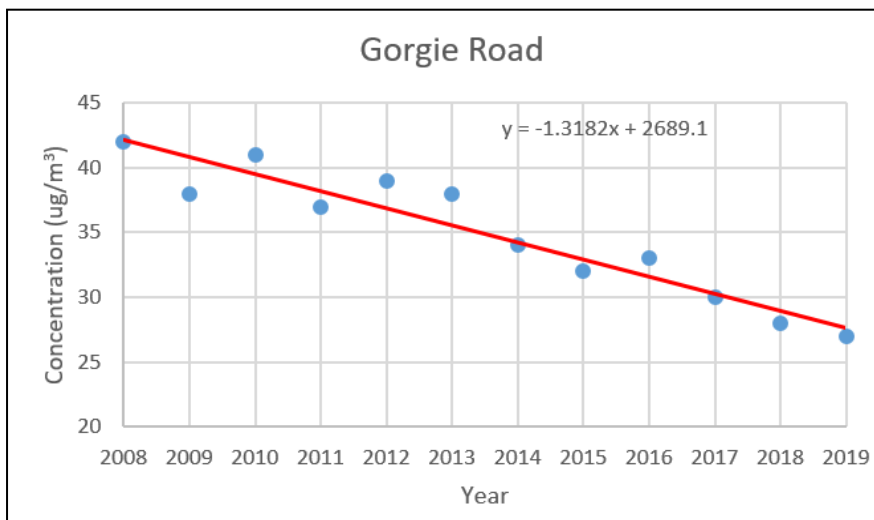
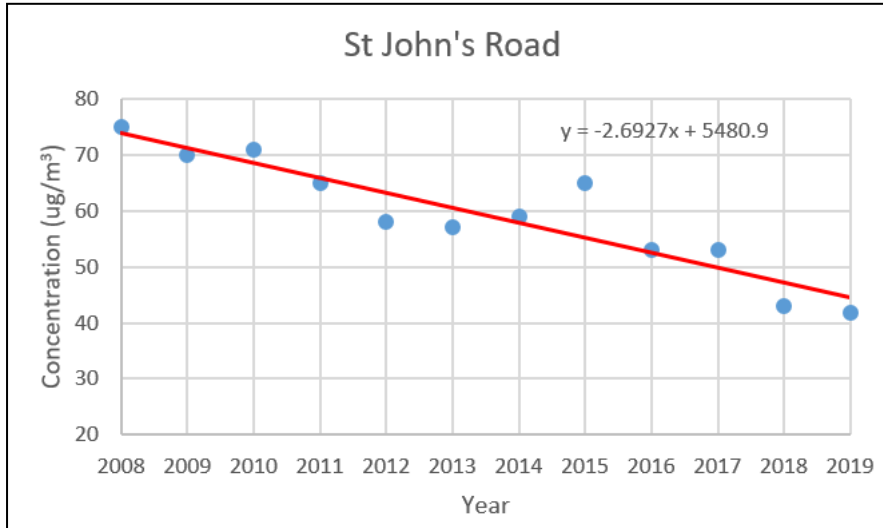
<https://www.edinburgh.gov.uk/pollution/local-air-quality-management>

Table - Newly Deployed Diffusion Tube Sites 2019

Tube ID	Site ID	New / Relocated / Removed (during 2019)
69i	Queensferry Rd/Lyle Court	New
129	Queensferry Rd/Hillpark Wood	New
18a	Ferry Rd no. 203	New
8a	Brougham St no.9	New
48g	Canongate	New
8b	Lauriston Place opp. 119	New
62a	Lothian Rd no. 45	New
62b	Lothian Rd no. 139	New
62c	Morrison St no. 91	New
62x	Lothian Rd/Rutland Place	New
30a	Rodney St no. 10	New
30b	Rodney St no. 31	New
10a	George IV Bridge	New
10b	Bank St	New
10c	Teviot Place	New
6b	Bruntsfield Place no. 147	New
153	New Arthur Place no. 4	New (Relocated from 16 St Johns Hill)
154	Viewcraig St no.9	New (Relocated from 7 Viewcraig Gardens)
135a	69 Nicolson St	Removed during August 2019
135b	59-61 Nicolson St in August	New (Relocated, replacing 135a)
63	Queensferry Rd 544	Removed during October 2019
63a	Queensferry Rd 540	New (Relocated, replacing 63)

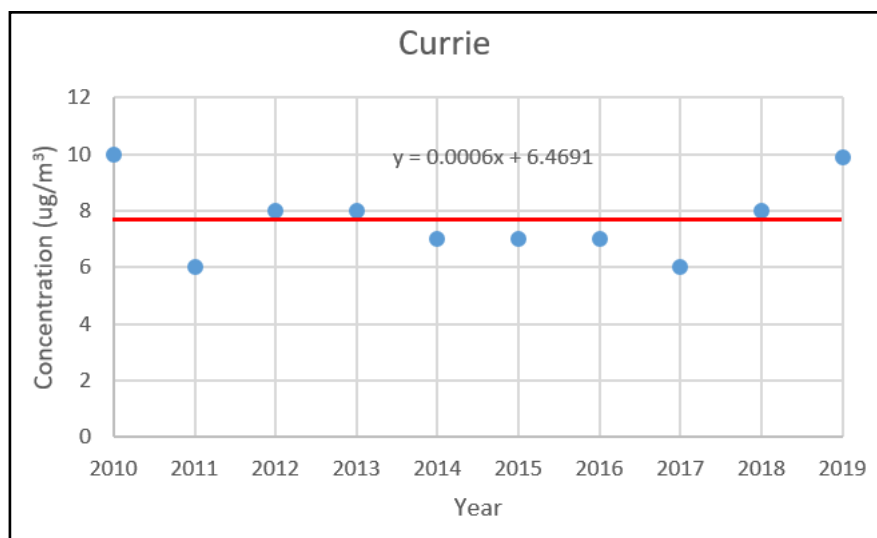
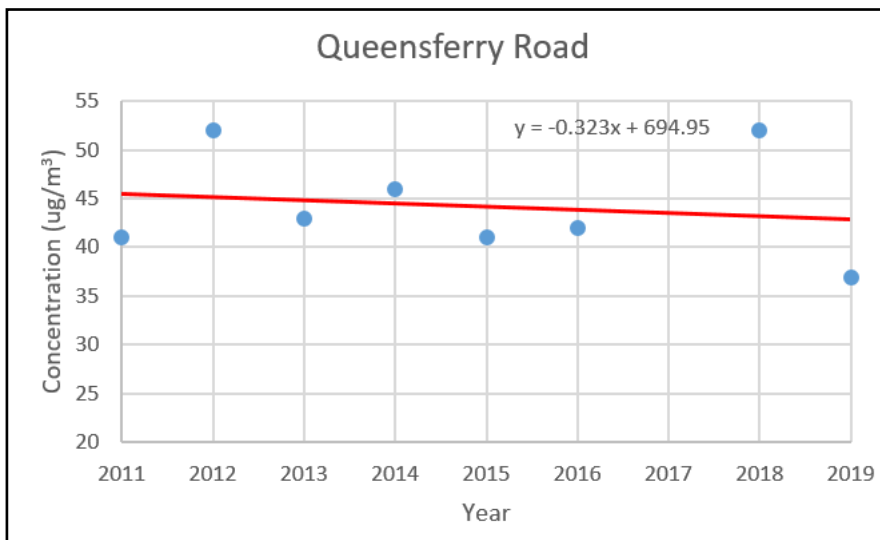
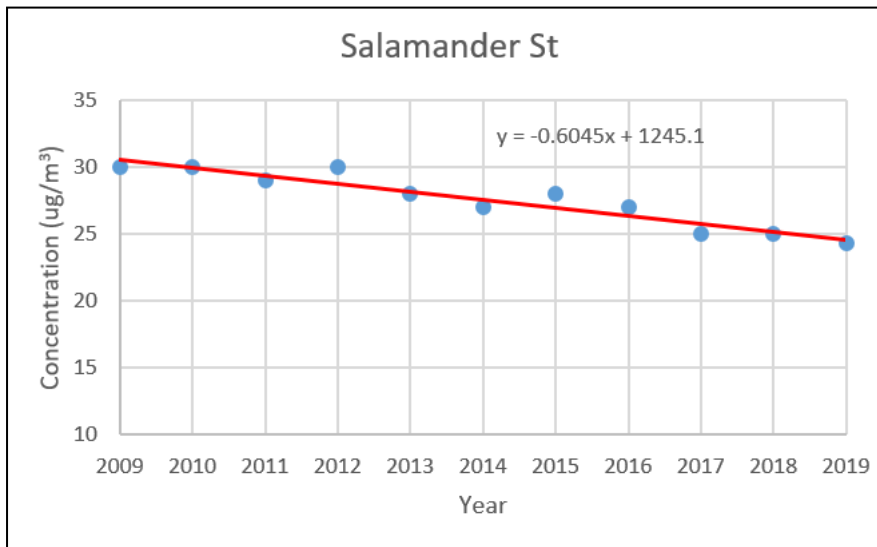
APPENDIX 3

NO₂ Concentration Trends at Continuous Monitoring Locations



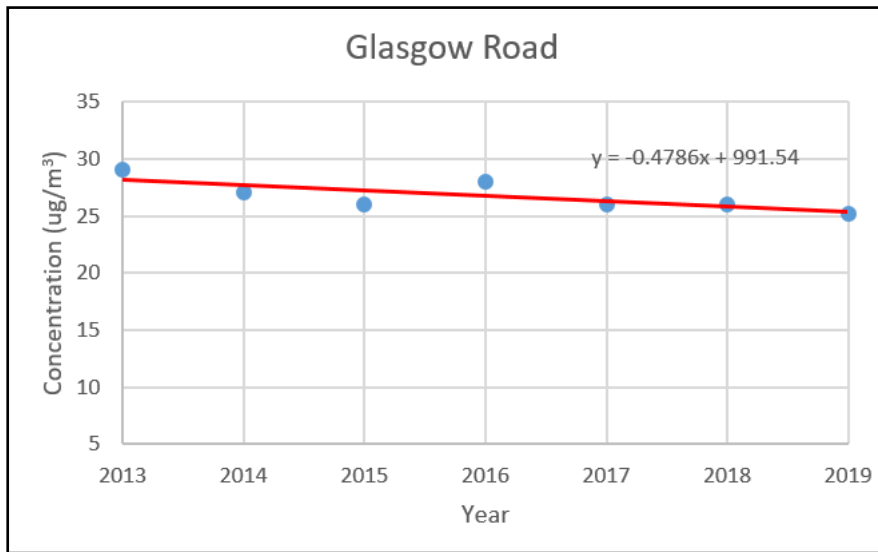
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NO₂ Concentration Trends at Continuous Monitoring Locations

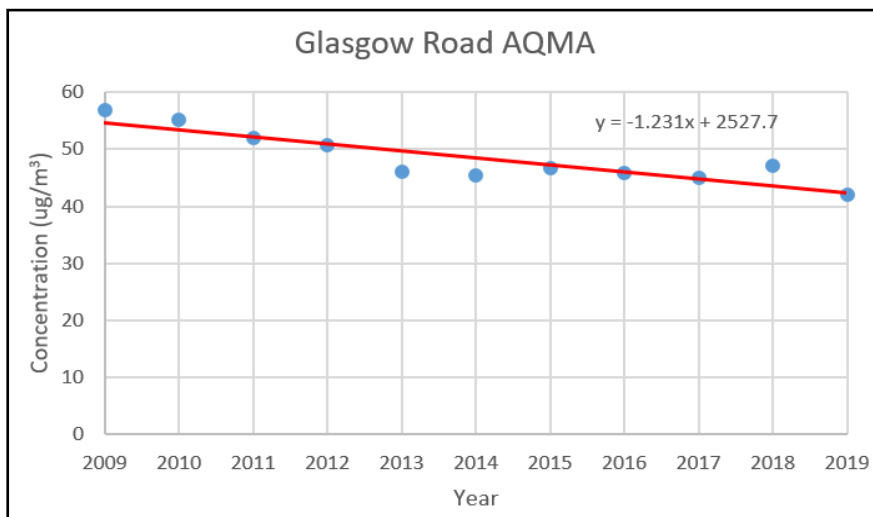
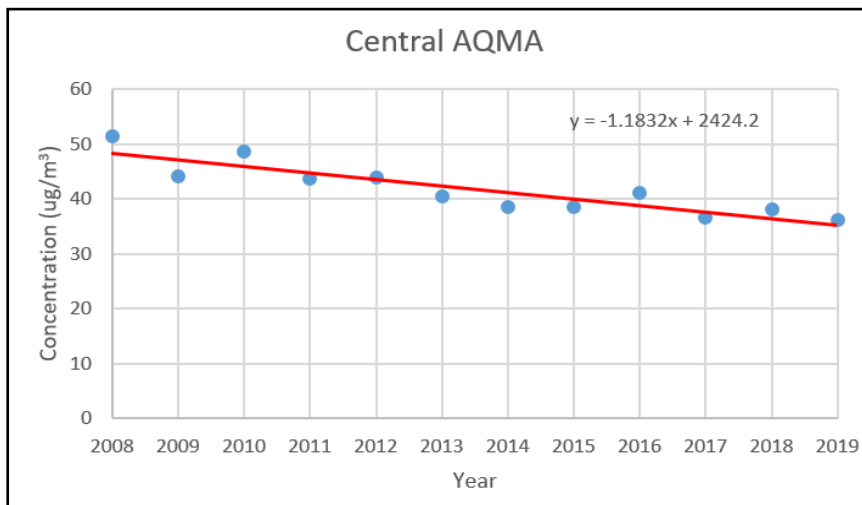


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NO₂ Concentration Trends at Continuous Monitoring Locations

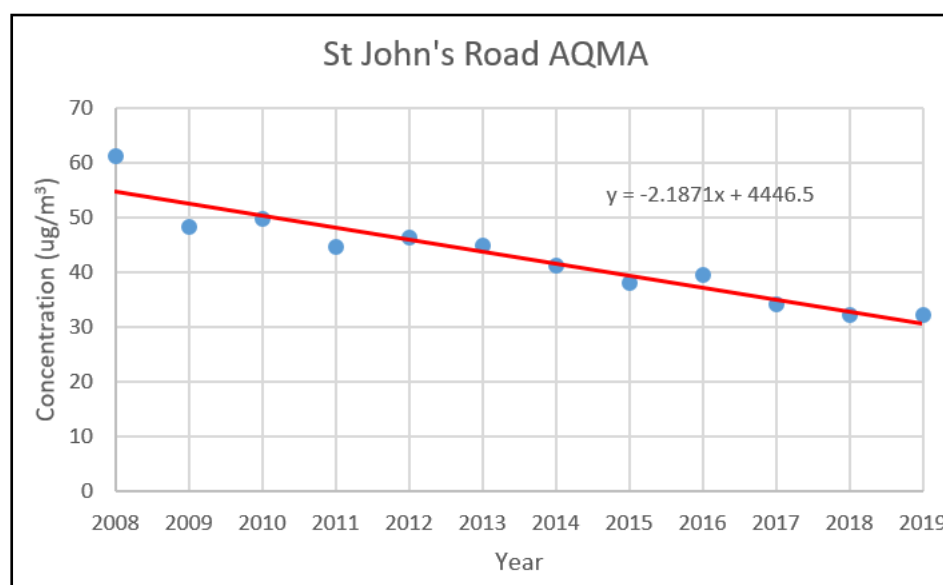
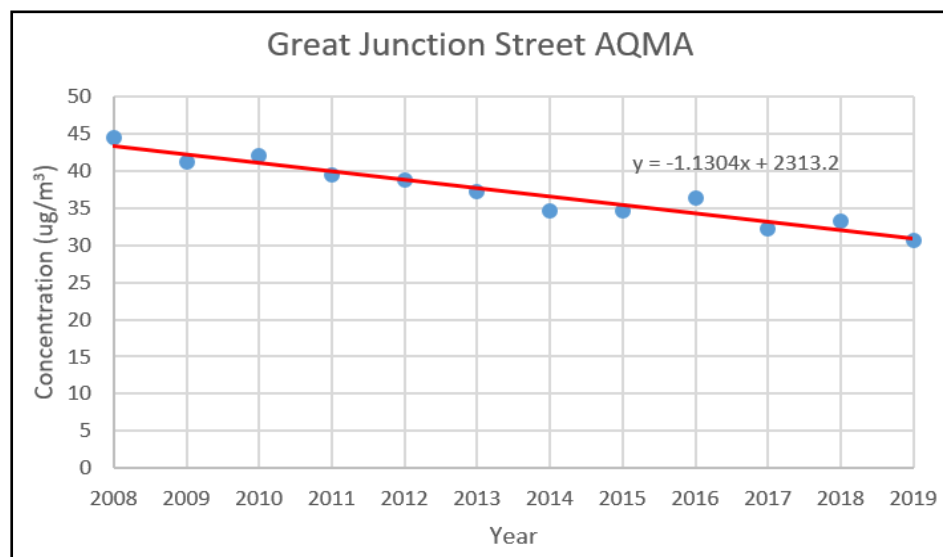
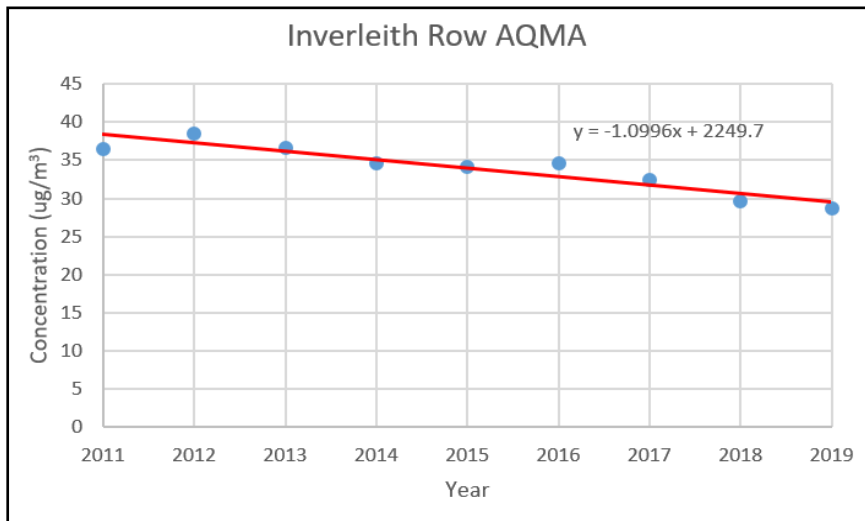


Average Passive Diffusion Tube NO₂ Concentration Trends within Each AQMA

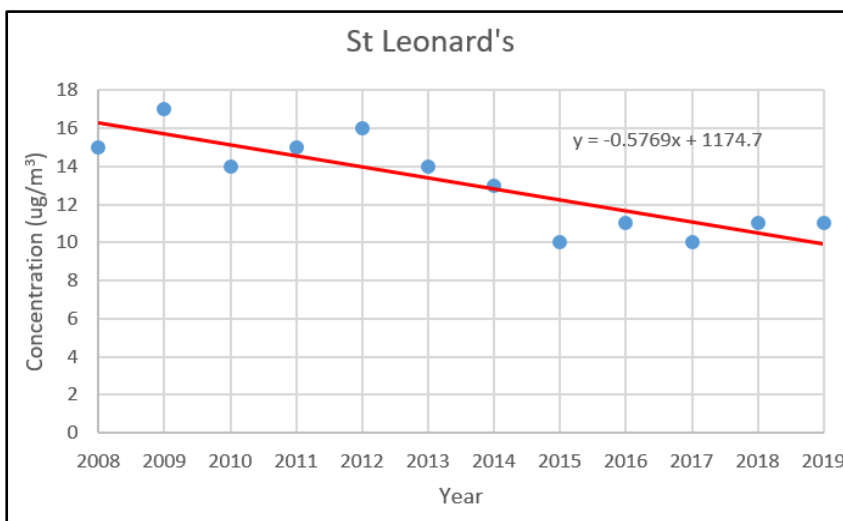
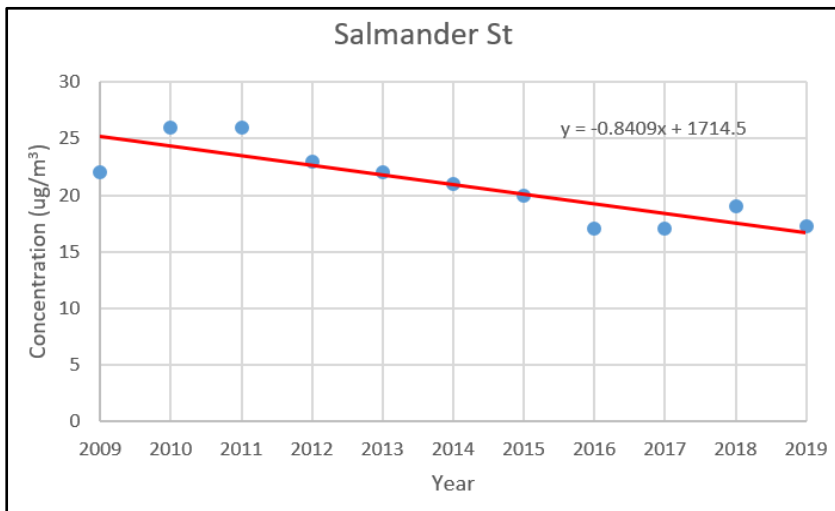
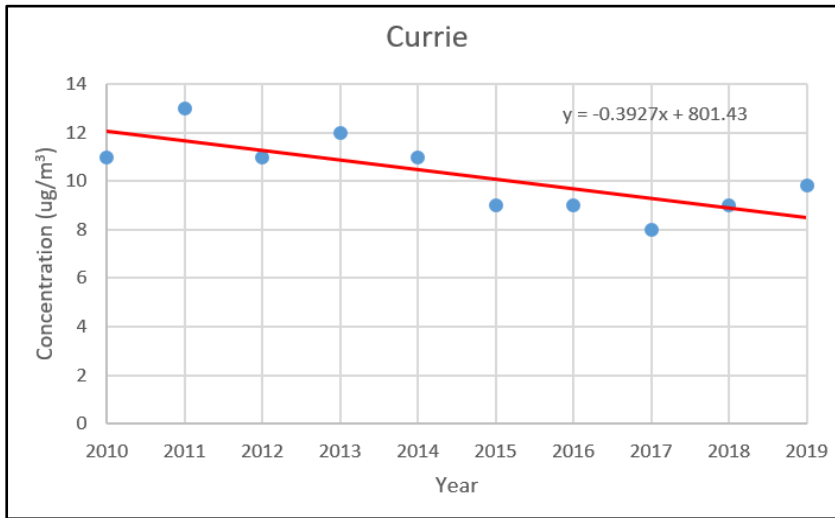


