Transport and Environment Committee

10.00am, Thursday, 27 February 2020

Delivering the Local Transport Strategy 2014-2019: Parking Action Plan

Executive/routine
Wards All
Council Commitments

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the progress made on delivering the actions contained within the Parking Action Plan;
 - 1.1.2 notes the content of the objections received in response to the recent advertising of the Parking Action Plan traffic order (reference TRO19/29), as detailed in Appendix 1 and the Council's responses as detailed in Appendix 2;
 - 1.1.3 approves the making of traffic order 19/29, subject to the amendments listed in Appendix 3; and
 - 1.1.4 approves the withdrawal of physical permits and their replacement with a system of electronic permits as outlined in Appendix 4.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Network Management and Enforcement Manager

E-mail: Gavin.Brown@edinburgh.gov.uk | Tel: 0131 469 3823



Report

Delivering the Local Transport Strategy 2014-2019: Parking Action Plan

2. Executive Summary

- 2.1 This report provides an update on the progress made in delivering upon the 44 actions contained within the Council's Parking Action Plan.
- 2.2 That update reflects the outcome of the legal process to introduce changes based upon actions contained within the Parking Action Plan, most notable of which are the introduction of Sunday parking restrictions and the rollout of shared-use parking places.

3. Background

- 3.1 In June 2016, Committee approved the Parking Action Plan (PAP). The PAP is one of a suite of action plans designed to deliver accessibility and transport improvements across the city in support of the Local Transport Strategy (LTS).
- 3.2 In August 2017, Committee considered a report which provided an update on the progress made in delivering the actions contained within the Parking Action Plan. It was agreed that further update reports would be submitted bi-annually.
- 3.3 In November 2019 the Council advertised a draft order linked to several of the actions contained within the Parking Action Plan.
- 3.4 This report details the progress that has been made since August 2017 and, in particular, considers the responses received to the recent consultation exercise.

4. Main report

4.1 The Parking Action Plan was approved by this Committee at its meeting of 7 June 2016. The plan itself contains 44 actions related to managing and improving parking in Edinburgh.

- 4.2 In November 2019, a traffic order was advertised that would bring about approved changes to the operation of the Controlled Parking Zones (CPZs) and Priority Parking Areas (PPAs). That traffic order included a range of changes linked to specific actions within the Parking Action Plan. The actions, and the specific elements of those actions, were:
 - 4.2.1 Action 6 Introduce Sunday Parking Controls in Zones 1 to 4;
 - 4.2.2 Action 7 Introduce wide-spread Shared-Use Parking Places in Zones 1 to 8;
 - 4.2.3 Action 8 Remove the Saturday afternoon exemption for permit holders to park in pay-and-display;
 - 4.2.4 Action 9 Develop a pricing strategy for charges related to permits;
 - 4.2.5 Action 23 Introduce Visitors Parking Permits in Zones 1 to 8; and
 - 4.2.6 Action 27 Virtual Parking Permits.
 - 4.3 The introduction of shared-use parking will also allow the Council to remove the dispensation currently in place for city centre permit holders to park in pay-and-display parking places. This dispensation, introduced as part of the first Tram implementation works to offset the temporary loss of parking places, will no longer be necessary once shared-use is in place.
 - 4.4 In addition to those actions, the traffic order also included a number of other changes that had been separately approved in subsequent reports linked to the Parking Action Plan or to other action plans. Details of these proposals, and the Committee dates at which these changes were agreed, can be found in Appendix 5 of this report. Rather than take forward these changes separately, it was decided to include these changes within the same all-encompassing traffic order. The additional changes were to:
 - 4.4.1 introduce new double yellow line restrictions at junctions and other crossing points in order to improve road safety for pedestrians, cyclists and other road users:
 - 4.4.2 discontinue the issue of residents daily parking permits in conjunction with the introduction of visitor permits;
 - 4.4.3 remove the dispensation for permit holders to park in pay-and-display parking places between 0830 hours and 0900 hours Monday to Saturday in light of the wider rollout of shared-use parking places;
 - 4.4.4 remove the dispensation for permit holders in Zones 7 and 8 to park in Zone S1;
 - 4.4.5 introduce a revised banding system for residents permits, which will include revised prices for all resident permits and a new system of calculating annual permit price increases;
 - 4.4.6 introduce new charges for second permits issued to Businesses and Retailers;