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Average Passive Diffusion Tube NO₂ Concentration Trends within Each AQMA

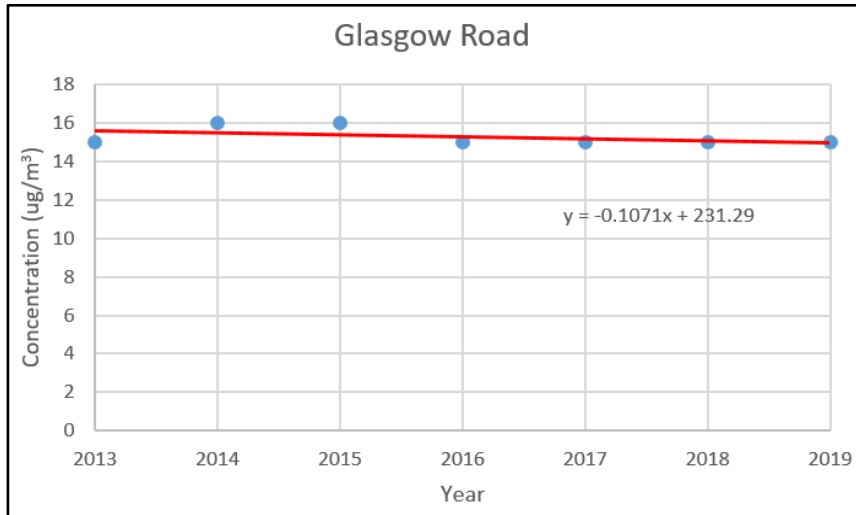


PM₁₀ Concentration Trends at Continuous Monitoring Locations

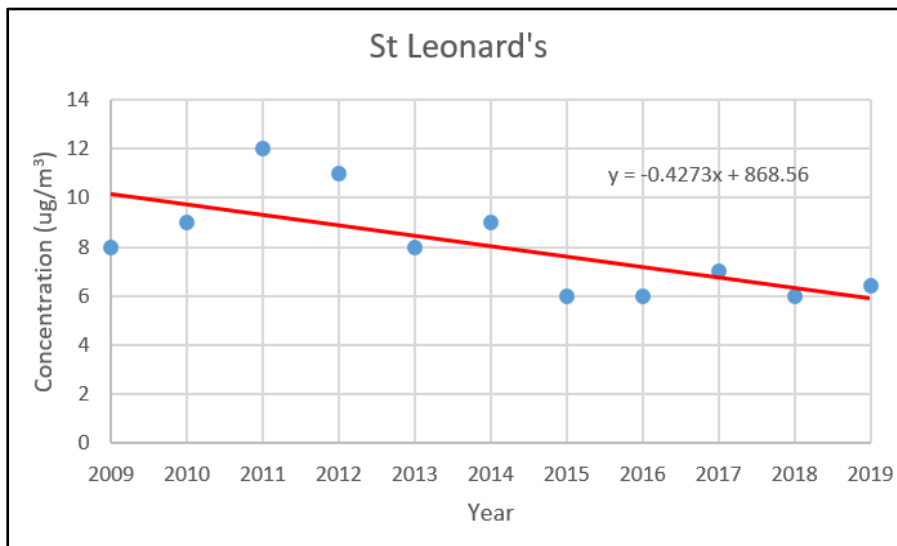


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PM₁₀ Concentration Trends at Continuous Monitoring Locations



PM_{2.5} Concentration Trends at St Leonard's



APPENDIX 4

Summary of locations where 2019 monitoring results are at or exceed the annual mean Nitrogen Dioxide Objective (40µg/m³)

Site ID	Site address	In AQMA (NO ₂)?	Data Capture	Annual mean concentration µg/m ³ (Bias adjusted 0.84)
ID5	St John's Road (Auto)	Yes (St John's)	99.2	42
EDNS	Nicolson Street (Auto)	Yes (City Centre)	99.4	50
16	Glasgow Road 68	Yes (Glasgow Rd)	100.0	41
58	Glasgow Road Newbridge	Yes (Glasgow Rd)	100.0	46
64	Queensferry Road 550	No	100.0	57
69I	Queensferry Rd/Lyle Court	No	58.3	40
81	London Rd/East Norton Place	Yes (City Centre)	100.0	50
48G	Canongate	No	75.0	43
37a	Grassmarket 41	Yes (City Centre)	58.3	52
HT2	Haymarket Terrace (South)	Yes (City Centre)	83.3	41
74g	Leith Street 35	Yes (City Centre)	83.3	44
62A	Lothian Road 45	Yes (City Centre)	58.3	57
62B	Lothian Road 139	No	58.3	44
62X	Lothian Road/Rutland St	Yes (City Centre)	75.0	46
62C	Morrison Street 91	Yes (City Centre)	75.0	42
135a	Nicolson Street 69	Yes (City Centre)	58.3	41
27	North Bridge – South	Yes (City Centre)	100.0	41
24	Princes Street/Mound	Yes (City Centre)	75.0	53
3	Torphichen Place CH	Yes (City Centre)	83.3	41
2	West Maitland Street	Yes (City Centre)	100.0	46
28d	West Port 42	Yes (City Centre)	66.7	44
28b	West Port 62	Yes (City Centre)	75.0	54
CL123*	Queensferry Road	No	100.0	45
CL1314 15*	St Johns Road	Yes (St John's Rd)	100.0	47

APPENDIX 5

Progress on Measures to Improve Air Quality

The following Table is an excerpt from the 2020 Air Quality Annual Progress Report (Table 2.7).

<https://www.edinburgh.gov.uk/downloads/file/28720/laqm-annual-progress-report-2020>

Measure No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Promoting low emission public transport	Vehicle fleet efficiency	Reduce bus emissions via voluntary agreements with bus companies	City of Edinburgh Council (CEC)	2009 - 2011	<p>Euro IV by 2012</p> <p>Euro V by 2015</p> <p>Formal agreement not reached due to being onerous in absence of financial support</p>		<p>NOx Central 59%</p> <p>St John's 48%</p> <p>Gt Junction St 61%</p>	TTR study Completed.	On going	<p>Details update from bus operators was not obtained 2020. However, analysis of the ANPR traffic studies 2016-19 show fluctuations of bus standards being used in the Edinburgh fleet.</p>

Measure No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1a	Implementation of a LEZ	Promoting Low emission transport	Manage bus emissions and potentially emissions from other vehicle classes	CEC in conjunction with Scottish Government, Transport Scotland and SEPA		Programme for Government commitment for LEZ to be in place by 2020		Will be determined by outcomes of NMF and NLEF under CAFS Interim SEPA Report, based on 2016 modelled data indicates 50-75% NO2 reduction required in Central AQMA.	New legislation in force to allow development of LEZs - Transport (Scotland) Bill 2019.	Preferred LEZ scheme to undergo statutory and public consultation in 2021. Scheme to be in place Feb-May 2022/23.	Regulations associated with the Act continue to be developed.
2	Fleet efficiency and recognition Scheme ECO Stars	Vehicle Fleet Efficiency	Manage road freight emissions	CEC in conjunction with TRL	2010-2011	2011 to date	Recruitment figures		2020 - 287 operators and 9,997 vehicles registered	Ongoing	Additional funding secured for 2020/21
	Cleaner council vehicles	Vehicle Fleet Efficiency	Improve emissions by ensuring highest standard for vehicle replacement	CEC, Fleet Services		2003		Not quantified	2020 - E3/III = 1% E4/IV = 15% E5/V = 33% E6/VI = 45% Electric = 6% Total 985	Ongoing	
3a	ECO driver training and ECO driving aids	Vehicle Fleet Efficiency	Council vehicle trial telematics system	CEC, Fleet Services	2018		Reduction in idling and fuel consumption	Not quantified	Council approved installation of a Telematics system for all council vehicles	Trial completed Roll out of telematics underway	

Measure No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
4	Bus based Park and Rides Rail based Park and Rides * Tram based Park and Rides**	Alternative to private vehicle use Modal shift	Reduce emissions by easing congestion at peak travel times	CEC			Usage	Not quantified	Ferrytoll (1040) Ingliston** (1082) Straiton (600) N'craighall* (565) Sheriffhall (561) Hermiston (450) Wallyford* (321) Halbeath (1021)	Land secured at Hermiston Lasswade Hermiston Gait for future expansion	Require funding to enable expansion
5	Differential parking	Promoting low emission vehicles	Aimed at smaller engines and low CO ₂ emission vehicles Diesel-surcharge on resident's car parking permits	CEC				Not quantified			Requires adoption of low emission vehicles NOx and PM ₁₀
	Controlled Parking Zones Priority Parking Zones PPZ	Traffic Management	Discourage car commuting into city centre	CEC				Not quantified	Several CPZ in city centre One new PPZ introduced Total 10 PPZs surrounding city centre	Ongoing	Strategic Parking Review underway
7	Tramline 1	Transport Planning and Infrastructure	Zero emissions at source. Encourage modal shift from car use	CEC/ Transport for Edinburgh		Line 1 May 2014 Line 1a from Autumn 2019	Passenger growth	Not quantified	7.5 m Passengers 2018/19	Completed	Construction of Line 1a (extension to Newhaven/Leith) underway. Due for completion 2023.

Measure No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
8	New rail line stations; 1 Aidrie - Bathgate 2 New Craighall 3 Borders 4 Gogar	Transport Planning and Infrastructure	Modal shift to reduce road traffic entering Edinburgh	Transport Scotland			Passenger numbers	Not quantified	Completed 1 2010 2 2002 3 Sept 2015 4 2016	All Completed	Passenger growth recorded
9	New cycle networks	Transport Planning and Infrastructure	Part of CECs Active Travel Action Plan	CEC/ Sustrans/ NHS Lothian	2010	2016 (updated)		Not quantified		On going	
9a	Promoting travel alternatives	Promotion of cycling and walking	CECs Active Travel Action Plan Encourage modal shift away from car	CEC/ Sustrans/ NHS Lothian	Ongoing			Not quantified		On going	
9a	Urban traffic control systems - SCOOT	Traffic Management	Reduce waiting times and stop/starts	CEC, Transport Service	Ongoing			Not quantified	No. of schemes across City. New area; Cowgate/St Mary's St, London Rd/M'Bank Fully operational 2019; Gorgie /Chesser /Balgreen	On going	New schemes to be finalised. Many existing schemes need repairing and re-validating Funding secured to assist.
10b	Urban traffic Control systems – MOVA at Newbridge	Traffic Management	Reduce idling time	CEC, Transport Service	2014	Mar 2016	Reduced NO ₂ concentrations and idling times	44% NOx 26% PM ₁₀ 40% CO ₂	Completed April 2016	Completed	Delay time reduced on Westbound A8 pm. Measured NO ₂ at junction reduced.
11	20mph speed limits across the City	Traffic Management	To assist improving cycle and walking uptake by making roads safer	CEC	2015	31/07/2016 commenced		Not quantified		2018	2018 Fully implemented

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Revenue Monitoring Update –2020/2021 Month seven position

Executive/routine	Routine
Wards	All
Council Commitments	

Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 note that the overall Place ‘business as usual’ revenue budget month seven position for the 2020/2021 financial year is a projected £0.516m overspend (excluding Covid-19 impact). Services within the remit of the Committee are forecasting an overspend of £0.464m (excluding Covid-19 impact), which is largely equivalent to the 2020/2021 savings delivery risk in quantum. There are budgetary pressures forecast in the Waste and Cleansing Service, Scientific and Bereavement Services and Fleet at month seven;
 - 1.1.2 note that Covid-19 costs of c. £29m in addition to pressure set out at 1.1.1 have been forecast for the overall Place Directorate at month seven with circa £23.5m relating to services within the remit of the Committee; and
 - 1.1.3 note that the Executive Director of Place is taking measures to reduce budget pressures and progress will be reported to Committee at agreed frequencies.

Paul Lawrence

Executive Director of Place

Contact: Susan Hamilton, Principal Accountant

E-mail: susan.hamilton@edinburgh.gov.uk | Tel: 0131 469 3718

Revenue Monitoring Update – 2020/2021 Month seven position

2. Executive Summary

- 2.1 The report sets out the projected month seven revenue monitoring position for the Place Directorate services. The month seven forecast is based on analysis of actual expenditure and income to the end of October 2020, and expenditure and income projections for the remainder of the 2020/2021 financial year.
- 2.2 Excluding the costs of the Coronavirus pandemic, the month seven projection for the Place 2020/21 revenue budget is a net residual budget pressure of £0.516m. This is an improvement of £1.194m on the reported month five position reflective of an updated assessment of approved savings delivery, implementation of additional measures to mitigate carried forward pressures and savings from reduced scale external events. £0.186m of this improvement relates to services within the remit of this Committee reflective of management actions delivered to mitigate budget pressures.
- 2.3 At month seven, the services within the remit of this Committee are forecasting a net overspend against budget in 2020/2021 of £0.464m. Progress against 2020/2021 approved savings delivery is set out later in this report as are the pressures, risks and management actions in relation to Waste and Cleaning, Scientific and Bereavement Services and Fleet arising from legacy savings and pressures which are in the process of being addressed.
- 2.4 At month seven, the General Fund Covid-19 impact for Place Directorate has been forecast to be a net cost in the region of £29m with circa £23.5m of this relating to services within the remit of this Committee.
- 2.5 This report will focus on the aspects of Place revenue budgets which are within the remit of the Transport and Environment Committee.
- 2.6 The Executive Director of Place is fully committed to making all efforts to identify management action to reduce the budget pressures. However, given the magnitude of these pressures, there is the potential for a material overspend.

3. Background

- 3.1 The total 2020/21 approved gross General Fund revenue budget for the Place Directorate is £242.181m. The net budget is £45.729m after adjusting for income from other parts of the Council, external grants and other income. This budget is net of £4.508m of savings initiatives approved by Council in February 2020.
- 3.2 Covid-19 related net costs have been separated from the 'business as usual' in order to facilitate understanding of the drivers of risks, cost pressures and mitigating actions where applicable.
- 3.3 This report provides an update on the above revenue budgets. A separate report to the Council's Finance and Resources Committee on 21 January 2021 set out the projected position on the Council's Capital Investment Programme.

4. Main Report

Month seven – 'business as usual' forecast

- 4.1 At month seven, the 2020/2021 forecast net pressure across Place general fund revenue budgets is £0.516m. This is an improvement of £1.194m from the position reported at month five. The improvement is a combination of progress made in delivery of existing agreed management action, service manager efforts to address 'at risk' elements of approved savings (paragraph 4.4) and delivery of new measures by Place Senior Management Team. Gross pressures of £8.690m have been identified and £8.454m of management actions have been agreed across the Directorate with a commitment to identify additional measure to mitigate against the risk of not delivering a balanced budget for the Directorate as a whole. The month seven forecast reflects the delivery status assessment of agreed management actions.
- 4.2 At month seven, the forecast position for services within the remit of the Committee is a £0.464m overspend (excluding Covid-19 impact). This is an improvement of £0.186m from the position reported at month five and in net terms remains largely representative of the 'at risk' elements of approved budget savings in terms of overall quantum. The delivery risk assessment in respect of 2020/2021 approved budget savings is shown as Appendix 1. Pressures, risks and management actions are captured in the specific section of the report.
- 4.3 Identified management actions referred to in paragraph 4.1, which have still to be fully delivered and are pertinent to the service within the remit of the Committee total £0.270m. The actions are at varying stages of delivery and relate to reconfiguration and recommencement of environmental testing services to generate income, reduction in operational costs and optimisation of permissible staff time against capital projects where appropriate. If all identified management actions are delivered and emergent pressures managed by the services, the business as usual forecast out-turn for services under the remit of this Committee would be £0.194m overspent.

2020/21 budget – Approved savings delivery

- 4.4 The approved budget savings for Place Directorate in 2020/2021 total £4.508m. Progress in the delivery of the savings programme is reviewed regularly by Place Senior Management Team. £2.438m of approved 2020/2021 budget savings have been assessed by Place SMT as having been impacted by factors, including the Coronavirus pandemic with a “substantial risk’ that the approved savings will not be achieved. This includes £0.413m of approved savings within the remit of this Committee.
- 4.5 Whilst services have been asked to produce plans to bring substitute savings forward, it is important to understand the reasons for savings being ‘at risk’. To this end, the traditional RAG assessment provided within the Committee reporting and governance framework has been expanded to include a black assessment denotation which is applied to savings where there has been a material change in context leading to a substantial delivery risk or where there are serious concerns around project design resulting in the same outcome.
- 4.6 The savings which fall under the remit of this Committee total £1.348m and are shown in Appendix 1 with the month seven delivery assessment. A risk assessment exercise has been undertaken in consultation with Place Management Team, this indicates that, on the basis of actions planned or already undertaken, £0.935m of approved savings are assessed as “green” (saving on track to be achieved) and £0.413m are assessed as “black” (material change in circumstances with substantial risk that saving will not be achieved).

Pressures, Risks and Management Actions

- 4.7 Place Directorate overall is forecasting a £0.516m overspend at month seven. As set out in paragraph 4.1, additional measures at differing stages of delivery have been identified since the month five position was reported. The position represents an improvement of £1.194m on the month five position.
- 4.8 At month seven, there are pressures in service areas under the remit of this Committee totalling £0.464m as set out in paragraph 4.2 with further management actions totalling £0.270m as set out in paragraph 4.3. Committee is however asked to note that at month seven pressures are forecast in some service areas; Waste and Cleansing £1.587m overspend, Scientific and Bereavement Services £0.510m overspend and Fleet £0.107m overspend. The increased overspend in Waste and Cleansing relates to a recalculation of costs of disposal. This is compensated for by forecast underspends in other areas including Roads and Transport and Localities.
- 4.9 Place Directorate discuss budgets with Finance colleagues on a weekly basis at the Senior Management Team in order to seek to manage the risks set out in this report and consider emergent risks in the unprecedented pandemic context. In line with the agreed governance framework a half year review of the Place budget management strategy was undertaken in November 2020.
- 4.10 It is the responsibility of the Executive Director of Place to deliver a balanced budget overall for the Directorate. The 2020/21 budget management strategy which was

agreed and is currently being implemented by the Place Senior Management Team has given consideration to legacy and new budget pressures as well as the in-year savings requirement. Over the short-to-medium term, concerted action is required to address underlying budgetary issues in a sustainable way.

Month seven – Covid-19 impact forecast

- 4.11 As stated earlier in this report, General Fund Covid-19 direct costs and loss of income are being reported separately to allow appropriate decisions to be made in respect of the business as usual and the unbudgeted extraordinary net costs. At month seven, in the region of £29m of budget impacts have been forecast across Place Directorate which relate to Covid-19. Within this total, circa £23.5m relates to the remit of this Committee and is set out within Appendix 2. The main driver of cost growth since month 5 is the net cost of waste disposal; increased tonnages of residential waste and reduced income from sale of recyclates.

5. Next Steps

- 5.1 Place Directorate is committed to delivering mitigating management action to address identified budget pressures on an ongoing basis and will continue to report on progress towards the delivery of a balanced budget.
- 5.2 In addition to the introduction of realigned budgets and half-year reviews, a more strategic approach is being implemented in terms of budget management. Place SMT is looking to the 2020/2021 budget management strategy as part of a rolling process not confined to the current financial year. Where planned savings and mitigations are not fully delivered in year, they are being factored into future year budget management strategies.
- 5.3 The Executive Director of Place is fully committed to making all efforts to identify management action to reduce the budget pressures. However, given the magnitude of these pressures, there is the potential for a material level of overspend.

6. Financial impact

- 6.1 The Council's Financial Regulations set out Executive Directors' responsibilities in respect of financial management, including regular consideration of their service budgets. The position set out in the report indicate pressures arising within the Place Directorate which require to be addressed.

7. Stakeholder/Community Impact

- 7.1 Consultation was undertaken as part of the budget setting process.

8. Background reading/external references

- 8.1 Revenue Budget 2020/21: Month eight Position – report to Finance and Resources Committee, [21 January 2021](#) (Item 7.1)
- 8.2 2020-30 Capital Budget Strategy – 2020/21 Month Eight Monitoring – report to Finance and Resources Committee, [21 January 2021](#) (item 7.2)
- 8.3 Revenue monitoring 2020/21 month five position – report to Transport and Environment Committee, [12 November 2020](#)

9. Appendices

- 9.1 Appendix 1 – Place Directorate: 2020/2021 Month seven Approved Savings Assessment - within remit of Transport and Environment Committee.
- 9.2 Appendix 2 – Covid-19 Impact – Place Directorate - Month seven forecast 2020/21

Place Directorate: 2020/2021 Month seven assessment of Approved Savings within remit of Transport and Environment Committee.