- 4.4.7 make changes to the livery requirements for vehicles used by trades permit holders;
- 4.4.8 make changes to the validity of Healthcare Workers Permits;
- 4.4.9 Introduce a diesel surcharge on Retail, Business and Resident permits;
- 4.4.10 amend the zone boundary between Zones 1 and 5; and
- 4.4.11 amend the traffic order affecting permit issue to allow permits to be granted electronically rather than issued in paper form.
- 4.5 The draft order proposing these changes was:
 - 4.5.1 advertised in the local press;
 - 4.5.2 detailed in notices posted in every affected street;
 - 4.5.3 posted on the Council's website;
 - 4.5.4 posted on the Scottish Government's website: www.tellmescotland.gov.uk; and
 - 4.5.5 complemented by detailed plans hosted on an external website provided by the Council's consultant
- 4.6 In response to the consultation, the Council received a total of 822 responses. Of those, 749 either indicated or contained statements that were taken to constitute objections to one or more aspects of the proposals. A breakdown of the responses received can be found in Appendix 1.
- 4.7 Further details of the points made and the Council's response to each comment can be found in Appendix 2.
- 4.8 Having considered the responses received, it is concluded that the proposals contained with TRO 19/29 should be made as advertised, with one change proposed to the advertised order. This change is detailed in Appendix 3.

5. Next Steps

- 5.1 The amendments proposed by the advertised order will now be made to the parent order, either by changes to the map tiles on which the proposals are located, or within the text of the parent order. The order will then proceed to be "made" with an expected effective date in June 2020 for Zones 1 to 4 and September 2020 for Zones 5 to 8, N1 to N5 and S1 to S4. The effective date will be the date on which it is anticipated that work will begin to make the changes on-street and the date on which the revised provisions of the traffic order will be enabled. The elements of the proposals that deal with permit price changes will be enacted in September 2020.
- 5.2 Preparatory work will be required in advance of the on-street changes, both in terms of arranging for the required physical changes and in arranging the additional resources required to enforce Sunday restrictions.

5.3 A further traffic order is to be promoted that will introduce Sunday parking restrictions on main routes outwith the city centre.

6. Financial impact

- 6.1 The introduction of Sunday parking controls in Zones 1 through 4 and the proposed changes to parking provision linked to the rollout of shared-use parking in Zones 1 through 8 was anticipated to incur costs of £370,000 when these changes were approved in 2016. A revised costing, which takes into account potential price increases in the intervening period, would see this work cost approximately £400,000. These costs cover the physical changes to traffic signs and road markings necessitated by the changes.
- 6.2 In order to introduce the proposed changes on-street, it is proposed to appoint a management resource to oversee the implementation process. That management is estimated to require additional funding in the region of £50,000.
- 6.3 There will be further ongoing costs associated with the resources necessary to enforce Sunday controls. It is anticipated that the additional enforcement costs will be in the order of £205,000 per annum and that these costs will form part of the Council's contractual payments to NSL Services, met in full from income generated within the Council's Parking Operation.
- 6.4 The introduction of Sunday parking controls will generate income for the Council through use of on-street pay-and-display facilities. In 2016 that income was estimated at £490,000 per annum. Allowing for increases in pay-and-display charges since that time, it is now anticipated that the income from Sunday parking is likely to be in the region of £550,000. As a projection, there is a risk that income levels could be less than this figure, depending on the overall availability of parking space for pay-and-display customers and the level of users visiting the city centre on Sunday afternoons.
- 6.5 It is anticipated that the implementation costs associated with this project will be met from the Place Capital Budget for the 2020/21 financial year. If capital funding is unavailable, then alternative funding mechanisms will be explored.
- 6.6 While it is likely that there will be additional income streams, from the issue of Penalty Charge Notices and from the Council's vehicle removal operation, it is not possible to accurately quantify that income.

7. Stakeholder/Community Impact

7.1 The preparation of the Council's parking action plan involved extensive consultation with affected or interested stakeholders. That consultation included detailed information on the draft plan on the Council's website and consultation Hub, an online questionnaire, drop-in sessions, exhibitions and roadshows and a series of focus groups to target specific interest groups.

- 7.2 The results of that consultation exercise were reported to this Committee at its meeting on 15 March 2016. The 4,000 responses received helped to shape the final version of the Parking Action Plan.
- 7.3 A further consultation exercise on the design of the shared-use proposals was carried out in early 2019, when community councils and residents' groups within the affected areas. That consultation gave those groups the opportunity to comment on the design and to suggest changes. The responses led to a series of amendments to the design of shared-use parking places.
- 7.4 The legal process required to introduce the proposed changes required two separate consultative exercises. These were carried out in March 2019 and November 2019 respectively. The first of these saw broad details of the proposals circulated to an extensive list of consultees, while the second involved the publication and advertising of the detailed proposals and the draft traffic order. This report considers the responses received to the second consultation.
- 7.5 The proposals included within the Parking Action Plan will help to reduce private car travel into the city centre on Sundays, reducing congestion and pollution. Changes to the permit pricing structure, and in particular the improved banding system based on a vehicle's emissions as well as changes to second permit prices, will encourage residents within the city centre to consider not only their choice of vehicle, but also the number of vehicles needed for their household.
- 7.6 It is considered that these changes will provide positive impacts on carbon impacts and assist in adaptation to climate change by reducing vehicle emissions in the city centre.

8. Background reading/external references

8.1 None.

9. Appendices

- 9.1 Appendix 1 Consultants Summary Report
- 9.2 Appendix 2 The Council's Response to Objections to TRO 19/29
- 9.3 Appendix 3 Proposed Amendments to TRO 19/29
- 9.4 Appendix 4 Withdrawal of physical permits
- 9.5 Appendix 5 Summary of proposals within TRO 19/29



Parking Action Plan Consultation Results

City of Edinburgh Council

Document Reference: 6428

Date: January 2020

Created by Jess Cully jess.cully@projectcentre.co.uk









1. SUMMARY REPORT

- 1.1.1 This report provides a one-page summary of the data collected from the Parking Action Plan Consultation which ran December 2019.
- 1.1.2 All data is available in PDF and Excel format for the Council to disseminate as they wish.

1.2 Findings

- 1.2.1 Overall, there were 822 responses. 745 (91%) of these responses were against the proposals. 69 responses only provided comments which were neither 'for' or 'against so are seen as 'neutral'.
- 1.2.2 The majority of responses (677, 91%) came from within Edinburgh. 601 (89%) of these were against the proposals.
- 1.2.3 132 responders left the postcode section blank, so we are unable to discern where they were responding from.
- 1.2.4 One response came from just outside Scotland, in Northumberland and one responder was from as far away as Dartford in Kent.
- 1.2.5 There were nine other areas outside Edinburgh but within Scotland where responses were received from.
- 1.2.6 The urban/suburban differentiation is 53% responses are from the urban area and 47% are from the suburban area of Edinburgh.
- 1.2.7 Of the responses from the urban area, 83% are against the proposals.
- 1.2.8 Of the responses from the suburban area, 89% are against the proposals.
- 1.2.9 A total of 1,710 types of objection were logged. Many people cited more than one reason for objecting.
- 1.2.10 The three top reasons for objection were:
 - Disruption to times of worship and other activities at church 617 (36%)
 - Not able to use public transport 487 (28%)
 - Time of restriction 283 (17%)
- 1.2.11 497 responders from within Edinburgh stated that disruption to times of worship and other activities is the reason for their objection. 217 (44%) of these responders were from the urban area and 230 (46%) were from the suburban area. 52 responses weren't categorised as urban or suburban.
- 1.2.12 All information is displayed in graph format which are available in the accompanying PDFs. Raw data in the form of an Excel spreadsheet will also be supplied to the Council.