2020/20/21 Approved Saving	Green £m	Amber £m	Red £m	Black £m	Total £m
	Delivered	In Progress	Difficult	At Risk *	
Income Generation – Including Parking Action Plan.	0.030	0.000	0.000	0.088 MC	0.118
Workforce Savings – Including Scientific and Bereavement Services.	0.090	0.000	0.000	0.000	0.090
Third Party Savings – Including Joint Waste.	0.000	0.000	0.000	0.325 MC	0.325
Transport Reform	0.400	0.000	0.000	0.000	0.400
Fees & Charges	0.415	0.000	0.000	0.000	0.415
Total	0.935	0.000	0.000	0.413	1.348
% of Total Savings	69%	0%	0%	31%	100%

*MC= Material Change in Circumstances

Appendix 2 - Covid-19 Impact – Place Directorate - Month seven forecast 2020/21.	Month 7 Forecast £m
Covid-19 Additional Costs - Transport & Environment	
Waste & Cleansing. Additional refuse collection vehicles, fuel, external contractors, PPE, etc. Projection also reflects 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. The January update also incorporates the financial impacts of greater-than-normal waste tonnages collected in the year to date and reduced enforcement activity.	2.695
Public Conveniences. Limited, phased reopening in areas of high footfall, especially in parks and at the seafront, as approved by the Policy and Sustainability Committee on 9 July. Projection reflects additional costs of full year opening as outlined in report to Policy and Sustainability Committee on 6 October.	0.248
Street Lighting. Increased energy and prudential borrowing costs due to delay in roll-out of LED programme.	0.231
Temporary Mortuary Hire. Including provision for additional direct staffing.	0.110
Other Incident Related Costs. Including ICT, PPE and Registrar Service staffing.	0.375
Covid-19 Income Reductions - Transport & Environment	
Parking Income	
On Street. Loss of income from on-street car parking due to the suspension of city-wide parking charges, based on parking charge and enforcement reinstatement wef 22 June but with continuing shortfalls in income for most of the rest of the year due to reduced space availability and/or demand. While weekly income from late August until mid-October was generally between 10% and 15% lower than 2019/20's equivalent levels, this shortfall has grown markedly since that time, averaging 25% in the eight weeks to 20 December. Following implementation of tightened restrictions with effect from 5 January, these shortfalls would be expected to grow significantly, at least in the short term. The current year's forecast therefore includes provision for these weekly losses to increase, with a further general £3m risk contingency reflected within the Council-wide forecast to reflect the impact of continuing restrictions on this and related income streams.	11.674
Enforcement. Enforcement and bus lane cameras Penalty Charge Notice reductions.	2.013
Resident and Other Permits. Loss of income for residents', retailers', business and trade permit schemes and associated non-enforcement.	1.675
Place Various. Net loss of income - including pest control and scientific services, tables and chairs permits, cruise liner berthing fees and museum and galleries donations, admissions and rents based on expected periods of closure/service unavailability. The updated projections reflect assumed disruption until the end of the financial year.	1.786
Roads. Reduction in staff salaries chargeable to the Capital Programme.	2.145
Public Transport. Loss of bus station income due to reduced departures. Enforced delays to Bus Station Information System and Real Time Passenger Information signage may give rise to additional costs in the current year.	0.420
Garden Waste. Costs of extending current-year permits by further five weeks	0.150
Total Covid-19 Additional Costs & Income Reductions – T&E	23.522

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CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

28 January 2021

DEPUTATION REQUESTS

Subject	Deputation
<p>3.1 In relation to Item 7.1 on the agenda – Spaces for People Update - January 2021</p>	<p>Craigmillar Park Corridor Inclusive Spaces for all People Edinburgh City Private Hire and Capital Cars IQRA Academy Newington Hotels Group Spokes</p>
<p>3.2 In relation to Item 7.2 on the agenda – Strategic Review of Parking - Results of Phase 1 Consultation and General Update</p>	<p>Leith Independent Garages Association</p>
<p>3.3 In relation to Item 7.4 on the agenda – Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area</p>	<p>Portobello Amenity Society Portobello Community Council Brightons And Rosefield Residents' Association</p>
<p>3.4 In relation to Item 9.1 on the agenda – Motion by Councillor Rose - Pedestrian crossing in Bernard Terrace</p>	<p>Southside Community Council</p>
<p>3.4 In relation to Item 9.4 on the agenda – Motion by Councillor Lang - Cammo Road trial closure</p>	<p>Cammo Traffic Group Residents of Lennymuir</p>

24 January 2021

Dear Councillors,

**COMMUNITY DEPUTATION - SPACES FOR PEOPLE 7.1 - CRAIGMILLAR PARK CORRIDOR
TRANSPORT & ENVIRONMENT COMMITTEE MEETING 28/01/21**

We are writing on behalf of concerned residences and businesses along the 'Craigmillar Park Corridor' A701 encompassing:

- Minto St
- Mayfield Gardens
- Craigmillar Park

The Craigmillar Park Corridor comprises of residential homes and a substantial number of commercially zoned properties: Hotels, Guest Houses, restaurants and small convenience stores.

City of Edinburgh Council (CEC) have decided to completely change the way our road works under Spaces for People (SfP) using the Temporary Traffic Regulation Order (TTRO). SfP have removed a transit lane, **eliminated all non-peak parking and stopping along the entire Craigmillar Park Corridor** and implemented double yellow lines with single blips and "elements" which will physically block cars, commercial vehicles etc. from being able to stop and/or park on the side of the road for essential reasons.

We note the Council is currently being held accountable by other affected community groups who are opposed to these rushed infrastructure changes using TTRO.

On the 20th January 2021, The London High Court rules their equivalent scheme "Streetspace" to be unlawful and The Judge, Mrs Justice Beverley Lang ruled Sadiq Khan and TfL "took advantage of the pandemic" to push "radical changes". This sets a precedent for "Spaces For People" and the undemocratic methods used to roll it out in our city, devoid of any consultation.

Although all measures under TTRO must be temporary, it is clear CEC have other motives. The entire corridor is in the process of being completely repainted with a new road layout, even though under the TTRO these measures must only be temporary. When does CEC intend to revert the corridor back to the way it was? Why has CEC chosen such a permanent measure for a temporary scheme?

No thought or consideration has been given to the local residents of the community as to how we use our local space. **Overnight the accessibility for residents and businesses along the Craigmillar Park Corridor has been eliminated.**

City of Edinburgh Council's approach to "accessible" and "inclusive" has excluded non-disabled but elderly and/or injured who, under the legal definition of above have an equal right to access their home, safely, free from obstructions and fear.

Our community was not notified or consulted.

The planned changes have not been transparently communicated to locals and many remain in the dark as to what the council have planned for our corridor.

**Previous accessible parking provision along entire 'Craigmillar Park Corridor'
during non-peak times now made redundant by SFP using TTRO:**



Previously, the system worked well with residents, visitors and businesses able to use the transit lane outside peak times to park or load. This is the time when residents and businesses schedule delivery services eg. Grocery orders or courier deliveries etc. Grocery & Courier services such as these have had an increase during Covid-19 to avoid all non essential contact with people and adhere to government guidance of staying home.

How will our community have access to these essential services? We have a right to load outside our homes legally, safely and free from stress.

Now, with the SFP changes implemented via the TTRO **all access to residences and commercial businesses have been removed with no alternative provision put in place.**

Our community is firmly opposed to the Spaces for People changes. City of Edinburgh Council have made a radical change in amenity with significant adverse impacts on residents' daily lives and business' daily operation.

The only Parking and Loading bay on the entire 1 mile length of the Craigmillar Park Corridor is located directly outside Ian Murray MP's office.

One parking and one loading bay outside Ian Murray MP's office is neither safe nor practical to service the entire stretch of Minto St, Mayfield Gardens and Craigmillar Park.

The elimination of all parking and loading by CEC and SFP and the planned installation of 'elements' along the entire length of the Craigmillar Park Corridor, will leave only driveways free from obstruction. Inevitably, driveways will now be the only provision for Grocery delivery services, courier vans, taxis etc. to stop illegally to load.

Other areas along the A701 have a fair distribution of Parking Bays and Loading Bays. We have been forgotten about and left behind with these rushed infrastructure changes.

By Prohibiting all stopping CEC and SFP have eliminated safe access to residences and businesses along the Craigmillar Park Corridor. **It is blatant discrimination and is not inclusive.**

The pavement running down the length of the Craigmillar Park Corridor on both sides is already wide enough to allow for social distancing. No new additional measures are required to comply with COVID-19 safety.

Further impacts due to road layout changes have caused additional concern. Our road is the main arterial into town and is a major bus and emergency vehicle route. City of Edinburgh Council have removed the inbound transit lane, essential for peak time traffic, reducing the working lanes from four to three.

The Craigmillar Park Corridor experiences high levels of traffic congestion during peak times and we ask the council what impact the new changes will make with the removal of a transit lane?

- Has a health or environmental study been undertaken?
- What affect will the increase of idle vehicles have on air pollution and the health of local residents?
- How will this change effect peak time traffic levels?

We request:

- All works to be put on hold effective immediately.
- Immediate reinstatement of provisions for residential parking, visitor parking and loading along the entire corridor.
- Spaces for People scheme to be made available for public consultation.
- Surveys to the impact of environment and health from increased levels of idle traffic due to removal of a transit lane.
- Impact on visual character to the Craigmillar park conservation area.
- What are the exact criteria and guarantees from the council regarding removal of all temporary measures under the TTRO?

The system in place before Spaces for People launched their rollout was already inclusive. Bikes, walkers, scooters, busses, taxis etc already used the space safely for years. Common sense allows everyone to respect each other, sharing the love of our entire community and its people.

We request reassurance from the council that our feedback and concerns will be put into a consultation-based approach and not simply dismissed out of hand, treated with contempt and rollout continuing despite all opposition.

On behalf of all affected residents,

Craigmillar Park Corridor Inclusive Space for all People

Transport and Environment Committee 28-01-21

Committee Members.

To all Members of the Committee, I am putting forward this Deputation in support of the NHG and all Business owners and residents of the Craigmillar Park corridor. The policy that has been adopted in this and many other areas will have a detrimental effect on the access for these businesses and residents alike.

As operators of Taxi and PHC Vehicles if these proposals are approved it will make it impossible to either pick up or drop off passengers at these premises on the Craigmillar Park corridor.

We are also in full support of the businesses and residents of the Lanark Road corridor (SWEM), who have the same concerns regarding accessibility to customers and trade alike. These changes are being made in the name of the People, yet the people affected have NO consultation. Again as Taxi and PHC Operators it will make it extremely difficult to pick up and drop off in those areas.

We are again concerned that there has been no consultation regarding these and many other proposals under the Spaces for People programme, and the TTRO process effectively gives carte blanche to make these changes with NO consultation with those affected.

The Covid-19 Pandemic is a Public Health issue and given that these TTRO's are being used for a public health issue rather than a Road Traffic issue, this practice is designed to make these changes using Scottish Government subsidies to put changes in place that the property occupiers do not want, nor need.

These changes will have a long-term detrimental effect on many businesses, and given that the normal response is to say that these changes are temporary, it is strange that in today's Report it is already being asked that you consider changing these TTRO's to ETRO's, which would at least allow for more detailed consultation. Why can't we have the ETRO process in place now and give those that are affected the opportunity to put their case to this Committee.

Please give everyone affected the right to have a consultation process that gives their voice a chance, after all it is the Spaces for **People** programme, the emphasis is on people, that is a Democracy, and I am sure that's what every politician would like to see, Democracy at work in Edinburgh. So please vote to delay these changes, and allow for due process and let the **People** have their say.

Thank you for your time today.

24 January 2021

Dear Councillors & Officials,

**RE: TRANSPORT & ENVIRONMENT COMMITTEE MEETING 28/01/21
WRITTEN DEPUTATION IN RELATION TO ITEM 7.1 SPACES FOR PEOPLE
SPECIFICALLY WORKS COMMENCED ON CRAIGMILLAR PARK CORRIDOR**

We oppose the spaces for people infrastructure package being undemocratically implemented in our neighbourhood without consultation or due process. The means of implementation are unacceptable.

Further, on the 20th January 2021, a similar scheme in London called "Streetspace" was ruled as unlawful by London's High Court and as such, sets a dangerous precedent for Edinburgh Council to continue with "Spaces For People" by the same manner as in London's "Streetspace" scheme. I quote some of The Judges ruling bellow:

Mrs Lang states "TFL and the mayor's decision making was seriously flawed, the response was ill-considered and they were taking advantage of the pandemic. "

Crucially, she also states "The "Streetspace" plan would now have to be reconsidered and seriously amended."

All of which muddies the waters for these types of schemes across the entire United Kingdom.

We wish the committee to consider the following points ahead of the meeting on 28 January:

1. Notifications of the Spaces for People Project were sent to various community groups on 17 July 2020. Recipients were given five days to respond with comments.

Our community was never notified of the 'Spaces for People Project' and as such have not had an opportunity to comment.

Further, we were shocked to discover our absence was raised by two Councillors in their feedback of the Project however our community continues to be ignored.

The very fact we were never contacted when we are such a large, active and contributing community is a clear case of systemic racism within the City of Edinburgh Council.

Please see as follows:

CIMT 31 July 2020 – Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 17 July 2020. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
Minto Street, Craigmillar Park, Mayfield Gardens	Provide safer cycle conditions on a main road into the City, connecting various communities. Links in with other Spaces for People projects (eg. Gilmerton Road and Causewayside) and contains a part of the future Cameron Toll to Bioquarter Active Travel route.	Progress with cycle project as part of overall emergency measures to re-designate key parts of the road network to help pedestrians and cyclists travel safely while meeting physical distancing requirements.

Feedback

Comment from	Comment	Response
Cllr Rose	It is not clear if there has been any contact with those who run businesses or residents along this route. The mosque If there has not been such notification and opportunity to respond then the proposal should not proceed. There are significant parking issues in East Suffolk Park on Fridays when the 500-600 worshippers attend the mosque in East Suffolk Road. Many of these worshippers, often attending from elsewhere in the city, have been persuaded to park on Craigmillar Park. It is not clear how the proposals will impact this. The proposals should not proceed until these issues have been dealt with.	This scheme has followed the Spaces for People (SfP) process of notification. Parking is generally possible in side streets.
Councillor Webber	Can you provide me with assurances that the businesses and residents along with route have all been involved and asked to	We have followed the engagement process which was approved by

	comment. I can see no sign of this from the distribution list. It looks like the same contributors (excluding of course the various ward specific ward cllrs) as it has been for EVERY other consultation. Without involvement of the actual community then the exercise is nothing more than an exercise in completing consultation rather than being meaningful and relevant to the area. I also notice that the Mosque is also not in the distribution list for contributing to the process, are they even aware this is happening. I am aware via the experience and knowledge of my Conservative colleague that represents this Ward, that there are significant parking issues in East Suffolk Park on Fridays when the 500-600 worshippers attend the mosque in East Suffolk Road. Many of these worshippers, often attending from elsewhere in the city, have been persuaded to park on Craigmillar Park. It is not clear how the proposals will impact this.	Councillors at the Policy and Sustainability Committee. We have contacted the Federation of Small Businesses and Edinburgh City Commerce asking that they direct their members to the spaces for people website and added a link on the council business page to the spaces for people webpage. It is important that we put temporary measures in quickly as our priority is to protect the health and wellbeing of our residents and support businesses. This means we are not able to follow a full engagement process but we have encouraged communities to submit their views on the Spaces for People initiative on the Commonplace website which brought in more than 4000 responses. ...
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We can now reply to the City of Edinburgh Council’s responses above:

- a) Parking in the side streets of our Mosque is limited with Residential Parking Bays in place on surrounding streets. The non-peak parking on the A701 has been an invaluable parking facility to our community and has served as a safe and accessible parking location for our worshippers.
- b) We are not a member of the ‘Federation of Small Business’. **We are not a business, we are a religious community.**

2. 'Spaces for People' have removed the facility of parking down the length of the A701 along the 'Craigmillarpark Corridor' making it exceedingly difficult for our worshipers to attend Prayer. We are a large and active community, encompassing a wide range of ages and physical abilities. At times our Mosque can experience 500 – 600 worshippers attending Prayer. We already face significant parking issues and removing the parking ability on our local road has hindered accessibility for our worshippers.
3. Safety: We are deeply concerned with the planned implementation of posts up and down the Craigmillarpark Corridor A701. The posts will make it impossible to stop, park or load. Edinburgh City Council have also reduced this main road from four lanes to three lanes, removing the inbound dedicated bus lane altogether and we are concerned as to how this will affect the traffic flow on this already congested main road. The Craigmillarpark Corridor is an important bus and emergency vehicle route, vehicles need to be able to pull over safely to allow a through path for emergency vehicles in times of crisis. All of which will be impacted by the implementation of posts. What surveys have Edinburgh City Council carried out on the impact of this far-reaching, substantive change?

In conclusion, we implore the council officials to very carefully consider the points we have raised. In the meantime we urgently require:

- A. Immediate halt to all works up and down the entire 'Craigmillarpark Corridor' (Minto St, Mayfield Gardens & Craigmillar park).
- B. Restoration of the corridor to how it was before works commenced.
- C. A number of comprehensive surveys, **collaboration and consultation of effected communities before any changes are made.** These should include but are not limited to:
 - i. Environmental Impact Study (added pollution from stationary vehicle exhaust emissions during peak times due to removal of fourth lane inbound).
 - ii. Health Impact Study (added pollution from stationary vehicle exhaust emissions during peak times due to removal of fourth lane inbound).
 - iii. Accessibility Impact Study for the local community including non disabled elderly.
 - iv. Community consultation. An opportunity to hear the **voices of all members of our community** including the impacts on our affected residences, places of worship, hotels, shops and retail business.
 - v. Impact of the planned posts to our 'Craigmillar Park Conservation Area' character.

The 'Spaces for People' scheme has been rushed through in a potentially illegal manner. We were never consulted despite Councillor requests to do so. This is systemic racism. We have been clearly victimised and excluded in this process and are entitled to a safe, inclusive and collaborative approach to any changes in our community.

With many thanks and regards,

**For the Attention of the Transport and Environment Committee****Meeting 28 January 2021****Item 7.1 Spaces for People Update****In relation to the Craigmillar Park Corridor**

Dear Councillors and Officials,

The hotels along the Craigmillar Park Corridor have been placed in a dire situation by the Spaces for People (SfP) scheme implemented under the Temporary Traffic Regulation Order (TTRO).

The Craigmillar Park Corridor is the stretch along the A701 encompassing:

- Minto St
- Mayfield Gardens
- Craigmillar Park

There are **21 Hotels** and Guest Houses along this corridor.

The City of Edinburgh Council (CEC) has made drastic changes to the way we use our road. The council have been singularly focused in their implementation of 'Spaces for People' while excluding and discriminating against a large segment of the transient population, businesses and community alike.

Newington Hotels Group (NHG) remains firmly opposed to the current changes made by SfP.

SfP under the TTRO have:

- Reduced traffic lanes from 4 to 3 with the removal of a transit lane.
- Plans to implement cycle lanes with elements along the entire stretch inbound and outbound resulting in issues of accessibility and failure to be inclusive along the entire corridor.
- Removed all parking facility outside of peak time for the East side of Minto St
- Removed all parking facility outside of peak time for the West side of Mayfield Gardens.
- Removed all parking facility outside of peak time for the West side of Craigmillar Park.
- Removed all ability to load without stopping traffic on the West side of Minto St
- Removed all ability to load without stopping traffic on the East side of Mayfield Gardens.
- Removed all ability to load without stopping traffic on the East side of Craigmillar Park.
- Raised serious safety concerns around 'floating cars' parked along cycle lanes.
- Created potential bottle necks from the confusing road layout and elimination of a fourth lane on a heavily used 'A' road.
- Created concerns around traffic congestion due to the removal of a transit lane and the impact of car exhaust fumes from stationary vehicles on the local community.
- Disregarded the character of the Craigmillar Park Conservation area.



1. SfP have compromised the safety of the Craigmillar Park Corridor with the removal of the bus lane inbound along Mayfield Gardens and Craigmillar Park and the outbound bus lane of Minto St, reduction for 4 lanes to 3 lanes and the implementation of cycle lanes. **Where previously there were 4 lanes for traffic, there are now only 3.**

As such, SfP have completely removed the ability to park along the west side of Mayfield Gardens and Craigmillar park and east side of Minto St Park to be replaced with **zero** parking provision or safe and inclusive loading provision.

SfP have drastically diminished accessibility for the length of the entire west side of Mayfield Gardens and Craigmillar Park and east side of Minto St.

NHG are **very** concerned with accessibility for our guests, particularly non-disabled elderly who will be severely hindered to safely park and load outside many Hotels and Guest Houses along the Craigmillar Park Corridor. It is **not** acceptable for an elderly guest with luggage (and potentially mobility issues) to cross a busy arterial road to gain access to our businesses.

In addition, the removal of the fourth transit lane has severely impacted the accessibility of **essential services** to our commercial businesses.

For example, on a daily basis NHG's Hotels and Guest Houses require:

- Laundry service pick up/drop off
- Butcher deliveries
- Farm fresh egg deliveries
- Courier deliveries
- Grocery deliveries

Associated businesses and tourists have a right to access our premises' in a legal, safe and inclusive manner, all of which have been eliminated by Spaces for People under the TTRO.

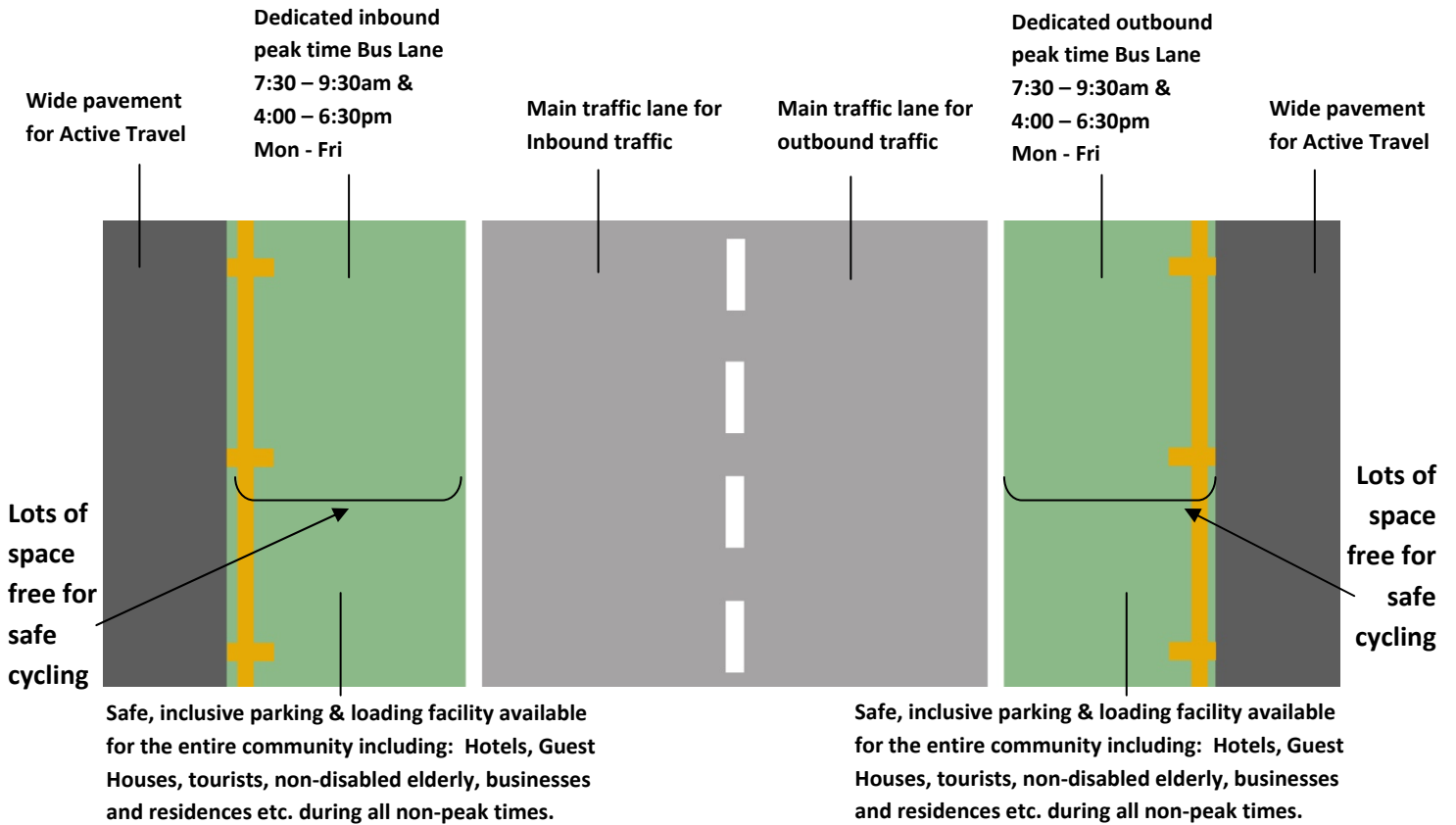
Previous to SfP changes, inclusive and accessible loading and **parking** was permitted along the entire Craigmillar Park Corridor outside of the peak times: 7:30-9:30 and 4:00-6:30 Mon – Fri, in a safe & inclusive manner which did not hold up inbound or outbound traffic. This is the time we schedule our essential delivery services.