Table 1: Objections shown by Area. (Objections have been attributed to areas defined by Scottish Parliament Constituencies 2016 (ONS) if a Scottish postcode or area name had been provided by the respondent.)

Objection No.	Objection	Airdrie and Shotts	Almond Valley	Cowden- beath	Dartford Kent	Dunfe- rmline	East Lothian	Edinburgh Central	Edinburgh Eastern	Edinburgh Northern and Leith	Edinburgh Pentlands	Edinburgh Southern	Edinburgh Western	Ettrick, Roxburgh and Berwickshire	Falkirk East	Glasgow Cathcart	Linlith- gow	Midlothian North and Musselburgh	Midlothian South, Tweeddale and Lauderdale	Northum- berland	Perthshire North	No Address Provided	Total
1	Disruption to worship and other activities at church as time restrictions are close to Sunday services	1	4	3	1	2	11	156	41	57	39	122	64	1	1	1	2	12	7	1	1	90	617
2	Layout or introduction of proposed restrictions/bays			1				14			1	2										6	24
3	Time of restriction affecting several activities-Proposing alternative times		3				3	82	17	18	17	68	23		1		1	6	2	1	1	40	283
4	Impact on city centre businesses and trades due to customers' inconvenience		2	1				9	1	5	5	11	5									15	54
5	No off-street parking at most of the city centre churches					1	1	3	2	1		6	2		1							4	21
6	No alternative or limited public transport option to attend destinations							3	1		3	6	3									8	24
7	Not able to use public transport to attend destinations		3	1	1	1	9	131	38	44	36	99	58	1	1	1	2	12	6	1	1	41	487
8	Negative Impact on Tourism as a result of the reduction of worship and commercial activity in the city							2		2		4	2						1				11
9	Negative impacts on students' and visitors' health and safety due to increased congestion and limited road space around school							6				23	1									4	34
10	Negative impact on air quality due to the provision of car use							7				24	1									4	36
11	Isolating the Elderly and Disabled by affecting their ability to attend social activities on Sundays			1			1	11		4	1	6	3		1							13	41
12	Negatively impact family and friends visits on Sundays due to the absence of free parking							3				4										1	8
13	Not resolving or even worsening the problem of limited resident only parking spaces							19														8	27
14	Not enough disabled parking spaces							1															1
15	EV charge points are not considered in the proposals							3														2	5
16	Loss of current free parking space which will be converted into parking bays under charge	1						3		5	1	7	2									2	21
17	There should not be an increase in overall parking spaces within the city							6	2			1										1	10
18	A limit should be set to the number of visitor permits							2															2