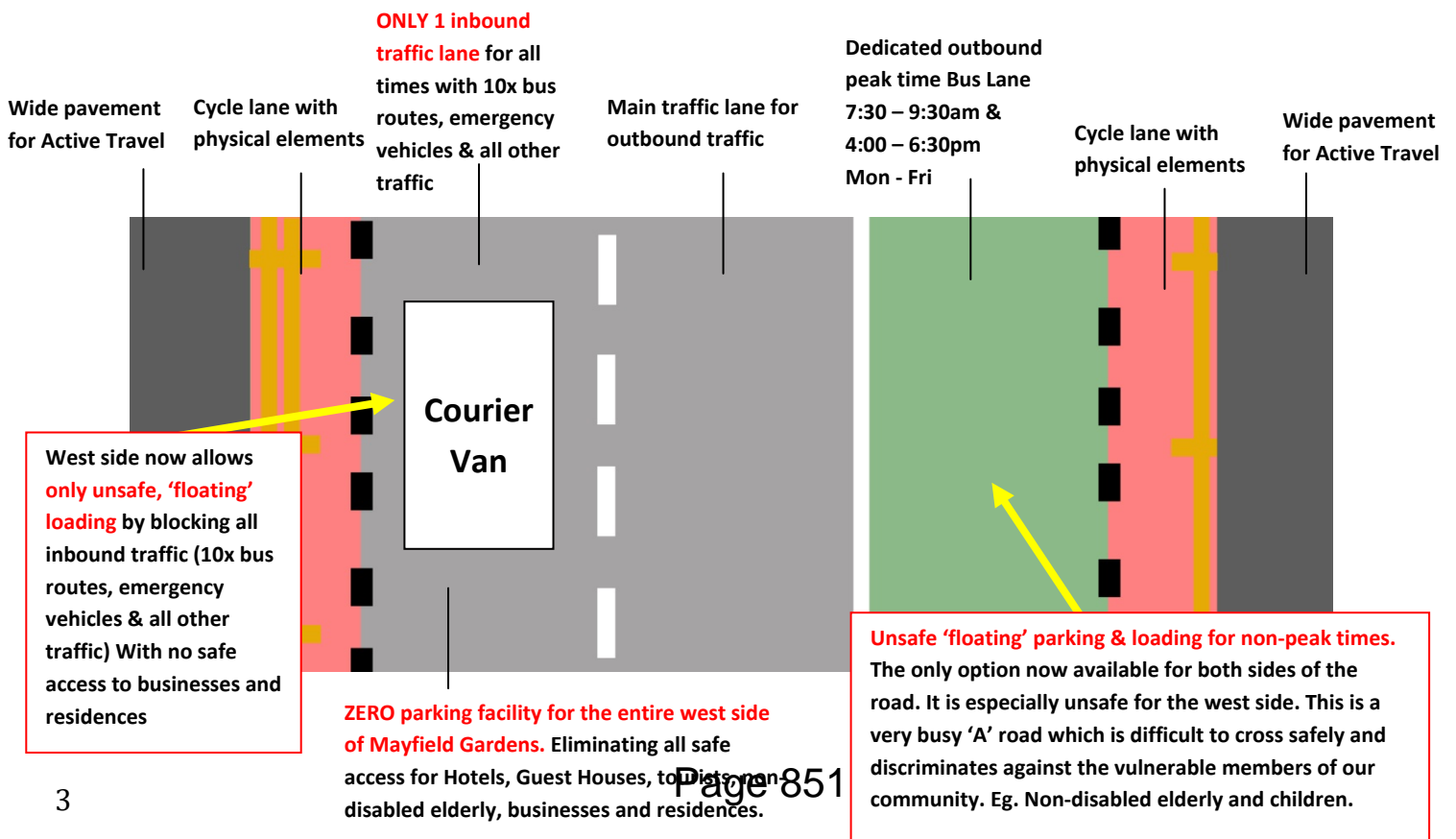
Please see as follows the visual guide as to how the road has changed, highlighting the impact to accessibility for the local community:



A701 Mayfield Gardens before Spaces for People:



A701 Mayfield Gardens after Spaces for People:





Loading next to the cycle lane (double yellow lines with single blips) on the west side of Mayfield Gardens and Craigmillar Park and the East side of Minto St will hold up **all inbound / outbound traffic**, which is **NOT** safe and inclusive and will likely cause stress, anxiety and extreme danger for the person loading plus potential for road rage.



See above: Double yellow and single blip to be painted on inbound road (left side) with cycle lane and 'elements' yet to be installed. As you can see, any stopping/loading after the element installation will block **all** inbound traffic as there is now only **one** inbound lane. Remember, this is the A701, an "A" road and **heavily used by Ambulances from the nearby Royal Infirmary, Emergency Vehicles, Police and 10 x different bus routes**. There are **3 x Hotels** along this west side, 50 yard inbound section alone. SfP have now prevented all safe loading and made all the properties on the west side of Mayfield Gardens and Craigmillar Park inaccessible. This is patently, discrimination.

2. Previously, the Craigmillar Park Corridor was a well thought out road which catered for a multitude of uses, in a safe and inclusive manner. It was spacious enough to allow for safe cycle travel, service the heavily used bus & emergency services route and inclusively facilitate the needs of the local community.

The wide pavements along the Craigmillar Park Corridor have had no change by SfP as they already allowed for safe social distancing in line with Active Travel.

City of Edinburgh Council and Spaces for People have prioritised cyclists over all other people in our community. Only one group has benefited from this change while all other groups suffer. SfP have been singled minded in implementing a cycle path along our road with very little thought for the people who reside along it. CEC and SfP have shown clear discrimination and contempt against the very people who have to live with these changes 24 hours a day.

The council has a duty of care to allow provision for safe, inclusive and accessible access to businesses and homes.



Did SfP consider accessibility issues when planning this scheme? The SfP compiled feedback dated 31 July 2020 raised no issue or concerns over the impact of accessibility to business and residents in relation to the practicalities of everyday living. Eg. grocery deliveries, couriers etc. Was this even considered by SfP?

3. **There are 21 affected Hotels and Guest Houses** located on this stretch of the A701. The council have been quick to rush through plans without any consultation to local businesses and residents. Overnight, Hotels and Guest Houses within the NHG are no longer safely accessible to a large portion of our guests.

In response to the very limited SfP consultation dated 18 July 2020, Councillor Webber and Councillor Rose both raised concerns whether businesses and residents along our route had been involved, contacted and asked to comment.

Very little effort would have been required by SfP to alleviate this legitimate concern, particularly in relation to business. A quick look on Google maps would have readily shown affected businesses along the Craigmillar Park Corridor. We all have email addresses easily found on our websites. SfP have completed a bare bones, sloppy, fast tracked consultation and as such are now having to deal with strong community outcry.

4. Increased traffic congestion will no doubt be a major consequence to the changes made by SfP. The A701 is a main thoroughfare in and out of town and already experience high levels of traffic congestion under normal circumstances with four working lanes.

What thought has SfP given to the impending problem of heavy traffic using the reduced 3 working lanes? Idle traffic exhaust fumes are extremely dangerous to the health of local residents and the potential increase of local pollution levels is a serious concern.

Has SfP considered the health impact, the reduced transit lane will have on the community?

In addition, what impact will the reduction in lanes have on the city's emergency services?

5. The Craigmillar Park Corridor is located in the Craigmillar Park Conservation area.

As stated by CEC in the Craigmillar Park Conservation Area character appraisal:

"Special attention must be paid to the character and appearance of the Conservation Area when planning controls are being exercised."

"The challenge is to ensure that all new development respects, enhances and has a positive impact on the area."



The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that Conservation Areas are:

‘areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Local authorities have a statutory duty to identify and designate such areas.’

The planned ‘elements’ are an eyesore which will degrade and detract from our conservation area. NHG are not opposed to a safe cycle segregation lane in principle, however we are opposed to the current design of the ‘elements’ and location of the cycle segregation lane.

CARE MUST BE TAKEN: It is our duty as the current custodians, to ensure we implement sympathetic infrastructure to maintain or enhance the character of the conservation area. We live in a truly unique part of the world where the utmost respect must be taken to preserve Edinburgh’s unique character.

In addition, NHG believes degrading the character of the area will have a negative impact on Tourism. NHG are calling for a considered, careful and thoughtful approach to preserve the integrity of our conservation area.

6. The changes made by CEC and SfP under the TTRO are intended to be a temporary measure. What criteria will need to be met for the “temporary” measures to be reverted? SfP have taken a very permanent approach to enact these temporary measures.

All of the road markings along the Craigmillar Park Corridor have been burnt off and repainted with new road markings and a new road layout.

Does CEC and SfP truly expect these measures to remain temporary?

All the actions taken to date by CEC and SfP show a motive to covertly make them permanent.

NHG request with immediate effect:

- All works to be halted immediately.
- Removal of the SfP changes and reinstatement of the previous, inclusive road layout.
- New collaborative and inclusive Spaces for People scheme to be considered and made available for public consultation.
- Impact studies to be carried out covering a range of areas of concern:
 1. Tourism - Impacts on the tourism businesses through reduced accessibility and negative aesthetic changes to the character of the Craigmillar Park Conservation Area.
 2. Health – pollution levels caused by traffic congestion and idle cars.
 3. Public Safety – reduction of accessibility for the community.
 4. Impact on the visual character of the Craigmillar Park conservation area.

Thank you for taking your valuable time to read our deputation.

Our best wishes,

SfP Braid Road & Quiet Route Deputation : T&E Committee

Dear Cllrs,

26.01.2021

We are writing to raise our concerns regarding the proposal to partially reopen Braid Road southbound for all motor vehicles. We believe the road should remain open for walking, wheeling, and cycling, and closed to private vehicular traffic.

Opening the road southbound is contrary to the Scottish Government's "*Prioritising Sustainable Transport*" transport hierarchy and would compromise a safe space for people who are using this as a safe route for local commuting, exercising, relaxing, shopping, learning and playing.

As lockdown has been reinforced since December (when the data referenced in the T&E Committee report papers was collected) we have witnessed a resurgence in the use of Braid Rd. Spokes SE recorded nearly 1,500 users of the space from 11:15 to 14:15 last Sunday. These included many hundreds of winter walkers, many runners, several cyclists but also a handful of less confident tricyclists and vulnerable walkers safely using the route to access surrounding greenspaces. It seems perverse that the council is proposing to remove the modal filters that enable these activities. Please see images below of the transport hierarchy diagram, user count & general photos of Braid Rd on 24.01.21.



As a minimum Spokes SE believes the road closure should remain in place while the current lockdown continues, and during this time work can be undertaken by Council Officers to look at public transport issues identified by Lothian Buses, so these can be prepared prior to lockdown easing. Thus continuing to enable vulnerable road users to use the area and other connected active travel infrastructure like the A702 segregated bike lanes to Fairmilehead as well as reliable public transport for those without cars.

Given the well documented effects of induced demand, Spokes SE believe that if the proposed blanket southbound reopening of Braid Rd is allowed then modal shift may well happen in the wrong direction, pollution overall will increase, and so will car dependency. Furthermore, we are far from convinced that congestion and bus delays will reduce on Comiston Road, after a possible brief initial honeymoon. Instead, taking advantage of the new route and the possibly initially faster Comiston Road, additional car trips will be generated (for example, further transfer from bus, or people who currently use other routes)

and thus within a few weeks congestion may well be back, but with a significantly higher number of people in total travelling by car into and out of the city.

There are specific matters that Spokes SE believe haven't been fully considered prior to the proposal for reopening to all motor vehicles southbound being proposed;

- **Greenbank to Meadows SfP Quiet Route:** The City of Edinburgh Council (CEC) consulted on the Quiet Route proposals in November 2020 which showed Braid Rd at the Hermitage as having “*Existing Modal Filters*”. Therefore Spokes SE considers the proposed removal of these a fundamental change to the Quiet Route. In order to achieve a ‘Quiet Route’ traffic levels have to be lower in key areas. One of the main sources of bike/vehicle conflict, should Braid Road reopen, would be on Hermitage drive between Hermitage Gardens and Braidburn Terrace, particularly at the mini roundabout. There is already significant rat-running along Cluny Drive to avoid the Morningside Station traffic lights. Spokes SE would be unable to promote such a route to new cyclists thereby losing a connected route between Fairmilehead and the town centre.
- **Cause of Public Transport Delays:** Spokes SE believes that if buses are being delayed the specific cause of this needs to be determined, we believe it could be one of several factors;
 - Lack of enforcement of illegal parking/ loading during restricted hours on Comiston Rd
 - No 7/7/7 bus lane operation yet in use on Comiston Rd / A702
 - Traffic light sequencing at the Greenbank Crescent and Greenbank Drive crossroads
 - Right turn filtering at Greenbank Cres without enforcement of yellow hatched box
 - Left & right turning of rat running traffic into and out of the Midmar / Cluny area
- **Alternate Bus Routing:** In line with transport hierarchy, Spokes SE believes that options that allow buses to avoid other motor vehicles should be considered before reopening Braid Rd to private motor traffic. We therefore urge CEC to explore Braid Road as a possible bus priority route, for all or selected services (e.g. 11 & 15), with a bus gate. Thus allowing for reliable bus times, along with enhanced space for pedestrians and cyclists. Lothian Buses have confirmed to Spokes SE that there is no technical reason why buses cannot use Braid Rd south of Braidburn Terrace. Previous roadworks have meant bus diversions southbound along Braid Rd to Braidburn Terrace as recently as 2017. We also think a trial bus only right turn from Comiston Rd into Greenbank Crescent could enhance reliability of westbound services (5 & 16) towards Oxbgangs.

Spokes SE appreciates that the Spaces for People measures are installed under a “try-then-modify” approach. However, the Greenbank to Meadows Quiet Route hasn't even been tried and it is already being modified. Changed for the benefit of private motor traffic (the bottom of the transport hierarchy), rather than for people who walk, wheel, cycle and get the bus (those higher up the transport hierarchy).

We would be grateful for a meeting with Council Officers and other stakeholders to discuss how Braid Rd can be part of an essential, safe and inclusive active travel network in the area.

Sincerely,

Spokes SE

Item 7.2: Strategic Review of Parking - Results of Phase 1 Consultation and General Update

Deputation from Leith Independent Garages Association (LIGA)

Leith Independent Garages Association (LIGA) represents more than twenty independent garages in and around Leith.

Some of these garage businesses (which conduct general vehicle repairs, body work, servicing, welding, diagnostics and include M.O.T work and M.O.T testing) have been in existence for more than sixty years [Source: Post Office Directories, Leith Library] and unmitigated extended CPZ proposals would present them with an immediate existential threat.

Most 'mechanic garages' have no off-street parking so vehicles not immediately being worked on, in different numbers each day, are parked in close proximity to the premises. This facility is crucial to the continued viability and operation of these long-standing and vital local businesses. We therefore support the proposals that mitigate the introduction of parking controls in close proximity to 'mechanic garages' which would otherwise significantly negatively impact these local businesses.

We commend, in part, the solution adopted by Leicester City Council which operates a well-developed scheme of transferrable Garage Business Parking Permits. This type of transferrable permit does not rely on the Vehicle Registration Number, the permits are held by the garage and displayed on the service vehicles' windscreens. It is for use on parked customers' vehicles only while in the custody of the relevant garage.

We therefore ask that the Committee please:

- A. Implement the fourth option outlined in the 'Options for Garage Customer Parking Permits' section (Section 6, page 25 [Document Pack page 457] of CPZ Phase 1 Industry Specific Parking Permits), allowing use of specific allocated parking spaces and use of Shared Use Parking Spaces.
- B. Issue two permits to each garage free of charge to stop this being an unfair tax on being.
- C. Consult with garage businesses to ensure that sufficient permits and spaces are provided.
- D. Consult further with garage businesses to discover a fair price for additional permits and to ensure the continued economic viability of each business.

We would also respectfully offer a constructive comment on the disappointing performance of the distribution agents used by CEC/Project Centre. We found substantial areas of Leith including Manderson Street, Gordon Street, Giles Street and Water Street where the delivery of the Controlled Parking Zone Consultation leaflet to businesses was non-existent.

Finally, we commend to you the exemplary performance of Andrew MacKay, now Senior Transport Team Leader - Parking Operations, who has been our contact at the City Council

for the past fourteen months and who has listened to us so patiently and understood our concerns and suggestions so insightfully.

Best regards

Kenny Logan
Chairman

Dan Thompson
Secretary

DEPUTATION ON BEHALF OF BRIGHTONS AND ROSEFIELD RESIDENTS' ASSOCIATION ON ITEM 7.4: THE TRIAL CLOSURE OF BRUNSTANE ROAD

I am writing on behalf of Brightons and Rosefield Residents' Association, which includes Brighton Place and the surrounding streets. If the closure of Brunstane Road goes ahead, this area will be severely impacted. I carried out a survey of residents during the Council's own survey period and the result was that 92% of respondents opposed the closure of Brunstane Road and 8% supported it.

The Council's own survey shows that an overwhelming majority of 72% of respondents oppose the closure of Brunstane Road.

The concerns of people living in this area have been consistently ignored, with letters not being answered, being excluded from briefing notes and updates and requests for meetings ignored, despite the fact that the residents of this area should be key stakeholders in this process.

Our concerns can be summarised as follows:

Displacement of traffic from Brunstane Road to Brighton Place

Brunstane Road is one of only two north/south axes in and out of Portobello, the other being Brighton Place. Despite this, no mention is made in the report of the impact this closure would have on Brighton Place.

Paragraph 4.3 of the report states that: "The closure of Brunstane Road at the railway bridge would address the issue of through traffic resulting in its use by only local traffic. However, it is acknowledged that any such closure could result in an increase in traffic volumes in adjacent residential streets thus this proposal would require to be promoted alongside measures within the Coillesdene area to mitigate the impact of any displaced traffic." This completely ignores the impact on Brighton Place.

Paragraph 3.3 notes that during the period of closure of Brunstane Road, residents in the Coillesdene area noted an increase in traffic as drivers rerouted due to the closure of Brunstane Road.

The only reason the Coillesdene area suffered increased traffic at that time is because BOTH Brighton Place and Brunstane Road were closed at the same time. It is interesting to note that the vast majority of residents in the "Joppa Triangle" area oppose the closure of Brunstane Road and the restrictions proposed for Coillesdene.

This displacement of traffic onto Brighton Place cannot be denied as when the street was closed for resurfacing work Brunstane Road residents complained of an increase in traffic, resulting in a TTRO to close the road for the duration of the closure of Brighton Place. Clearly if Brunstane Road closes the opposite effect will occur, i.e. traffic that used to use Brunstane Road will be largely displaced onto Brighton Place.

We know for a fact that this will be the result of the closure of Brunstane Road as when Brunstane Road was temporarily closed to through traffic in August 2020 for utilities works Brighton Place experienced a huge increase in traffic volumes.

Existing traffic problems in and around Brighton Place

Brighton Place is a residential street and also a busy bus route with three services operating on it. Under normal circumstances at peak times traffic tails back from the traffic lights at the north end of the street as far as the railway bridge at the south end of Brighton Place. The rail bridge is a single-lane pinch-point that causes a bottle neck. This is further exacerbated by the fact that

Southfield Place has parking down both sides, a situation that only started during the re-surfacing of the two streets (previously cars were only parked down one side of Southfield Place, like Brighton Place).

This situation causes traffic chaos with two lanes of traffic plus buses trying to pass and queueing to get under the bridge. There is further curtailment of the flow of traffic at the north end of Brighton Place, with traffic lights at the busy crossroads. The street is frequently gridlocked which has the knock on effect of reducing the high street to a complete stand still. Residents in Brighton Place frequently cannot access their driveways because of queued vehicles.

Lee Crescent and East Brighton Crescent residents are very concerned about those streets being used as a possible rat-run, as happened during the closure of Brighton Place for resurfacing work, if Brunstane Road is permanently closed. This would cause congestion on these streets and increase the chance of accidents. There is a nursery in East Brighton Crescent with children entering and leaving at various times of the day (as well as start and finish times) for activities in the nearby parks and other outings.

There is a development underway of around 450 new houses on the Baileyfield South site in Portobello. The impact of traffic generated in this area by this development needs to be taken into account as residents living on the south side of the site will have to exit onto Harry Lauder Road as no right turn is permitted, and as the council has failed to agree to traffic signals to enable this, all traffic wanting to head west to the Seafield junction will have instead to turn left along Harry Lauder Road, under the railway bridge and down Southfield Place and Brighton Place then along Portobello High Street, adding to congestion and queues and also causing more vehicle emissions.

Lack of reliable data on which to base this decision

Traffic counts - no proper survey - were done on the two roads for only six days during a global pandemic. There is no reliable data on which a decision can be made. Also, the data collected for Brighton Place is in a different format to that collected for Brunstane Road and the Coillesdenes. Many residents have stressed the need for a strategic survey of the whole road network in Portobello to ascertain which roads might be closed with the maximum benefit and the minimum disruption for the majority of residents rather than closing one road by demand and for the benefit of only the residents of that road. There is support for reducing traffic volumes generally but not via piecemeal measures such as the current proposal.

No permanent closure of any local road should be undertaken without a full and thorough assessment at a time of normality of the impact on the whole of the Portobello road network.

Increased traffic and air pollution on a safe route to school

The report completely ignores the fact that Brighton Place is supposedly a safe route to and from a number of schools and nurseries: St John's RC primary school, Duddingston primary school, Holy Rood high School, Portobello high school, Cherry Trees nursery, St John's nursery, Duddingston primary nursery, Rocking Horse nursery and Highland Fling nursery in East Brighton Crescent. There is a large number of children and parents using it twice a day to get to and from school/nursery five days a week under normal circumstances.

Additional traffic displaced from Brunstane Road to Brighton Place will mean increased traffic volumes, with traffic queueing, stopping and starting with car engines idling, exacerbating the existing situation and increasing air pollution. This means increased air pollution for the large numbers of children and young people using this route to walk and ride to and from the schools and nurseries accessed via Brighton Place.

The huge increase in traffic that would occur as a result of the closure of Brunstane Road plus the new housing developments in this area would pose a risk to the safety of children, cyclists and pedestrians using this route, with the increased air pollution as mentioned above as well as the increased risk of accidents. It is claimed that the new housing development at Brunstane Road

would cause an increase in traffic in Brunstane Road but planning officers in their analysis of the planning application emphasised that it would not.

There would be a negative impact on air quality for residents of Brighton Place and also for the many adult residents, including elderly people from the retirement flats in Baileyfield Road, who use this route to access the local shops, etc. There is increasing evidence that air pollution is dangerous to human health, particularly that of children. This was recently established in the inquiry into the death of London schoolgirl Ella Kissi-Debrah.

It is astonishing that the Council would consider a move that will significantly increase traffic on this route, increasing the likelihood of accidents and leading to worse air quality.

Detrimental impact on quality of life, health and wellbeing for residents in the Brightons area

Paragraph 4.10 of the report states that: "The proposal encourages a safer environment for residents, pedestrians and cyclists." But that is only for the residents of Brunstane Road.

This benefit will be at the expense of people living in Brighton Place and the surrounding streets, i.e. there will be more traffic, leading to a less safe environment for residents, pedestrian and cyclists, more likelihood of accidents, and increased air pollution on this route which is supposed to be a safe route to school. In addition, there will be a negative impact for people living in this residential street, with queues of traffic stopping and starting emitting toxic emissions right outside their homes. Therefore what will benefit a relatively small number of people in Brunstane Road will disadvantage a much larger number of residents elsewhere.

Environmental impact

If vehicles are unable to travel up or down Brunstane Road traffic will have to go along Milton Road or Portobello High Street and then either up or down Brighton Place or all the way along to Eastfield and then along Milton Road East. This will mean that cars have to drive further for longer, adding to traffic congestion on those routes and generating more toxic emissions and worsening air pollution. Overall there would be a negative environmental impact from this proposal.

Emergency service concerns

It is very worrying to read in paragraph 7.3 that: "The Scottish Fire and Rescue Service and Police Scotland have expressed concerns regarding the proposal and how it could affect their response times. Police Scotland also note that the trial traffic management measures will likely require increased resources from their officers to enforce the restrictions."

It seems incredible that at a time like this road closure could go ahead when there are such serious safety concerns and which would create additional problems for an already stretched police force.

Alternative suggestions

It seems that the Council has decided that total closure is the only solution to the traffic problems in Brunstane Road and closed its mind to alternative, and more equitable solutions but we would like the following suggestions to receive some serious consideration to ease the situation in Brunstane Road:

- A one-way system coupled with speed bumps such as those in Duddingston Road.
- Traffic lights at the rail bridge
- Passing places.
- Parking restrictions, e.g. parking allowed on only one side of Brunstane Road. Inconsiderate parking is a significant contributor to the situation there as most households have more than one vehicle.
- The closure of Brighton Place with a bus gate to allow access to Portobello High Street.
- A one-way system for Brighton Place with traffic travelling the opposite way in Brunstane Road.

This proposal is ill-thought out, divisive and not based on any reliable data. We ask that for all the reasons stated above you please vote against the closure and agree to seek out a fairer solution for all, based on reliable data collected at a normal time and for the benefit of the majority not the few.

Deputation to Transport and Environment Committee - January 28th 2021

Item 7.4 – Closure of Brunstane Road

On behalf of Portobello Amenity Society

Portobello Amenity Society strongly opposes the proposed closure of Brunstane Road. Brunstane Road and Brighton Place are the only north-south roads between Milton Road and Portobello High Street. Closing one will inevitably increase traffic on the other with increased congestion, increased rat-running around East Brighton Crescent and Lee Crescent and increased air pollution on a route used to access local schools. Brighton Place is already frequently congested, and buses often have to take turns to get past bottlenecks.

The impact of the Baileyfield housing development also needs to be taken into account as residents living on the south side of the site will have to exit onto the Sir Harry Lauder Road where no right turn is permitted. Traffic wanting to head west to the Seafield junction will have to turn left along the Sir Harry Lauder Road, under the railway bridge, down Southfield Place and Brighton Place then along Portobello High Street, thus adding to congestion.

Closing Brunstane Road would create considerable problems for users of both the Brunstane Road allotments and the Bowling Club.

Most of the allotment holders, many of whom are elderly, live north of the bridge. Vehicles are needed to transport plants and compost and closing the road would mean greatly extended trips to and from the allotments.

Brunstane Bowling Club is in a league and in many other competitions which means that bowlers from all over come to visit. Most bowlers are elderly and closing the road would create difficulties accessing the club.

Brunstane Road is the main access to the A1 for Portobello residents. Closing Brunstane Rd would add distance to journeys to Milton Rd and the bypass. It would also increase times for emergency journeys to the

Edinburgh Royal Infirmary. **We note the concerns of the emergency services regarding greater response times but note there is no response from the ambulance service. This is particularly important given Portobello's older population and the popularity of the beach.**

If the proposals go ahead, the junction between Milton Road East and Eastfield at Scott's Garage will need re-planning to accommodate more cars turning right into Milton Road East. There has been no traffic modelling for this junction to assess traffic flow and therefore no changes to Brunstane Road and the Coillesdenes should be made until the impact of doing so is known.

In the deputation to the Transport and Environment committee of 12th November, Brunstane Road traffic calming group claimed that: "Brunstane Road is a key link in Edinburgh's cycling network as it connects national cycle network Route 1 'The Innocent Path' to the Promenade and CEC's own route No 10." The society believes that this is incorrect as the existing, well sign-posted route from Cycle Route 1 is the most direct route into Portobello.

Rather than close Brunstane Road, the society believes that consideration should be given to other options which would alleviate the problems that Brunstane Road faces such as a one-way system, parking restrictions, or traffic lights at the bridge.

Before any closures are decided upon, a full traffic survey should be undertaken for the whole of Portobello and Joppa to arrive at a sustainable solution for the whole area. Traffic other than local traffic should be barred from all possible areas and calming measures such as chicanes introduced to stop drivers speeding and taking shortcuts. Improved signposting should ensure that The Sir Harry Lauder Road becomes the main route for through traffic and not Portobello High Street. The population of Portobello is increasing, especially with the development at Baileyfield, and the society believes that existing access routes to Portobello should be maintained rather than reduced.

John Stewart
Chair



City of Edinburgh Council

Transport & Environment Committee, 28 Jan 2020

7.4 Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area

Dear Councillors,

Brunstane Road and the Coillesdenes, with the proposed experimental closure of Brunstane Road to vehicle traffic, have been a frequent item on the agenda of Portobello Community Council.

It is our statutory role to "... ascertain, co-ordinate and express to the local authorities for its area, and to public authorities, the views of the community which it represents, in relation to matters for which those authorities are responsible..." – accordingly we undertook an online consultation, with physical measures to raise awareness, to ascertain the views of the wider public within Portobello on these plans. The results were used to inform a discussion at the November 2020 meeting of the community council. An action was agreed to object to the proposal, while highlighting variances in the results, and forward on the fuller consultation results to the City of Edinburgh Council.

We note that the results of our consultation have been linked as background reading in the report. However, those results have not been explored in the report, and our own response is buried within the 1000 responses in the appendix.

We would like to highlight those results here.

Consultation results

Portobello Community Council undertook a consultation on these plans, running from 10 to 27 March 2020. We received 441 responses, with 18% supporting the proposal, while 80% were against.

The vast majority of the responses received were from within our community council boundary, with only 40 responses outwith or withholding their postcode. We further broke down the results into areas more specifically impacted by the proposal: Brunstane Rd bottom section (37 responses), Brunstane Rd top section (39 responses), Coillesdenes (67 responses) and other areas to the south of the closure (e.g. Brunstane Rd S, Gilberstoun; 64 responses). These areas showed broad agreement with the overall result, except for the Brunstane Rd top section. Together these specific areas make up half of the total response.

Brunstane Rd top section was in favour of the plans, with 82% supporting them.

	Support	Against
Brunstane Rd (top)	82%	18%
Brunstane Rd (bottom)	32%	68%
S of Closure	8%	89%
Coillesdenes	16%	79%
Other PCC	7%	90%
Overall	18%	80%

Figure 1: Consultation results, with strongly support & support and strongly against & against combined



Portobello Community Council

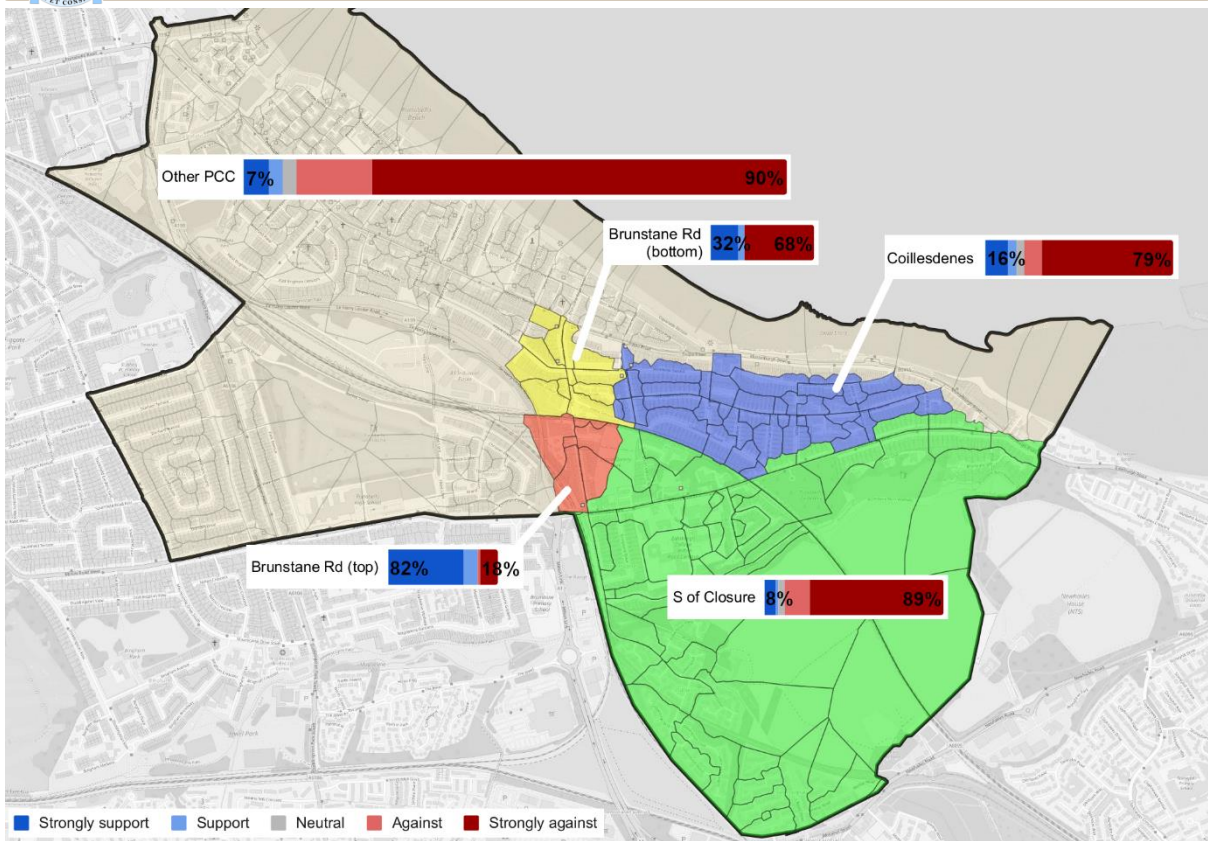


Figure 2: Consultation result, per area

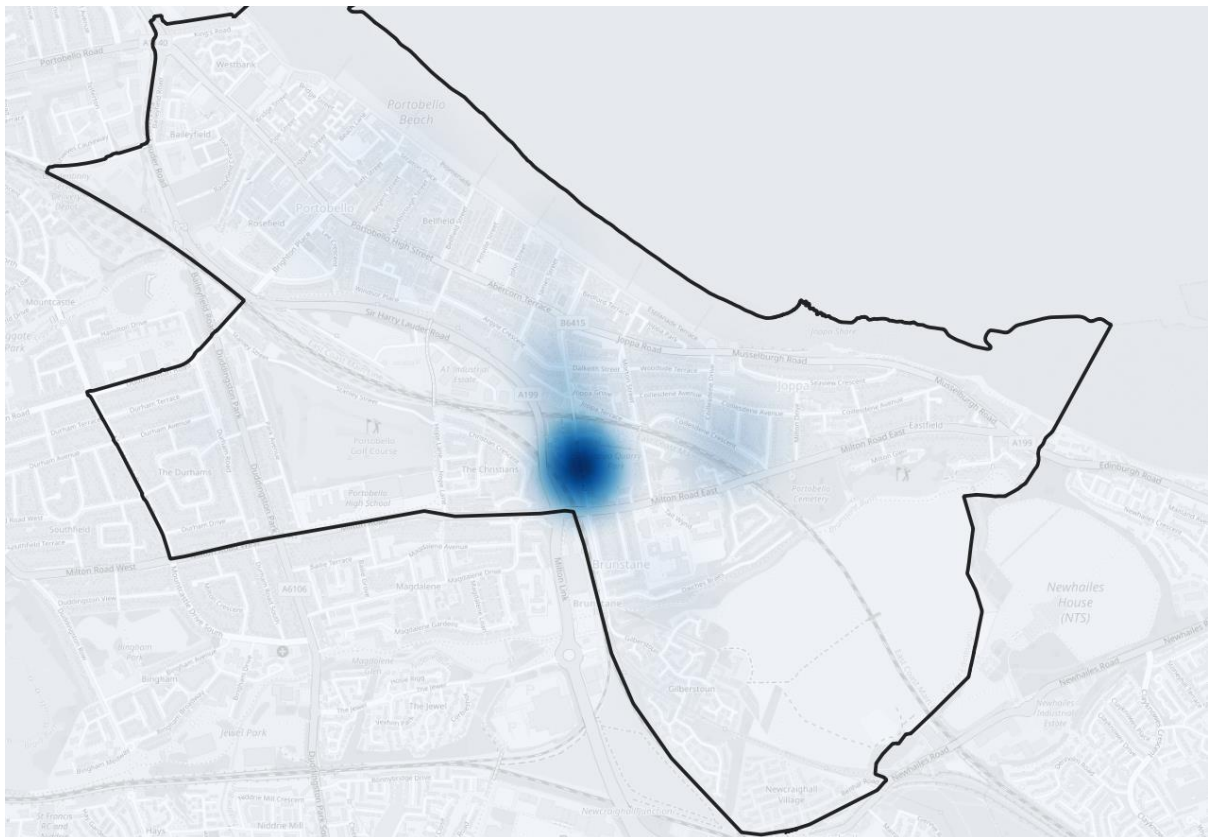


Figure 3: Support for proposal, heatmap

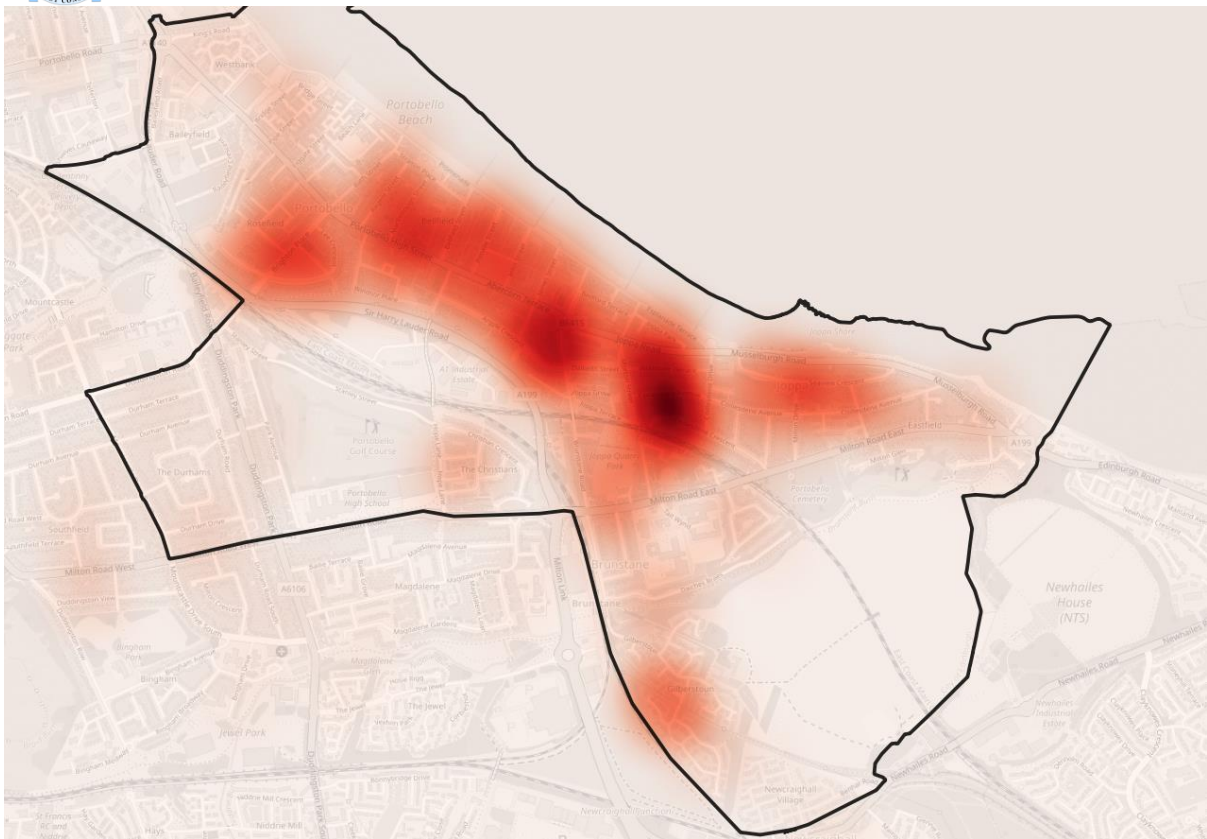


Figure 4: Against proposal, heatmap

Our consultation also asked for opinions on alternative interventions, and gathered many valuable comments on those, the specific proposal, and other community concerns related to the proposal. These should be reviewed. Our full consultation results:

<http://www.portbellocc.org/pccpn/2020/08/31/brunstane-rd-joppa-triangle-results/>

Yours,

Lee Kindness

Co-chair, Portobello Community Council

secretary@portbellocc.org

25 Jan 2021

Deputation to transport committee on 28th Jan 2021

Thank you for agreeing to read this submission. We came a few years ago to speak about the Festival Fringe Advertising / Flyposting contract which was up for renewal and as a result of your interest we were able to influence the terms of the contract and the very good results were apparent for all to see. We hope that you might be able to do the same for us again today. We are Hilary McDowell (on behalf of the Southside Association) and Joan Carter, (representing the Southside Community Council).

Under the Participatory Budgeting scheme (2017/2018 financial year) we were promised a zebra crossing but this still hasn't been installed. The Southside Community Council first raised the problem of crossing the east end of Bernard Terrace safely in 2007 but all that we were able to achieve was a pavement bulge and a promise that the subject could be revisited if this didn't prove sufficiently effective. A pavement bulge at this site doesn't help much as large vehicles turning left into Bernard Terrace regularly mount the kerb so you have to stand well back off the bulge. So in December 2016 the Southside Association and the Community Council tried again, with support from the parents at Preston Street Primary School, under Participatory Budgeting which received a relatively small allocation of funds from the Neighbourhood Environment Programme, Roads Capital Fund for the delayed 2017 / 2018 funding round. (This programme has run for many years under various headings.) All the projects submitted had been checked and costed by the appropriate officials. On 26th January 2018 the people of the Southside voted overwhelmingly for the zebra crossing for Bernard Terrace at the eastern end where this busy main road meets St Leonards Street.

The catchment primary school for the area is Preston Street School and many children need to cross this road. The local after school club is at Nelson Hall on the north corner and the school is a block to the south. New university residences for almost 1,000 students have been built in the last couple of years close to this junction and we need a safe means to cross even more than ever but there appears to be such reluctance to get this zebra crossing installed. We would contrast this with the upgrade of the main thoroughfare through the Southside which was done with great efficiency in 2018 and with a budget of £1 million. I went for a walk with the engineer to talk about the upgrade a couple of months before work started. He asked if the community would welcome a set of pedestrian controlled lights installed near Old College and it went in some 3 months later. Whereas, for Bernard Terrace, it seems, after 13 years, a fatal accident needs to occur before any action will be taken.

With all the talk of providing facilities to make provision for pedestrians and cyclists at this time we wonder why there appears to have been so little urgency in providing this fully funded crossing. It would seem to us that it has only been because we asked for this matter to be raised at the last meeting of this committee that things have moved on at all.

We also have no idea if there is any funding for any projects in future years and neither it appears do any of our local councillors, the local roads officers or Sarah Burns. When we spoke with parents of children at Preston Street School, some said that they found it even more difficult to cross Salisbury Road opposite the Commonwealth Pool so in November 2018 we asked for a change to the phasing of the lights to be introduced so that there is a designated pedestrian time to cross here. We put this forward as our suggestion for the 2019/2020 funding round. We had an acknowledgement for that but nothing since. Has this fund been cancelled? If so, why haven't we been told? If it is open why has nothing happened for so long? From conversations we have had we believe that our local councillors would like some answers too.