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



LONDON TRANSPORT AWARDS









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 Manchester Office

12 Lower Gilmore Place Edinburgh, EH3 9NY Regus - Room 6.1 53 Barnett House Fountain Street Manchester, M2 2AN

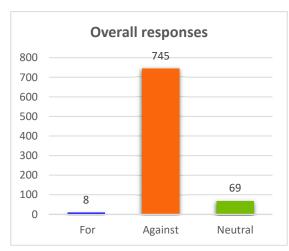
tel: 0161 235 6466

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

<u>City of Edinburgh Council - Parking Action Plan Consultation Analysis</u>

Overall Responses



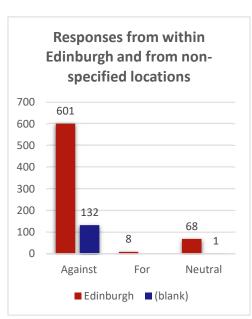


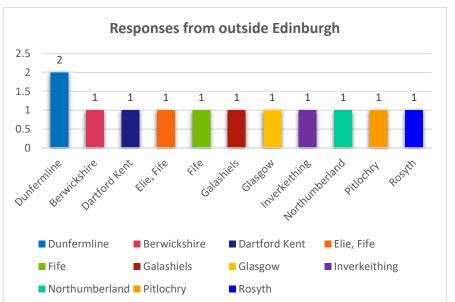
January 2020 Project Centre Ltd

<u>City of Edinburgh Council - Parking Action Plan Consultation Analysis</u>

Response Locations

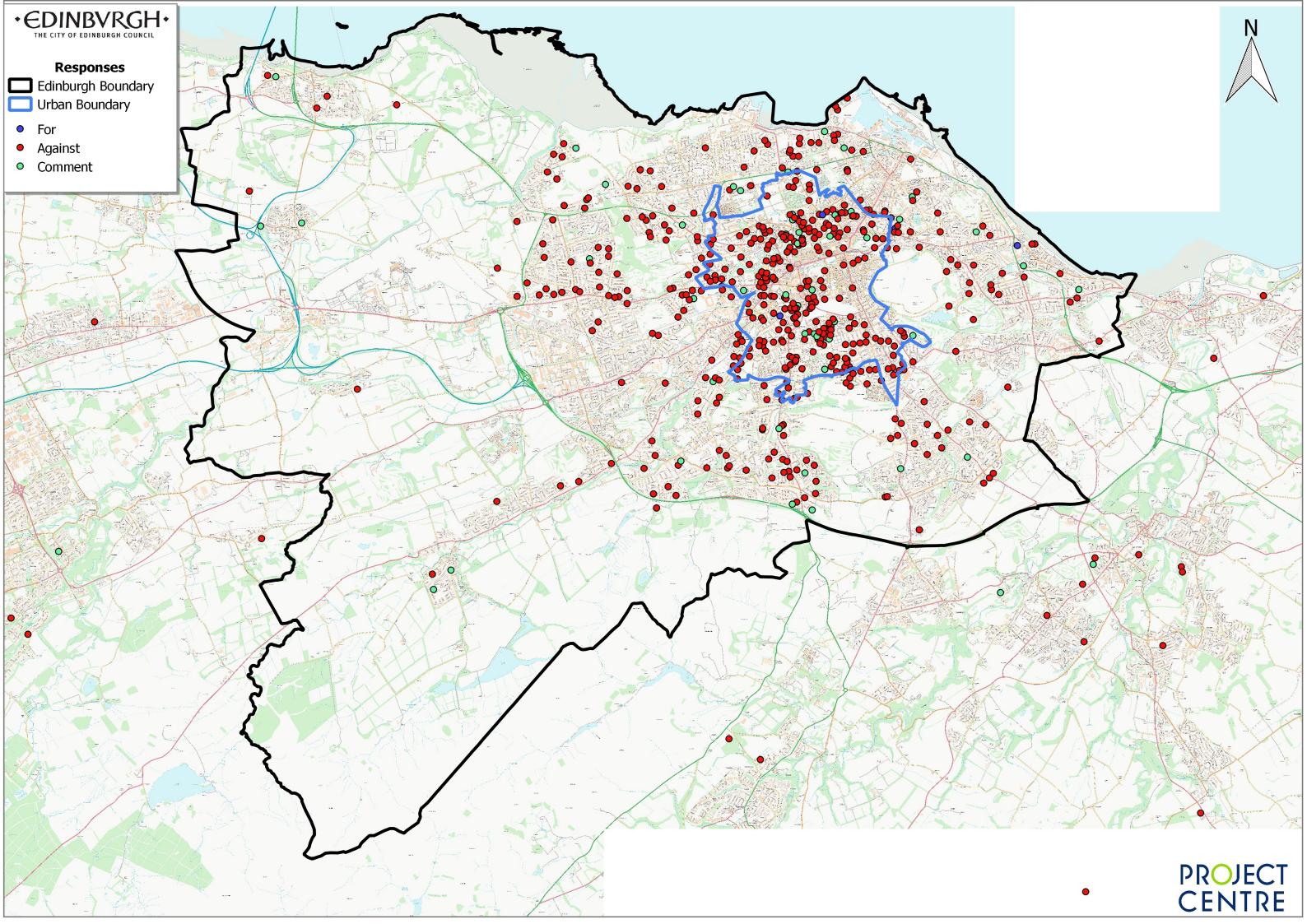
Area	Against	For	Neutral
Edinburgh	601	8	68
(blank)	132		1
Dunfermline	2		
Berwickshire	1		
Dartford Kent	1		
Elie, Fife	1		
Fife	1		
Galashiels	1		
Glasgow	1		
Inverkeithing	1		
Northumberla	1		
Pitlochry	1		
Rosyth	1		