In addition, the Community Council feels that it is very destructive to participation in and belief in democracy when a vote result is apparently ignored. Asking for people's opinions and then ignoring what they say is far worse than not asking in the first place. Honouring promises, especially one like this, is fundamental to establishing / maintaining trust and a cooperative mindset in the community with local government. We would understand if you have decided that this exercise in participatory decision making is too inefficient (time consuming and expensive to run, and

inherently unfair if run badly) to continue. (Not just for one more year, but at all)? However, we need to be told, to be kept in the loop. It is essential that you communicate with us!

Also how can we check if money allocated to communities is actually being spent there and not just disappearing if nobody knows what is going on? Is anyone actually in charge of these budgets?

So we would ask, please

- 1 Expedite the installation of the zebra crossing.
- 2 Ensure a safe means to cross Salisbury Road opposite the Commonwealth pool.
- 3 Tell us if the fund for public bidding for road projects still exists.

From: concerned residents of Cammo Road, Lennymuir and Turnhouse Farm Road

To: The City of Edinburgh Council Transport & Environment Committee - January 2021 meeting

Care of: Councillor Lesley Macinnes, committee convener

15th January 2020

We the undersigned,

1. Suffer ongoing safety issues in terms of both the volume and speed of traffic on Cammo Road, including its use by HGVs contrary to signage.
2. Are concerned that the volume and speed of traffic presents a significant and growing danger to the recreational walkers and cyclists using Cammo Road, which has no pavements for >95% of its length and in places is too narrow for opposing traffic to pass.
3. Note that Council officials in 2018 agreed in principle to a trial closure of Cammo Road in response to these issues but that no such trial has yet been undertaken.
4. Reaffirmed our resolve to see the road closed by supporting an independent residents survey in 2019, which returned 73% of households in favour of closure.
5. Note that Council officials in late 2020 considered a through-road closure of Cammo Road as part of the Spaces for People programme, but did not implement the scheme because it was not considered necessary for the Forest Kindergarten.
6. Believe the issues and danger on Cammo Road will worsen very significantly both during and after the new house building at Turnhouse and West Craigs.
7. Therefore call on the members of the committee to agree to proceed with a trial closure as a matter of priority in 2021.

James Kistruck

Allan Sutherland

Felix Reid

Sandy Allison

Michael Harrison

Margaret Neill

Joanna Allison

Robert Allison

Cathy Kistruck

Amy Rae

Robin Mcleish

Johanna Harrison

Alastair Harrison

Rod Kinnell

Christine Kinnell

Marion Law

Peter Law

Anna Hogbin

Toby Hogbin

Jenny Mcleish

Karen Wicksted

David Wicksted

Benjamin Hogbin

Claire Wallace

Bruce Angus

Lucy Allison

Gary Alderson

Frances McVie

Helen Liddle

James Pollock

Valerie Reid

Laura Perez

Gordon Wright

Wendy Lap

Peter Lap

Angela Geddes

Alastair Geddes

Ellen Geddes

Karen Wringe

Scott Wringe

Marge Maxwell

Alex Tait

Steven Blackie

Sharon Blackie

Ronald Inkster

Hannah Kistruck

Thomas Kistruck

Robbie Douglas

Sylvia Douglas

Derek Carroll

Alan Downs

Sheila Gunderson

Neil Gunderson

Euan Gunderson

David Field

Derek Whiting

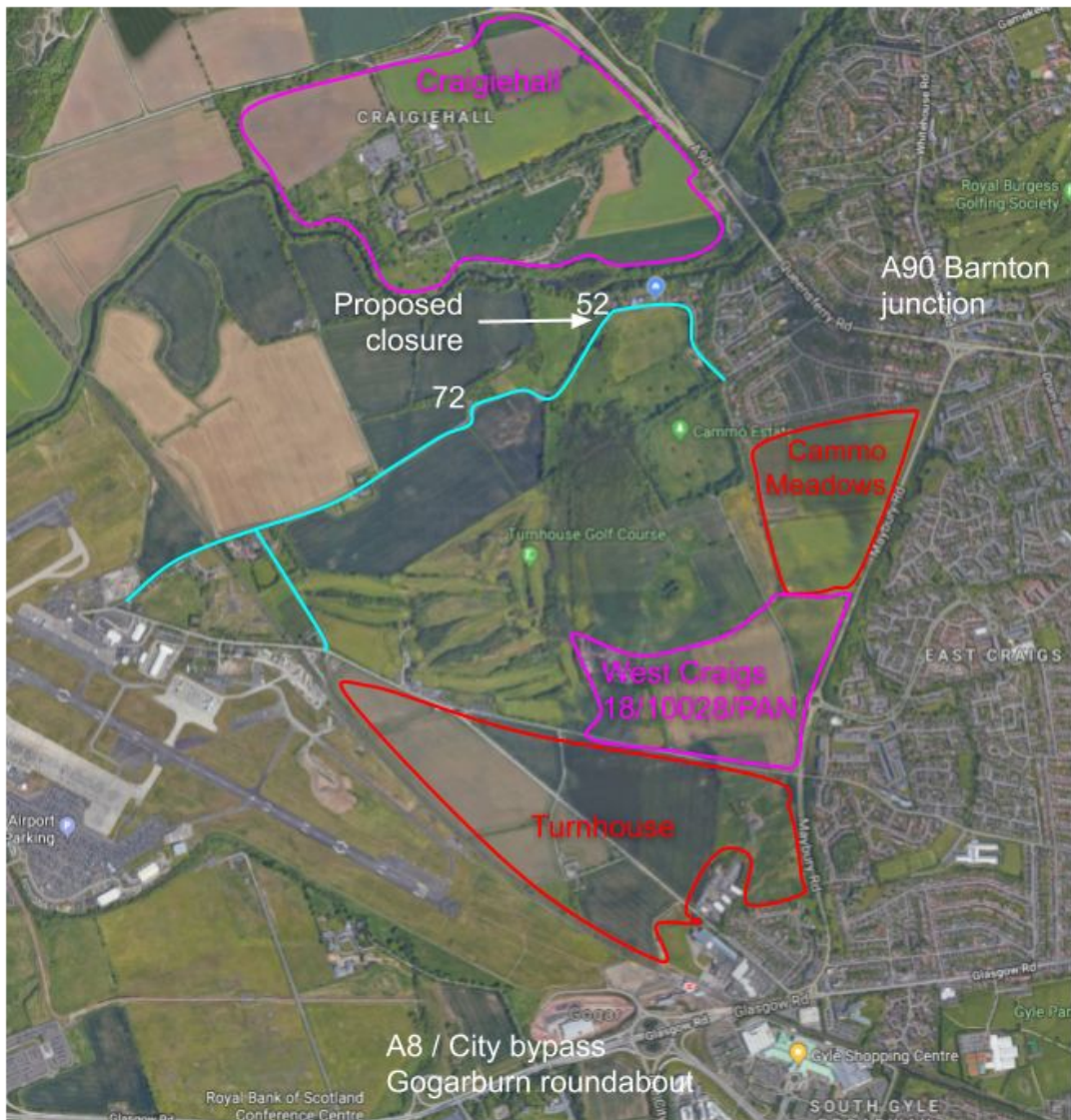
Tracy Downs

Lesley Dickie

Jack Downs

Addendum 1

Location map



Addendum2

Example traffic issues, adjacent to 72-76 Cammo Road, January 2021



Addendum 3

1) 2021 current status

1.1) Problems

We experience the following problems:

- Accident risk
 - To pedestrians
 - No pavements or street lighting along most of the length.
 - Local paths (e.g. River Almond Walkway) exit directly onto the road.
 - Walkers / runners having to take to verges to avoid cars.
 - To vehicles
 - Serious accident at 46B in 2018, resident exiting drive
 - Also at end of Nether Lennie (speed implicated)
 - Accidents in icy weather - colliding with wall at 72 in 2021, vehicles turning over on steep sections
 - To wildlife - badgers, deer, foxes - hit/killed on the road
 - To cyclists - discourages active travel
- Litter
 - Predominantly takeaway food: coffee cups, plastic drinks bottles, cans, food bags. Not associated with locals or park users (predominantly dog walkers)
 - Dramatic reduction during lockdown when lots of walkers and cyclists, but little road traffic - strong evidence litter is from vehicles.
 - Height of rubbish lodged on/over hedges is strong circumstantial evidence much is thrown from tall vehicles.
- Congestion
 - We see delays when there is any disruption to traffic flow - e.g building works at 34 Cammo Road
 - Congestion when two large vehicles meet at pinch points - e.g. near 72-76.
 - Congestion at the North end of Cammo Road (8-23) from park visitors parking both sides (legally), causing single-file traffic.

Not all residents experience these problems equally. The 30% of houses in the crescent of Lennymuir are shielded from most of the litter and some of the accident risk (if travelling by car).

1.2) Causes

We attribute those problems to the following causes:

- Volume of traffic

- Council traffic survey in 2013 showed surprisingly high volumes
- Wider problems with traffic in North-West Edinburgh (e.g. Barnton Junction, flow on Maybury Road) encourage rat-running.
- Speed of traffic
 - Excessive speed throughout
 - 2018 council survey recorded speeds > 80mph on open 30mph stretches
 - Vehicles not slowed by speed-bumps (e.g. accident at 46B, which is between speed bumps)
- Type of traffic
 - HGVs, contrary to signage, signage poor
 - Used as a short-cut to/from airport by delivery drivers, taxis, construction traffic
- Road width
 - narrow sections - e.g. Cammo Road 72-76 (total road width)
 - 34-26 (due to street parking one side)
- Winter gritting & summer verge / hedge cutting
 - Rural road, not a priority for the council
 - Some ice black-spots
 - Vegetation covers signage
- Lack of visitor parking at Cammo Estate
 - Displaced parking outside 8-23 Cammo Road both sides

1.3) History

These are not new problems, and they have long-standing causes. They have been raised with council members, right up to previous council leaders, for the last 12 years. Over that time various surveys have been run, traffic calming measures introduced, promises made and actions proposed. However, despite effort on both sides, nothing has substantially changed and the problems are unresolved.

2) Future

As bad as things are now, if nothing is changed, we see the future getting substantially worse:

- The volume of traffic on Cammo Road will increase due to 1600 new homes at Turnhouse. The new residents will look for alternate routes north and into the city that avoid Craigs Road and Turnhouse Road and short-cut delays at Barnton.
- Traffic on Cammo Road will increase until it is no more attractive as a route than the congested Maybury Road. The limit will come when either the capacity of junctions at Cammo Road/Queensferry Road and Cammo Gardens/Maybury Road are reached, or traffic is limited by blockages on narrow sections of Cammo Road (most likely the North end of Cammo Road, 8-23). This will spread the impact to many more residents in Cammo and Strathalmond who are currently spared most of the problems.

- Accidents on Cammo Road will increase in line with the traffic volume, with an increase in serious accidents on sections that are unlit or without pavements.
- There will be a reduction in active travel, as cycling risks increase and walking becomes too dangerous.
- A general increase in litter.

3) Solutions

It should be noted that not all residents see the problem equally, putting different weights on the current problems and on the impact of losing flexibility by closing the road. By a large majority, those East and North of the proposed closure are in favour. Those West and South of the blockage are split, depending on their exposure to the traffic. Those fronting the road prefer, on balance, to have it closed. Some of those with no road frontage, in the crescent of Lennymuir, see the balance the other way, preferring to keep the status quo even though (as above), we feel the status quo cannot last with the introduction of new houses at Turnhouse.

Cammo Road is already at capacity. It cannot be part of the answer to the wider problems of traffic in North-West Edinburgh, or provide part of the access solution for the Turnhouse development.

Proposals to upgrade the Craigs Road / Maybury Road junction and widen Craigs Road should provide adequate access for the Turnhouse development, golf course and airport gate. But they do nothing to address issues at Barnton or the Maybury/A90 junction, and therefore, if Cammo Road is left open in either direction, rat-running will become a constant issue, with the attendant increases in accidents, litter and congestion.

Several solutions have been proposed that are not workable.

- Road calming measures are provably ineffective (speed limits have not stopped the speeding, and serious accidents have happened in sections with speed bumps), nor would they improve congestion or litter.
- There are daily traffic flows in both directions, so making the road one-way in either direction would not resolve the issues.
- Road gates to prevent wider vehicles would not prevent a flow of domestic vehicles from new developments
- Technological solutions to enforce only local traffic would have high capital and maintenance costs, as physical barriers are likely required to be effective.
- There is existing and widespread evidence of signage alone being ineffective.

It is our firm belief that a full road closure, with physical barriers allowing only cyclists and pedestrians to pass, is the only practical and cost-effective solution to the full set of current problems. We would like the council to now proceed with the trial closure, as promised in 2018, as a matter of urgency.

Please find attached p1-3 including the signatures collected from Residents of Lennymuir for the below Petition

PETITION AGAINST THE PROPOSED CLOSURE OF CAMMO ROAD

FROM: Concerned Residents of Lennymuir

TO: Alex.Cole-Hamilton.MSP, Kevin Lang, Louise Young, Christine Jardine,
Lesley Macinnes,

DATE: 17th January 2021

This is a petition against the proposed closure of Cammo Road in any or all capacity.

The decision to close Cammo Road was based on a survey of residents some time ago. Since then numerous **new** residents now live in Lennymuir, whose views as such were not considered and objections not taken into account.

Based on current opinion Residents of Lennymuir strongly contest the closure of Cammo Road on the following grounds:-

1. The residents of Lennymuir use Cammo Road on a regular, if not daily basis, for the purpose of necessary and essential travel.
2. The existing alternative access routes from Lennymuir i.e. Craigs Road, Turnhouse Road and Maybury Road are at best woefully inadequate. The volume and frequency of traffic ensures hold-ups and gridlock on a daily commute (outside Covid restrictions) at each junction and pinch point.
3. The proposed new major housing developments on Turnhouse Road, will inevitably massively increase pressure on the existing poor infrastructure.
4. New build traffic can only add to present chaos, increasing fears of isolation and being cut off for home dwellers in Lennymuir.

5. Adequate provision for public transport is non-existent for Lennymuir residents.

6. Reduced access for Service Vehicles, Trade and Emergency Services will impact on the Health and Safety of residents.

7. The closure of Cammo Road would mean access to our houses would be completely compromised.

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TO: Alex Cole-Hamilton MSP, Kevin Lang, Louise Young, Christine Jardine,
Lesley Macinnes,

DATE: 15th January 2021

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4. New build traffic can only add to present chaos, increasing fears of isolation and being cut off for home dwellers in Lennymuir.
5. Adequate provision for public transport is non-existent for Lennymuir residents.
6. Reduced access for Service Vehicles, Trade and Emergency Services will impact on the Health and Safety of residents.
7. The closure of Cammo Road would mean access to our houses would be completely compromised.

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Amendment by the Conservative Group

Transport and Environment Committee

28th January 2021

Item 6.1 – Business Bulletin: Winter Maintenance Readiness

Committee

Requests that as part of the “lessons learned and review of how the Council undertakes winter maintenance across the city” we seek to include a feasibility study as to how the Council can support, include and manage winter maintenance across the housing developments across the city during the interim period before roads are adopted. These citizens pay their Council tax and contribute to the city and therefore merit equitable and safe access to their local communities and services

Moved by: Councillor Susan Webber

Seconded by: Councillor Stephanie Smith

Amendment by the Liberal Democrat Group

Transport & Environment Committee

28 January 2021

Item 6.1 - Business Bulletin

Committee notes the business bulletin and agrees that the briefing on road safety projects, as set out on page 12, should form the basis of a full report to the 19 February 2021 meeting of the committee in order to allow for detailed scrutiny and to ensure councillors will be able to ask for specific explanations, as promised by the Transport & Environment Convener at the 19 November 2020 meeting of the Council.

Moved by Cllr Kevin Lang

Seconded by

Amendment by the Conservative Group

Transport and Environment Committee

28th January 2021

Item 7.1 – Spaces for People Update – January 2021

Committee

- 1.1.1 notes the update on the Spaces for People (SfP) programme within the report
- 1.1.2 notes the extensive city-wide nature of the schemes, the commensal complexities and challenges this presents when approving, reviewing and scrutinizing the report and requests a detailed Network Map is provided in next report to Committee
- 1.1.3 Approves the immediate reversal of the closure of Braid Road and seeks the introduction of traffic calming measures
- 1.1.4 Approves the review of measures at Tollcross Town Centre
- 1.1.5 Requests that all the NEW schemes presented and outlined in Appendix 2 are “paused” to permit further officer development, detail provided to permit scrutiny and approval, and serious matters considered (eg) how decisions will be taken on options presented following this committee, by whom and by when
- 1.1.6 Approves the recommendations in the REVISED APPENDIX 1 (attached)
- 1.1.7 Welcomes the measures proposed for measures near schools in Appendix 4
 - 1.1.7.1 Recognises that many schemes created significant comment from Local Elected Members and members of the public and as, yet the feedback has not been provided as per the terms of the agreed Stakeholder engagement
 - 1.1.7.2 Recognises that these measures across the schools will only be effective with effective enforcement
 - 1.1.7.3 Requests that resources for enforcement around schools are found immediately from the SfP budget
- 1.1.8 Notes with concern that many of the previous SfP schemes classified as unworkable have been transferred to Places for Everyone as outlined in 4.15

- 1.1.9 Notes with concern that issues that have occurred with the winter maintenance and ongoing street cleaning of the routes included in the existing SfP schemes
- 1.1.10 Notes that road patching with £300k provides limited resource to tackle the extensive road repairs that are needed along the schemes
- 1.1.11 Recognises that there is an established and robust legislative procedure for progressing any schemes and for them to be considered as permanent : Traffic Regulation Orders should be utilised ahead of any other short cut that could be interpreted as misleading or challenged and put the Council under any unnecessary legal risk.
- 1.1.12 Notes the Council has a statutory duty to provide and manage a network for all road users across the city

Moved by: Councillor Susan Webber
Seconded by: Councillor Iain Whyte

Conservative Amended Appendix 1 – Project List / Review Recommendation

Location	Intervention (Proposed/Actual)	Review Outcome/Update
CITY CENTRE		
South Bridge – Town Centre measures inc. Chamber St temp signals (see below)	Installation of northbound bus gates on South Bridge and North Bridge - Footway widening on South Bridge (east side) & cycle lanes. No cycle provision proposed on North Bridge due to bridge repair access.	Approved at Council 19 November 2020 – Detailed design complete. Scheme drawings circulated to Notification distribution list. Installation programmed February 2021
Chamber Street	Temporary signals at George IV Bridge Junction	As above
Morrison Street	Footpath widening at Dalry Road junction	Scheme on Hold – Footpath widening near the Morrison Street/Dalry Road junction to provide increased pedestrian space - currently on hold due to reduced footfall on this route, however, recommended to retain proposal, monitor pedestrian footfall and consider possible interventions adjacent to the EICC vaccination centre. (Notification to be undertaken)
Cowgate	N/A	Scheme on Hold – temporary road layout currently in place to facilitate hotel development.
Waverley Bridge	Pedestrian area with limited servicing access	Review completed December 2020 – Recommendation to continue with no changes
Forest Road	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
George IV Bridge	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
The Mound	Cycle segregation	Review completed December 2020 – Recommendation to continue with no changes
Princes Street East End	Bus gate on Princes Street and South St David St	Review completed December 2020 – Recommendation to continue with removal of widened footway outside the Balmoral.
Victoria Street	Pedestrianised area with limited servicing access from George IV Bridge	Changes approved at Council 19 Nov 2020 – Layout revised 11 Dec 2020.: local concerns raised yet to be addressed re parking

TOWN CENTRES		
Queensferry High Street	Pedestrian space	Installation delayed in late December 2020 to avoid roadworks/road closure during late Christmas trading period. To be installed January/early February 2021.
Great Junction Street	Pedestrian space (remove)	Removed September 2020
Stockbridge	Pedestrian space	Installation completed on 5/11/2020 following conclusion of SGN and Scottish Water works. (Review due February 2021)
Gorgie / Dalry Road	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue and consider minor actions noted in Road Safety Audit.
Bruntsfield	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue with no changes.
Tollcross		Review completed 17 December 2020 – Recommendation to continue and consider removal of Earl Grey Street measures in February 2021 following resurfacing scheme and review railings adjacent to Tarvit Street
Morningside	Pedestrian space	Review completed 17 December 2020 – Recommendation to continue with no changes.
Portobello	Pedestrian space	Review complete 22 December 2020 – Recommendation to continue with no changes
Corstorphine	Pedestrian space	Review complete 22 December 2020 – Recommendation to continue and consider eastbound cycle lane improvements ONLY if existing scheme
Newington Corridor	Pedestrian space	Not possible to introduce measures and maintain critical public transport infrastructure due to the road width.
The Shore	Quiet Corridor on Queen Charlotte Street and Tolbooth Wynd	Scheme not taken forward at this time due to reduced footfall and pedestrian conflict in the area.

TRAVELLING SAFELY		Scheme list under review wrt available budget
Telford Road	Cycle segregation	Proposals withdrawn due to significant impact on public transport, delays and need for costly junction changes anticipated
Melville Drive	Cycle segregation	Scheme on hold. There are alternative routes available if further funding is made available.
Wester Hailes Road	Cycle segregation (Alternative plans to be developed)	Scheme on hold due to design constraints and conflict with distributor route and Calder Road junction.
Crewe Toll Roundabout	Cycle segregation (Further consideration at DRG – traffic modelling)	Scheme on hold – Current traffic levels and risk of significant congestion
Kingston Avenue closure and connection to Gilmerton Rd via Ravenswood Ave	Road closure	Scheme on hold. Proposal to be considered at the Design Review Group.
Meadowplace Road	Cycle segregation	Scheme to be considered at TEC 28th January 2021 Proposal to introduce cycle markings and segregation at the junction and along Meadow Place Road leading towards the school hubs and Broomhouse. (Notification to be undertaken): PAUSE AND DELAY
Ferry Road	Cycle segregation	Review completed 10 December 2020 – Recommendation to continue with revisions to remove lone segregator units.
Fountainbridge Dundee St	Cycle segregation	Scheme installed December 2020.
Teviot Place / Potterow	Cycle segregation	Scheme installed November/December 2020.
Buccleuch St / Causewayside	Cycle segregation	Review undertaken 14 January 2021 – Recommendation to continue
Gilmerton Road	Cycle segregation	Scheme installed November/December 2020.
Duddingston Road	Cycle segregation	Scheme installed December 2020.: ISSUES being discussed at future local meeting: ensure actions implemented
Craigmillar Park corridor	Cycle segregation	Installation started in December 2020 PAUSE AND COMMENCE BUSINESS CONSULTATION ALONG ROUTE
Crewe Road South	Cycle segregation (segregator units to be installed)	Revised layout installed November 2020 – removal of temporary traffic cylinders and installation of segregator units. Lone segregator units to be revised/removed.

Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Revised layout installed November 2020 – removal of temporary traffic cylinders and installation of segregator units. Revised to maintain road width for buses and emergency vehicles.
Comiston Road	Cycle segregation	Review completed 22 December – Recommendation to continue scheme.
Pennywell Road Including Silverknowes Parkway	Cycle segregation	Review completed 15 December 2020 – Recommendation to continue Consider revisions to improve delivery access on Silverknowes Parkway.
Mayfield Road	Cycle segregation	Scheme installed November/December 2020.
Quiet Corridor - Meadows / Greenbank	Various closures	Notification period ended end December 2020. Installation planned late January 2021. RE-ASSESS need at Whitehouse Loan
A90 Queensferry Road	Bus Lanes and cycle segregation	Proposals to be installed January/February 2021
A1 Corridor	Bus Lanes and cycle segregation	Scheme installed December and January 2021
Lanark Road	Cycle segregation	Revised scheme installed January 2021 PAUSE and POSTPONE
Longstone Road	Cycle segregation	Revised scheme installed January 2021 PAUSE and POSTPONE
Inglis Green Rd	Cycle segregation	Revised scheme installed January 2021 PAUSE and POSTPONE
Murrayburn Road (short section at Longstone)	Cycle segregation	Revised scheme installed January 2021
Slateford Road (A70)	Cycle segregation	Scheme to be considered at TEC 28th January 2021 This scheme provides safe segregated cycleway infrastructure between Allan Park Road and Dundee Street to reduce pressure and conflict on the Union Canal Tow Path. It also provides a critical link between Lanark Road onto the current Dundee Street measures; (Notification to be undertaken) PAUSE and POSTPONE as PARTIAL SCHEME ONLY POSSIBLE
Orchard Brae Roundabout	Road markings	Scheme programmed for implementation February 2021. NOTE CONTINUED DELAY – IDENTIFY AND COMMUNICATE ISSUES

Bellevue to Canonmills	Cycle segregation	Scheme to be considered at TEC 28th January 2021 PAUSE AND POSTPONE – NO DETAIL ON OPTIONS
LOCAL AREA INTERVENTIONS		
East Craigs	Proposed closures & part-time bus gate	LTN proposal not taken forward. Crossing improvements and traffic calming introduced on Craigs Road in early January 2021.
Drum Brae North	Cycle segregation	Cycle segregation introduced early January 2021.
Leith	Quiet Corridor on Queen Charlotte Street and Tolbooth Wynd	Scheme not taken forward at this time due to reduced footfall and pedestrian conflict in the area.
Corstorphine South (Featherhall)	Filtered permeability	Scheme to be developed under Experimental Traffic regulation order with funding from the Neighbourhood Environment Programme.
SPACES FOR EXERCISE		
Warriston Road	Road closure	Removed
Silverknowes Road (North section)	Road Closure	Revision agreed at 19 November 2020 Council – Installed December 2020, bus gate signage installed January 2021, bus service now reinstated.
Silverknowes Road (South section)	Part cycle segregation and quiet route due to narrow road width.	Scheme to be considered at TEC 28th January 2021 Revised scheme to introduce segregated cycle lanes and a quiet connection. Due to narrow road widths on the approach/exit from the Silverknowes Parkway roundabout it has not been possible to introduce segregated safer segregated cycle facilities at the northern end of the route. It has not been possible to design a safe access/exit point at the roundabout on the mainline route; PAUSE and POSTPONE: QUESTIONABLE ROUTE
Carrington Road	Road closure	Currently on hold due to conflict with emergency services access.
Braid Road	Road closure	Review undertaken 22 December 2020 –

		Recommendation to reopen Braid Road FULLY (SEE NOTES ABOVE RE Greenbank to Meadows, Quiet Connection scheme) Include traffic calming measures
Braidburn Terrace	One-way road closure	Review complete – Continue with changes to reflect above
Links Gardens	Road closure	Review completed 10 December 2020 – Recommendation to REOPEN
Cammo Walk	Road closure	Review complete – Recommendation to continue with no changes.
Stanley Street/ Hope Street	Road closure	Review complete – Recommendation to continue with no changes.
Seafield Street	Cycle segregation	Review completed 8 December 2020 – Recommendation to continue with no changes.
Kings Place	Link between Proms	Review completed 3 December 2020 – Recommendation to continue with plans to install planters and improve road markings for waiting restrictions/access.
Maybury Road	Temporary traffic lights	Review complete – recommendation to continue with no changes
Arboretum Place	Crossing point	Review completed December 2020 – Recommendation to continue with no changes.
Public Proposals – Commonplace Consultation	Various	Recommend approval to progress detailed designs:
Broughton Street	Pavement widening and uphill cycle lane	Extended scheme under development with N&BCC and Better Broughton
Broughton St Roundabout	Improvements for pedestrian crossings	As above
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane. Road layout TBA	Scheme under development with local stakeholders
Starbank Road	Pavement widening with give & go traffic management	On Hold – pedestrian numbers greatly reduced at this time. Consider part-time measures or postpone to Spring 2021 if required.
Fillyside Road - Crossing	Installation of a pedestrian/cyclist crossing point (Island – TBA)	Design of shared controlled crossing point to be finalised
Fillyside Road	Pavement widening	As above

West End of Princes Street	Footpath widening at Johnny Walker site	No short-term changes possible
Musselburgh boundary to Portobello (Edinburgh section)	Cycle segregation from CEC boundary into Portobello	Detailed scheme will be issued for Stakeholder Notification in late January 2021. CEC are working with East Lothian to extend cycle segregation up to the Musselburgh New Street junction, in partnership with ELC.
Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Detailed design to be completed. Stakeholder Notification process to be carried out late January 2021.
Portobello Promenade	Improved signage and minor interventions to reduce speed of cyclists	For Approval Additional/improved signage to be considered
Removal of Street Clutter		
Various priority locations	£300k funding package allocated to work in partnership with Living Streets to remove street clutter	Scope of interventions under review. Contractor to be appointed in early February and works should commence late February 2021. INCLUDE VEGETATION OBSTRUCTIONS
Greenbank Drive and Glenlockhart Road	Reduce speed limit to 20mph	Speed limit reduction to be considered by the Road Safety team
Schools		
	Various measures	See Appendix 4.
Additional Schemes		
Braid Hills Drive	Cycle segregation	Scheme to be considered at TEC 28th January 2021 POSTPONE / REMOVE FROM CONSIDERATION UNTIL OPTIONS PROVIDED Previously discounted / emergency services / adverse camber for cycle lane
Bellevue to Canonmills	Cycle segregation	Scheme to be considered at TEC 28th January 2021 POSTPONE / REMOVE FROM CONSIDERATION UNTIL DETAIL PROVIDED

		Proposal is an addition to the Broughton Street/ Roundabout Commonplace scheme to extend the provision of segregated cycle facilities down to the Rodney Street junction. It is seen as a natural progression from the above scheme and would extent the route towards the North Edinburgh Path Network;
Meadowplace Road/Ladywell Road	Cycle lanes and segregation	Scheme to be considered at TEC 28th January 2021 PAUSE
Orchard Brae	Uphill cycle segregation	Scheme to be considered at TEC 28th January 2021 PAUSE and POSTPONE

Note: Information contained in this list will be subject to change with the potential for estimated costs to be revised during the detailed design phase. Actual costs are tracked during the procurement and installation phases.

Each project (excluding minor interventions at schools for example) is considered by a Design Review Group (peer review), subject to internal approval and shared with the agreed Notification Stakeholder Group.

Addendum by the Green Group

Transport and Environment Committee

28 January 2021

Item 7.1 – Spaces for People Update

Amends recommendation 1.1.2 to read:

“1.1.2 approve the schemes noted in paragraphs 4.3, 4.4 and appendix 2, with the following changes:

1.1.2.1 While efforts to control the pandemic continue officers are asked to retain existing measures on Braid Road; manage intrusive traffic in neighbourhood streets with solutions such as modal filters; take a holistic approach alongside nearby initiatives including the Greenbank-Meadows Quiet Route and Braidburn Terrace; ensure continued monitoring of the effects of the scheme which will enable future decisions on any changes required

1.1.2.2 Officers are asked to consider ways in which Silverknowes Road designs could take account of the desire for a direct and intuitive route

1.1.2.3 In line with this committee’s recent decision to improve safety at dangerous junctions, schemes which deliver infrastructure up to a junction would seek to provide measures on the junction itself where possible while not delaying implementation of the scheme overall, for example at Orchard Brae and Crewe Toll roundabouts”

Moved by: Councillor Claire Miller

Seconded by: Councillor Gavin Corbett

Amendment by the Liberal Democrat Group

Transport & Environment Committee

28 January 2021

Item 7.1 - Spaces for People Update – January 2021

Delete 1.1.2-1.1.6 and insert;

1.1.2 agrees the proposed changes to the Tollcross Town Centre scheme.

1.1.3 welcomes the report recommendation on Braid Road but agrees to go further and re-open the road to two-way traffic, installing the planned pedestrian and cycling safety improvements at the entrance to The Hermitage and other traffic calming measures.

1.1.4 agrees that final versions of the schemes listed in paragraphs 4.4.2-4.4.7 should proceed to the usual notification and feedback process and return to committee for final decision if significant concerns are raised by 50% or more of the relevant ward councillors; and does not agree to proceed with the Silverknowes Road (south section) scheme listed in paragraph 4.4.1 which was issued for notification in December 2020.

1.1.5 approves the recommendations set out in appendix 1 with the exception of (i) Silverknowes Road (north section) where it is agreed that the road be reopened to all vehicles; (ii) the Lanark Road, Longstone Road and Inglis Green Road scheme which should be paused pending full public consultation; (iii) the Comiston Road cycle scheme where it is agreed that a review and consultation should be undertaken; and (iv) the Quiet Corridor - Meadows/Greenbank, where it is agreed that traffic levels will be regularly monitored on Strathearn Place/Road and Kilgraston Road in advance of a six month review and consultation with local residents.

1.1.6 notes the decision of committee on 12 November to consider measures near schools as a priority; believes such schemes could be critical to the safe return of pupils to in-school learning; regrets that so many schemes listed in appendix 4 are still to be finalised or implemented; and believes this must be the priority for officers working on the spaces for people programme.

1.1.7 notes the decision of the committee on 12 November that the removal of unnecessary barriers and street clutter needed to be given greater priority; expresses its substantial disappointment that the scope of interventions is still under review with no actual works expected until late February; and agrees that it wishes to see substantial progress in this area by the time of the next committee report.

1.1.8 is concerned at the capacity of officers to undertake the exercise and consultation set out in paragraph 4.30-4.33 without impacting other already delayed transport projects; therefore

agrees to narrow the scope of this exercise to schemes which did not elicit any substantive objection during the original notification process or since; and agrees this exercise should only be initiated once all schools spaces for people schemes are finalised and implemented.

1.1.9 agrees that officers should undertake a structured consultation with town centre champion networks on the current town centre schemes and include feedback in the April 2021 report to committee.

1.1.10 agrees the broad terms of the funding allocation shown in section 6 but recognises further changes may be needed in light of this amended motion and in response to future decisions by committee on whether to approve or reject certain schemes.

Moved by Cllr Kevin Lang

Seconded by

Addendum by the Conservative Group

Transport and Environment

28th January 2021

Item – 7.2 Strategic Review of Parking – Results Phase 1 Consultation and General Update

Committee

Inserts after 1.1.9

1.1.9.1 Requests a feasibility study on the introduction of a new Essential Key Workers Permit which would be valid when on shift and recognises the critical role these officers have in keeping the city moving

Moved by: Councillor Susan Webber

Seconded by: Councillor Iain Whyte

Addendum by Green Group

Transport and Environment Committee

28 January 2021

Item 7.2 – Strategic Review of Parking

1. Acknowledges the scale and ambition of the strategic review of parking and that, in many cases, introduction of measures to reduce parking pressure and allocate space more fairly and safely is in response to resident and community demand, over many years.
2. Recognises that previous extensions of parking regulation have brought benefit to residents in those areas and few areas, if any, would seek to have controls reduced, even in areas where there was opposition prior to introduction.
3. Further recognises that measures to allocate parking space in a more managed way need to be in the context of steps to reduce significantly the overall volume of vehicles seeking space, through encouraging greater use of public transport, active travel and car-pooling and sharing.
4. Therefore agrees recommendations 1-10 in the report and further:
 - 4.1. Agrees that prior to TROs being issued for feedback relevant ward councillors will be issued with detailed plans of changes in the phase 1 areas for comment and review.
 - 4.2. Notes that, in addition to integration with tram, communal bin review and cycle storage projects, the roll-out of EV infrastructure needs to be factored in.
 - 4.3. Agrees to introduce garage permits as set out in para 4.30, with monitoring and feedback from businesses and residents in these locations reported back to committee in one year of implementation within any update report on the strategic review of parking
 - 4.4. Notes that migration of parking pressures is considered within the proposals but that monitoring is the only action proposed in response, and calls for an update to be provided to committee on what additional option can be considered if these pressures are observed.
 - 4.5. With reference to point 4.3, notes the timescale to implement phase 1 but recognises that the case for the Slateford-Hutchison part of the Gorgie zone is more mixed and partly linked to migration of parking pressures and so agrees to make preparation for its potential inclusion in phase 1 but consider delaying timing of introduction to assess the level of displacement experienced.
 - 4.6. Welcomes the inclusion of some parts of CPZ S4 in proposed new zone S5 but equally mandates consideration of whether some immediately adjacent parts of S3 should also go to S5.
 - 4.7. Notes the consultant feedback on the need for further assessment as to whether there is a match in all phase one areas between available space and take-up demand; and mandates that further analysis and further revisions.

Moved by: Councillor Claire Miller

Seconded by: Councillor Gavin Corbett

Amendment by the Liberal Democrat Group

Transport & Environment Committee

28 January 2021

Item 7.2 - Strategic Review of Parking – Results of Phase 1 Consultation and General Update

Delete 1.1.5 and insert:

1.1.5 approves commencement of the legal process to introduce parking controls into the Phase 1 areas of Abbeyhill, B8, Leith Walk, Pilrig and Shandon as detailed in Appendix 3 of this report. but not Gorgie North, Gorgie South, Leith or North Leith.

Moved by Cllr Kevin Lang

Seconded by

Amendment by the Conservative Group

Transport and Environment

28th January 2021

Item 7.4 - Trial Closure of Brunstane Road & Associated Measures to Mitigate Intrusive Traffic in the Coillesdene Area

Committee

Accepts 1.1.1

Replaces 1.1.2 with

1.1.2 agrees to a trial taking place using the Experimental Traffic Regulation Order (ETRO) process and the trial should start with the minimal intervention (eg one-way road with additional traffic calming measures) possible to assess if this alone can address the issue

1.1.3 Agrees that further updates will be provided throughout the duration of the trial

1.1.4 Agrees that the updates will include empirical and extensive data to identify the impact across the network wider area

1.1.5 Agrees that updates will include assessment against a suite of key performance indicators to ensure the various experimental measures can be assessed objectively

1.1.6 Agrees that the trial and use of ETRO shall not extend beyond 18 months

1.1.7 Agrees that following the conclusion of the ETRO, that the established robust TRO process then be initiated to ensure critical consultation across the wider community be carried out and fulfil our duty of running and management of a network on behalf of all road users

Moved by: Councillor Susan Webber

Seconded by: Councillor Iain Whyte

Amendment by the Liberal Democrat Group

Transport & Environment Committee

28 January 2021

Item 7.4 - Trial Closure of Brunstane Road and Associated Measures to Mitigate Intrusive Traffic in the Coillesdene Area

Delete 1.1.2-1.1.4 and insert:

1.1.2 notes the substantial level of opposition to the proposed closure and therefore agrees not to proceed with this option; instead agrees that officers should consult with residents on Brunstane Road on the option of introducing additional parking restrictions to address the traffic problems highlighted.

Moved by Cllr Kevin Lang

Seconded by

Amendment by the Conservative Group

Transport and Environment

28th January 2021

Item - 7.6 Waste and Cleansing Services Performance Update

Deletes recommendations and replaces with

- 1.1.1 notes the contents of the report and also notes with some concern the downward turn of some services in September 2020, albeit with an acknowledgement of the impact Covid-19 had and continues to have on the service;
- 1.1.2 notes with encouragement the small uplift in recycling tonnages towards the end of quarter 2 and requests a briefing note is circulated detailing the following: - the work that is being done to communicate changes to recycling services to residents given the ongoing developing circumstances; and - with the guidance for those who can work from home from the Scottish and UK Governments, what can be done to encourage recycling rather than landfill disposal of waste;
- 1.1.3 requests further information be included in the next report of the number of complaints and queries which have been received relating to the inability to register for garden waste outside of the registration periods. This should be backdated to April 2020;
- 1.1.4 notes from appendix 3 that there are a number of waste full communal bin and bank service requests which are not being allocated to any particular ward. Committee requests that all requests are allocated a code to ensure monitoring can be done accurately;
- 1.1.5 requests a report before the consultation with local authorities planned for the Litter Monitoring System detailed in Appendix 4 detailing the perceived benefits and limitations of the System to ensure that the committee is aware of any limitations in the information which may be provided to them going forward.

Moved by: Councillor Stephanie Smith
Seconded by: Councillor Susan Webber

Amendment by the Green Group

Transport and Environment Committee

28 January 2021

Item 8.3 – 2020 Air Quality Annual Progress Report

Committee:

1. Notes the content of the statutory Annual Progress Report submitted to the Scottish and UK Government as part of the Local Air Quality Management Framework
2. Thanks officers and all stakeholders for their part in air quality improvements and recognises the challenges in these achievements
3. Regrets that poor air quality in some neighbourhoods requires us to maintain AQMAs, and that actions have not yet yielded enough improvement to ensure clean air in these areas
4. Notes the agreement at committee in February 2020 to produce a new plan to replace the 2008 plan (now 13 years old), and regrets that the council has been under-resourced during 2020 and unable to deliver this new plan yet
5. Notes that only 3 of 15 actions listed in appendix 5 quantify the expected air quality improvement which is likely to be achieved on completion, and therefore the lack of clarity over how the actions will lead to the level of air quality required
6. Calls for an update to committee within two cycles outlining:
 - 6.1. Estimates of the impact for actions that have not yet been quantified, and an estimate of when these actions will result in the air quality targets being achieved
 - 6.2. Options of additional actions that would deliver clean air for committee to consider
 - 6.3. Resource requirements within the council to deliver the actions and to write a new plan as previously agreed by committee

Moved by: Councillor Claire Miller

Seconded by: Councillor Gavin Corbett

Amendment by the Coalition

Transport and Environment Committee

28 January 2021

Motion 9.2- Cllr Webber- Safer cycling for all

Deletes all and replaces with

Committee notes that the new segregated temporary cycle lanes introduced across the City place a responsibility on all road users to be aware of road changes and to act accordingly in their behaviour

Committee recognises that the greatest danger to road users comes from vehicles and, as elsewhere in the city, seeks to reduce danger on our road network.

Committee therefore requests a report in one cycle on the feasibility of a campaign to ensure that vehicle drivers are aware of vulnerable road users and are reminded to modify their behaviour appropriately and in accordance with the Highway Code. This campaign could also include reminders to all road users to be aware of changes to the road and to prioritise safety for all in their use of the modified network.

Recognises that the allocation of funding for Spaces for People activity has already been completed and that funding for such a campaign would have to be found elsewhere.

Issues to be highlighted would include:

Where vulnerable road users are in positions of heightened vulnerability eg at the end of segregated cycle lanes

Need to adhere to speed levels and to educate vehicle drivers on overtaking cyclists or interacting with pedestrians

Reminders of the existing methods of reporting road surface issues or missing infrastructure such as bollards and reporting of abusive actions on the road

Moved by Councillor L Macinnes

Seconded by Councillor K Doran

Amendment by the Green Group

Transport and Environment Committee

28 January 2021

Item 9.2 – Motion by Councillor Webber - Safer Cycling for All

Amends the examples to read:

“Help drivers learn how to prioritise safety for vulnerable road users especially at the end of segregated lanes where vulnerability is heightened

Raise awareness of action people on bikes are likely to take if the surface of the lane is unsafe (e.g. due to a blockage, leaves or ice) such as using the main carriageway and taking a dominant lane position for their own safety

Education for drivers to raise awareness that cyclists may choose to use either dedicated/segregated infrastructure or general carriageway

Recommendations for safety and visibility – e.g. travelling at a speed appropriate to the conditions and light levels, how to spot vulnerable road users and drive accordingly

How to report damage or dangers such as poor surface or missing bollards”

Moved by: Councillor Claire Miller

Seconded by: Councillor Gavin Corbett

Amendment by the Coalition

Transport and Environment Committee

28 January 2021

Motion 9.3- Cllr Webber- EV Infrastructure

Committee :

Accept para 1 and 2:

Replaces rest with

3. Notes that, according to UK Department for Transport statistics published in Nov 2020, Edinburgh has the third highest number of publicly available chargers per local authority in Scotland.

4. Notes that, as outlined in the Business Bulletin contained in today's Transport and Environment Committee's paper, Edinburgh's successful £2.2m funding bid from Transport Scotland had its deadline for implementation extended to April 2022, due to the impact of COVID on progress.

5. Regrets the delay in implementing the agreed strategy to increase availability of public EV chargers but recognises that, by March 2022, 66 chargers and 132 charging bays, located at sites across the city will be in place, representing a mix of charger types to suit residents, visitors and taxis.

6. Recognises that consideration is being given to augmenting that total with 20 additional rapid chargers at Ingliston Park and Ride ahead of the COP26 in Nov 2021.

7. Recognises that our continued partnership with Charge Place Scotland will enable promotion of available infrastructure in Edinburgh through interactive maps and real time information relating to charger availability.

8. Notes that the City of Edinburgh Council has 44 chargers and 66 charging points to facilitate our own developing EV fleet (20 electric vans, 32 electric cars and an electric road sweeper have recently been procured) and proposals are being developed to allow public access to these chargers to help fulfil further public provision.

9. Requests a progress report to the June 2021 Transport and Environment Committee detailing action on the procurement plan and communication strategy, as well as general progress, as outlined in today's Business Bulletin.