Grand Total 745 8 69

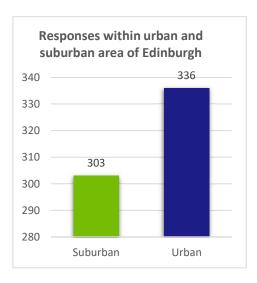
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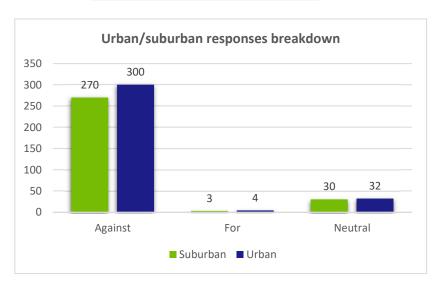
<u>City of Edinburgh Council - Parking Action Plan Consultation Analysis</u>

Urban/Suburban Differentiation

Area	Count	
Suburban		303
Urban		336



Area	Against For	N	eutral
Suburban	270	3	30
Urban	300	4	32



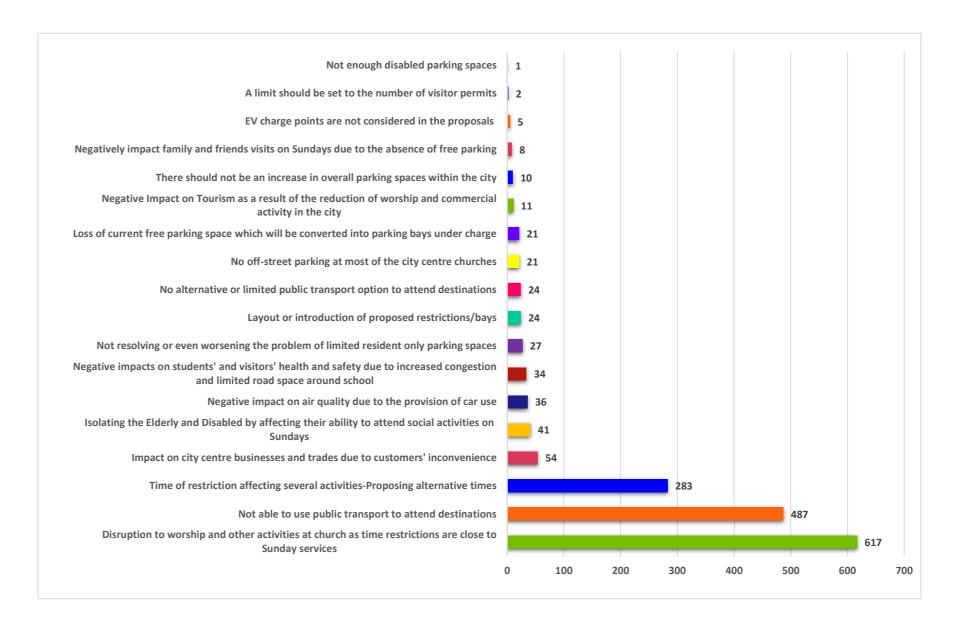
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Objection Categories