Moved by Councillor L Macinnes

Seconded by Councillor K Doran

Addendum by the Green Group

Transport and Environment Committee

28 January 2021

Item 9.3 – Motion by Councillor Webber - EV Infrastructure

Insert additional point 1 and renumber subsequent points accordingly:

“1. Notes that electric vehicles (EV) have a lifetime carbon footprint that is equivalent to that of fossil fuelled vehicles; that lower carbon EVs are expected to become more sustainable in the long term; but that Edinburgh’s 2030 climate target requires radical change in a shorter timeframe”

Moved by: Councillor Claire Miller

Seconded by: Councillor Gavin Corbett

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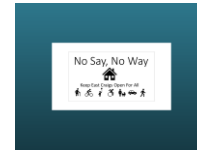
CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

28 January 2021

LATE DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 7.1 on the agenda – Spaces for People Update - January 2021	Late Deputation Requests: Get Edinburgh Moving South West Edinburgh in Motion Tartan Silk Low Traffic Corstorphine



Get Edinburgh Moving

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>

The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Date: 27th January 2021

Dear Councillors & Officials,

RE: CITY OF EDINBURGH COUNCIL (CEC) TRANSPORT & ENVIRONMENT COMMITTEE MEETING 28/01/21 – COMMUNITY DEPUTATION IN RELATION TO EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD & SPACES FOR PEOPLE (AGENDA ITEM 7.1)

I am writing on behalf of the Get Edinburgh Moving (GEM) community group, in relation to the Council's continuing proposal to for a Low Traffic Neighbourhood in East Craigs, and also its announcement of its intention to make many Spaces for People schemes across the city permanent.

As you are aware, GEM has now made several written deputations to both TEC Committee and full Council – these are therefore available to councillors and officials in terms of context, and so I do not append them here.

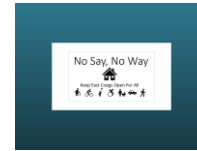
Spaces for People

The Transport Convener and Council Leader have repeatedly assured Edinburgh residents that the Spaces for People measures, introduced using Covid emergency powers, were purely temporary in nature and would be removed following the pandemic. There are many media sources, written minutes and recordings attesting to these repeated statements. Based on Scottish Government targets for vaccinating the population therefore, it is clear that restrictions will ease relatively soon, and any supposed temporary need for these schemes will have run its course.

The conditions of the national programme and funding were absolutely clear that these schemes were to be temporary and 'pop up' in nature. Cabinet Secretary for Transport, Infrastructure and Connectivity Michael Matheson said on 28 April 2020: "I'm pleased we are able to put forward a package of support for our local authorities to implement temporary active travel measures".

Of course CEC tripped itself up repeatedly on this point. Council Leader McVey insisted publicly in the Policy & Sustainability Committee that the Council was using the guise of Covid to implement long-held aspirations. The documents supporting the East Craigs scheme also confirmed the pre-meditated nature of the scheme. These facts in part led to the legal opinion that using a TTRO to introduce the LTN would have been unlawful – a verdict with which CEC legal opinion concurred, leading to the TTRO being heavily watered down.

Schemes cannot be temporary if they are intended to be permanent, and vice versa. The Council Leader's statement in August, and other evidence in the public domain, suggests that CEC has intended for some time to make a number of these schemes permanent. Therefore it is difficult to read Cllr MacInnes' assertion last week that "we're beginning to think about the potential for retaining some of the schemes" in any way other than that she is misleading the people of Edinburgh. If some of the schemes were intended to be made permanent all along, as we strongly suspect, then using Covid powers and money provided on the condition of being used for temporary schemes represents misuse of public funds and powers. If so, the schemes must



be removed immediately, and proper process followed to consult fully on permanent schemes. If on the other hand the schemes are intended to be temporary, then CEC must commit to removing them unconditionally as soon as restrictions ease.

Notwithstanding the above, GEM also notes with great concern that CEC's plan is for a single, city wide consultation in relation to the permanent introduction of these schemes. People in Portobello shouldn't have the same say as local residents in Comiston Road on permanent introduction of a scheme there, and vice versa. We can imagine CEC's intention is to speed up, simplify and divide and conquer. This is unacceptable. Each scheme should have a full statutory consultation, following due process, and involving local residents directly affected by that scheme. We acknowledge with regret rising anger in social media and through conversations we have had with residents in other areas of Edinburgh, in relation to the new plan.

In summary, GEM calls on the Transport Convener to honour what she told us all along, and which was a condition of the funding. These temporary schemes should be removed, as agreed, as we come out of the pandemic, and full consultations should take place with affected local residents before any schemes are implemented or reinstated. The best way to ensure this would be via a series of local referendums on each scheme – something that surely will appeal to this council administration. It's high time that the Council started putting local residents and all road users first, not just cycling pressure groups.

East Craigs LTN

In November, GEM received a clear commitment from the Transport Convener that a full public consultation would be held in relation to the revised proposals before any scheme is implemented. In order to remove any unintentional scintilla of doubt, we request that she confirms the East Craigs LTN proposals will be subject to a separate, full formal public consultation of local, directly affected residents only – where local residents views are of paramount importance. Cycling campaigners in Portobello, or Murrayfield, should not have a say in whether East Craigs gets a LTN.

While this is a committee deputation, GEM respectfully requires a formal reply to this important question. I am sure the Committee will appreciate the strength of feeling in the local community on this point.

Spaces for People – official complaints

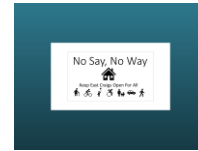
GEM notes CEC's response to a recent Freedom of Information request, in which it stated that only two official complaints had been received in relation to the Spaces for People programme.

CEC has quite simply misled the public with its response, even if we set aside the 400-plus objections received by Spaces for People by email, the 2,650 petition signatories, and the hundreds of complaint emails to councillors – and all of these only in relation to East Craigs. To be absolutely clear, there are many more than two people in the East Craigs community alone that have evidence of acknowledgment emails from the council in response to their complaints lodged via the council's official complaints webforms portal (<https://webforms.edinburgh.gov.uk/site/portal/request/complaint>). GEM has proof of many more complaints. In many cases, we have reference numbers for the complaint, in some cases only the auto-generated acknowledgment email because a reference email was never sent.

Unacceptably, it seems to be a common theme that no substantive responses to the complaints have been received beyond initial confirmation of receipt – one particular highlight was a response from customer care asking if the complainant could confirm what they meant by a 'LTN'. We would highlight the likely intention to confuse – despite the URL clearly stating 'complaint', when following the link the form defaults to the selection of the very similar word 'compliment', which is the first choice. We find this a strange process for a complaint form. The user has to then manually select 'complaint'. We understand how the psychology of these forms work – they are designed to confuse.

Nonetheless, as mentioned we have evidence of many more complaints, including email acknowledgments and reference numbers. Please receive this letter as a formal request by GEM for CEC to:

- Apologise to the people of Edinburgh for misleading them in their FOI response, and for not responding to the multiple formal complaints recorded
- Check its web portal again for both complaints, and 'compliments' that are clearly intended to be complaints, and advise us of the results and next steps



We look forward to a reply to our requests from CEC at its earliest convenience.

With many thanks and regards,

David Hunter

Chairperson

On behalf of,

Get Edinburgh Moving

Community Group

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>

cc: Nick Smith, CEC Head of Legal and Risk;
Paul Lawrence, Executive Director of Place;
Councillor Mark Brown
Councillor Robert Aldridge
Councillor Claire Bridgman
Councillor Susan Webber
Councillor Kevin Lang
Alex Cole-Hamilton MSP



SWEM

South West Edinburgh in Motion

27 January 2021

Written Deputation to the T&E Committee 28 January 2021 meeting on behalf of South West Edinburgh in Motion

Dear Councillors,

South West Edinburgh in Motion (SWEM) represents the interests of residents, business-owners and business / amenity users in the areas of Lanark Road, Longstone Road and Inglis Green Road affected by the Council's Spaces for People implementations in these areas.

We are submitting this deputation to make you aware of our complaints, previously submitted earlier this week to Cllr Macinnes, that:

- (a) These changes make no provision for the rights of disabled, elderly, chronically ill or otherwise limited-mobility individuals;
- (b) The implementation of the SfP scheme in Lanark / Longstone / Inglis Green Road is proceeding without a road safety audit, despite this being a statutory requirement for a scheme of this duration (more than 6 months) and this scope (causing physical changes to the highway that would affect the outcome of an accident).

In detail:

- a. **COMPLAINT: The planned shape of the implementation fails to mitigate the impact on residents, disabled people and the elderly which were identified in the localised Integrated Impact Assessment.** We are particularly concerned that the SfP team asked SWEM for details of people impacted in these categories, who include residents with chronic health conditions, or who are elderly, or who otherwise have limited mobility. We have been copied into emails that these people have sent to the SfP team, so SfP should know about them and should be actively engaging with them, yet we are told that emails have been unanswered. Many of those affected do not qualify for a blue badge, or have had no need to apply for such, because of nearby unrestricted parking. The lack of advance notification and lack of engagement from the council is highly distressing for these vulnerable individuals.

We have provided a number of anonymised comments and examples directly to Joanna Cherry's office, but again emphasise that these are often from people who have already written to SfP and have either received a holding response or no reply at all. You have a responsibility not only to attempt to mitigate the issues raised by those individuals who wrote to you, but also a duty of care to ensure that the scheme does not negatively impact vulnerable individuals, regardless of whether they have written to you prior to the scheme's implementation.



SWEM

South West Edinburgh in Motion

- b. **COMPLAINT: Despite the minimal cost and 4-week timescale needed to conduct an independent Stage 2 Road Safety Audit, this has not been done.** Many businesses and residents – including cyclists – have raised several different safety concerns with the SfP team, with the response that these will be addressed post-implementation. Lanark Road and Longstone Road differ from other SfP schemes in the high number of children-centred businesses and volunteer groups, which materially changes the risks involved, and is not recognised in the IAA which you sent me. We fail to understand why this approach to health and safety is thought to be acceptable. It shows a reckless disregard for the safety of residents and visitors to our locality.

South West Edinburgh in Motion commissioned a professional opinion from a road safety consultant, requesting comments on the safety of the proposed segregated cycling infrastructure to be installed on Lanark, Inglis Green and Longstone Roads. The details are provided in an attachment to this letter, but **you should note that the 18-month stated scope of the proposed scheme places it automatically in the category of schemes which should be subject to the full road safety audit cycle.** To comply with the Design Manual for Roads and Bridges (DMRB) GG 119 Road Safety Audit, the council should have documented an exemption file note. SWEM has requested evidence that this was completed but has not received this.

The Designers Risk Assessment which was published with the revised plans, and is a self-assessment exercise, is no substitute for an independent safety assessment. This approach to risk assessment is fundamentally flawed, since the DRA did not consider whether the overall design concept for placing parking between a live cycle lane and a live road carriageway is sensible. On the use of such floating parking arrangements beside nurseries, the DRA notes a "Hazard" of "Cyclists and pedestrians, including young children, in the same space when exiting and entering vehicles. Potential for doors to be open wider and for longer at these locations." It attributes a "Risk Severity" of 1 i.e. a risk of minimal severity. **We strongly question the validity of claiming that a bike hitting a child or a cyclist hitting a car door is a risk with minimal severity.** If this is the level of accuracy in the rest of the DRA then it undermines the credibility of the entire assessment. SWEM has asked the SfP team for a justification of this assessment but has not received it yet.

Furthermore, while noting only one "Residual" road-safety risk – "Drive Way Access" – the risk assessment fails to account for the frequency of driveway access and the number of driveways, which means that over the course of time and along the full road, the risk is far from "Residual".

Noting the very real safety and accessibility concerns that the scheme presents in its current format, we wish to make a formal request that all work on Lanark Road and Longstone Road is put on hold until a Stage 2 Road Safety Audit is completed and until impacts on directly impacted residents with mobility issues are identified and resolved.

Yours sincerely,

Prof. Derryck Reid (Chair, SWEM)

Professional opinion commissioned by SWEM (January 2021)

I have been asked by SWEM to provide a professional opinion on the need for a Road Safety Audit (RSA) of the Lanark Road *Spaces for People* scheme proposals in advance of installation (Stage 2).

It is my understanding that the City of Edinburgh Council have undertaken to complete a post installation Road Safety Audit on the scheme (a Stage 3) but not a Stage 2. A designer's risk assessment has been provided by the Council to demonstrate the approach to safety and risk. This is useful, but it is a requirement of CDM 2015, and is by the designer and not an independent assessment on safety.

The requirements for Road Safety Auditing are outlined in the Design Manual for Roads and Bridges (DMRB) GG 119 Road Safety Audit. The document states that it should be used for any Road Safety Audit on 'motorways and all-purpose trunk roads'

Lanark Road and Inglis Green Road / Longstone Road do not come into this category, but it is considered good practice for local authorities to carry out audits of road schemes on their road networks. Many Councils have this written into their policies and procedures that RSA's are carried out for all road schemes and it is expected that this will be the case for Edinburgh Council.

To assess the applicability of the RSA process, it is necessary to consider the scheme proposals in detail. The scheme proposes the installation of segregated cycle lanes on both sides of Lanark Road, Inglis Green Road and Longstone Road. The extent is circa 2km on Lanark Road and just over 1 km on Inglis Green Road / Longstone Road. The lanes will be formed within the existing carriageway, with the footway kerb on one side, and delineated by a combination of road markings and bollards with grey plastic base blocks on the other side. The roads concerned will generally be reduced to a single through lane in each direction for vehicular traffic by changes to road markings. Road markings will be also be used for parking areas, where allowed, and for the numerous junctions, private accesses, bus lanes and laybys the cycle lanes pass on these routes.

Section 2 of DMRB GG 119 provides guidance on the applicability of road safety audit. I have extracted statements from this section and tabulated below together with my commentary in relation to the *Spaces for People* scheme being considered:

DMRB GG 119 Section 2 – Applicability of RSA	Comment in relation to Lanark Road scheme
2.1 Where there are physical changes to the highway impacting on road user behaviour or resulting in a change to the outcome of a collision on the trunk road and motorway network, road safety audit (RSA) shall apply, regardless of the procurement method.	In my professional opinion the scheme very definitely proposes physical changes that will impact on road user behaviour. Cyclists, pedestrians and drivers are required by the scheme to change how they interact with other road users and there is the potential for a change in the incidence of collisions within the scheme extents.
NOTE Temporary traffic management and temporary changes to the highway not associated with the construction of a highway scheme, and that last longer than 6 months in duration, are considered to be physical changes to the highway.	The scheme is identified as temporary by the Council, but intended to be in place for circa 18 months. According to the definition, this timescale would identify the scheme as comprising physical changes to the highway (or roads in Scotland)
2.2 RSA shall not apply where a physical change to the highway will not impact on road user behaviour, or change the outcome of a collision on the trunk road and motorway network.	As noted above, in my professional opinion, the scheme will impact on road user behaviour and may increase the incidence of collisions.
2.3 The Overseeing Organisation shall produce an exemption file note to be kept on the scheme file (or	I am not aware that the City of Edinburgh Council has produced an exemption file for this scheme, although

equivalent) where there is no need to apply RSA on the trunk road and motorway network (Refer to exemption file note template in Appendix A)	this may of course be the case. I would welcome being sent a copy of this document if it exists.
Appendix A. Exemption file note template A2 Exemption statement In accordance with GG 119 road safety audit I have examined the details of the above highway scheme. For the reason/s set out below, the highway scheme is considered exempt from road safety audit as there is no impact on road user behaviour for all potential road users in this location and there will be no adverse changes to the outcome of a collision.	This is the key exemption statement in the Appendix A template. A scheme that may come into this category, and could be justified, would be a structural maintenance scheme where 40mm of blacktop surface was being planed off, replaced to pre-existing levels, and the road markings re-installed unchanged. In my professional opinion it would not be reasonable to justify exemption from a road safety audit for the Lanark Road scheme on this basis.

On the basis of the above, I would suggest that a RSA is appropriate for the Lanark Road *Spaces for People* scheme, and that a Stage 2 Road Safety Audit (Completion of detailed design) should be undertaken. Nonetheless the City of Edinburgh Council may have concerns on the cost/programme implications of completing the same given that construction is anticipated to start in early course and may have to be delayed.

Based on my knowledge of the process, I would outline a programme below for completion of a Stage 2 Road Safety Audit on the scheme:

Activity No.	Activity	By?	Timescale (Approx)
1	Prepare Audit Brief and submit	Design organisation	2 working days say
2	Produce Audit drawings and submit with Audit brief	Design organisation	0 days (should be available for scheme with imminent construction)
3	RSA team submit CVs for approval (this may already be in place in respect of other similar schemes)	RSA team	1 working day say
4	Approval of Audit Brief & RSA team CVs and instruction to RSA team	Overseeing Organisation (council)	2 working days
5	RSA team complete site visit to assess scheme, take notes/photographs	RSA team	10 working days (including time to arrange visit, RAMS, etc)
6	RSA team complete report and submit to Overseeing Organisation	RSA team	12 working days
Total timescale			27 working days (approx.)

This outline programme would suggest that just over a month would be required to complete a Stage 2 RSA on the scheme. Procurement/tendering timescales are not included as it is assumed that the City of Edinburgh Council have a call-off consultant available which would allow this service to be progressed quickly. Timescales for the designer's response, completion of the action log and any subsequent re-design and updating of drawings are also not included as it is difficult to estimate this precisely until the RSA report is completed.

The potential cost to the Council for a Stage 2 Road Safety Audit is difficult to assess accurately, as it depends on the contractual arrangements they have in place, but a rough estimate for the professional fees that would likely apply would be £2,500 excluding VAT.

In summary, in my professional opinion, a timescale of just over a month, and cost of £2,500, to complete a Stage 2 RSA is reasonable and proportionate. It is incumbent on the Council to adequately assess schemes they install on their network to ensure they are as safe as they

can be for all road users and to comply with their own procedures as a Design Organisation. The scheme proposals involve fundamental changes to the existing traffic management arrangements on these roads that will impact on all road users. An independent Stage 2 Road Safety Audit is fully appropriate to identify any potential issues so they can be addressed by the Council's Design Team prior to construction. This exercise would provide reassurance to both the Council's Elected Members and the local community who are being impacted on.

---Ends---

The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

27/01/2021

Submission to Transport and Environment Committee Meeting, Thursday 28th January 2021

Dear Councillors and Officials,

RE: Agenda Item 7.1 – Spaces for People Update, January 2021

We are writing to request a dedicated platform to allow those with mobility issues to alert the Council of missing or poorly maintained dropped kerbs in Edinburgh which prevent them from accessing vital services at this difficult time. We are aware that the funding for the Spaces for People initiative is to allow residents to move safely and ask that the Council give consideration to those with mobility issues.

On the Edinburgh City Council website there is a map-based system used by constituents to alert the council of paving defects. We would like to propose a dedicated platform based on this existing system to allow those with mobility issues to alert the Council of kerbs which prevent them from safely traveling from their homes to places of work, education or to access health services and vaccination centres.

Edinburgh resident and disability advocate Keith Falconer shared his experiences of being unable to access vital services due to missing dropped kerbs in central Edinburgh. *"I have lost count of the number of times my path was blocked by a lack of, or inadequate provision of a dropped kerb. For example, on Chester Street on the way to my GP surgery."*

Whizz-Kidz, a UK Charity supporting disabled young people, spoke with Ruth who is the parent of a young child with Downs Syndrome in Edinburgh noted that a brand-new footpath has been installed outside Queensferry High School without a dropped kerb.

Disabled Scottish Travel Blogger, Simply Emma was kind enough to tell us of her experiences visiting central Edinburgh. *"Accessibility in Edinburgh is something I've found is lacking. I don't find it particular easy to get around in terms of kerbs..."*

In these challenging times we would like to ask the Council to show their support to local residents with mobility issues to access vital services by providing a platform where they can alert the Council to areas where change is necessary and for the Council to demonstrate their desire to ensure Edinburgh has improved accessibility for all.

Kind Regards,

Martin Hunt and Megan Williams
Tartan Silk



27th January 2021

Low Traffic Corstorphine

lowtrafficcorstorphine.org.uk | @TrafficLow

In support of the Spaces for People programme

The Spaces for People programme has seen many temporary schemes pop up in Edinburgh to enable more people to walk, wheel and cycle safely through the Covid-19 pandemic. We've seen some of these temporary measures in Corstorphine and think they have been positive, especially for children and families.

We welcome plans to install a segregated cycle path on Meadowplace Road and Ladywell Road and hope that the suitable measures are installed at the major junctions on this route to enable safe door to door cycling for all ages.

The pandemic has seen big shifts in travel, but it's obvious that Spaces for People projects have benefits that are not just related to social distancing. The climate crisis, physical inactivity, air pollution, road danger and congestion can all be addressed with more people making active journeys. Corstorphine residents have been desperate for many years to reduce traffic, improve road safety and have clean air for our children to breathe.

Over 100 Spaces for People schemes have been implemented to date, and their trial nature means communities have experienced benefits and drawbacks first-hand. Low Traffic Corstorphine is very supportive of a wider city consultation to see which schemes benefit from permanence, either remaining as they are or modified based on feedback. As well as being great to help folk get about, good-quality, permanent improvements would help Edinburgh fight the big issues previously mentioned.

It's worth remembering that over 40% of Edinburgh residents don't have access to a car and communities need to be more supportive of opportunities for people to walk, wheel and cycle, despite some very vocal opposition voices who are reluctant to allow the rebalancing of the transport hierarchy to meet the needs of other road users.

We are keen to see that measures already implemented – such as improved safety for children at primary schools and widened pavements on St John's Road – are kept, enhanced and added to wherever possible. Through the implementation of Low Traffic Neighbourhoods, segregated cycle lanes on arterial routes (in particular an A8 cycle lane from Maybury to the City Centre), improved safety for vulnerable road users at major junctions in the area (such as Maybury and Drumbrae roundabout) and public realm improvements such as urban greening, 'pocket places' and further speed reduction measures, many more people would choose to move around on foot, wheel and cycle.

In light of the continued effects of Covid-19 along with the huge new housing developments planned for West Edinburgh, it is imperative that action is taken now to ensure that people have genuine alternatives to using private motor vehicles for journeys within the city.

Yours sincerely
(on behalf of Low Traffic Corstorphine)

Janis Ross-Williamson

Janis Ross-Williamson

Chris Young
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