Reason for Objection	Count
Disruption to worship and other activities at church as time restrictions are close to	Count
Sunday services	617
Not able to use public transport to attend destinations	487
Time of restriction affecting several activities-Proposing alternative times	283
Impact on city centre businesses and trades due to customers' inconvenience	54
Isolating the Elderly and Disabled by affecting their ability to attend social activities on Sundays	41
Negative impact on air quality due to the provision of car use	36
Negative impacts on students' and visitors' health and safety due to increased congestion and limited road space around school	34
Not resolving or even worsening the problem of limited resident only parking spaces	27
Layout or introduction of proposed restrictions/bays	24
No alternative or limited public transport option to attend destinations	24
No off-street parking at most of the city centre churches	21
Loss of current free parking space which will be converted into parking bays under charge	21
Negative Impact on Tourism as a result of the reduction of worship and commercial activity in the city	11
There should not be an increase in overall parking spaces within the city	10
Negatively impact family and friends visits on Sundays due to the absence of free parking	8
EV charge points are not considered in the proposals	5
A limit should be set to the number of visitor permits	2
Not enough disabled parking spaces	1

City of Edinburgh Council - Parking Action Plan Consultation Analysis



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Category breakdown with examples and evidence

This document breakdown the categories into which the emails received have been placed. This included a brief description and example of what would come under the heading. These are then followed by excerpts from emails received. Many of the emails cover a range of categories, therefore, some of the information displayed may be from the same email, though we have tried to include a wide cross-section of responses.

1. <u>Disruption to worship and other activities at church as time restrictions are</u> close to Sunday services

The proposal will be disruptive for those wishing to attend church worship in the city centre. A large amount of church goers get to the Sunday morning and evening services by car and the proposed plans will affect their ability to attend due to the reduction of free parking nearby. As an extension of the reduced attendance the important support of the worships to the maintenance of city's Listed Buildings will be affected.

"With reference to proposed traffic order reference number TRO/19/29, I wish to object on the grounds that this will cause significant disruption to churches within the controlled zone whose congregations are meeting within this time range."

"I would like to comment on the above proposal to restrict Sunday parking on behalf of Morningside United Church which lies at the corner of Morningside Road and Chamberlain Road. I am a trustee and member of the church. I note Morningside Road and the surrounding CPZs would be affected."

"We are a far-reaching congregation and I myself come in from Haddington and I know of a member who comes from Stow. We are committed to our church and with the diminishing numbers of people attending church on a Sunday we have to try to encourage attendance. St. Giles welcomes people from all over the world and is a focal point of our beautiful city. We also host many civic and national services which could be jeopardised by these restrictions."

"As a member of The Canongate Kirk, I am very unhappy about the proposed traffic restrictions. You might or might not attend church, but you should realise that Matins (the morning Service is called) ends at 12.30."

"Our morning service starts at 11.00 and finishes about 12.15, with essential "social time" for members and visitors to meet and talk, usually for the only chance in a week, since the congregation come from all parts of the city. Most come by car, finding the reduced Sunday bus service unsuitable for reasonable timekeeping. There would therefore be a need to come earlier than at present, since I understand the number of parking places is also likely to be reduced, therefore requiring to be parked for about 2.5 to 3 hours. This would lead to a parking charge of about £12 each Sunday, or £600 per year, which is not within the means of many members. This would therefore mean the contribution to the church itself would be reduced, or attendance would not be possible.

"I would like to write to voice my opposition to the proposition to introduce Sunday parking restrictions in Edinburgh City centre. It will make attending City centre church services very difficult and cause many issues for a lot of people."

"With reference to proposed traffic order reference number TRO/19/29, I wish to object on the grounds that this will cause significant disruption to churches within the controlled zone who meet at the proposed times."

"I am e-mailing you with regards to the proposal of parking restrictions on Sunday's from 12.30-6.30pm. I attend a church in the city centre of Edinburgh and rely on there being free parking nearby. I think it is ridiculous to expect people to pay for parking in order to attend church on a Sunday. My church service starts at 11am so the 12.30pm start time would clash with the service and the fellowship we share afterwards. There are also multiple times where me and other members need to be back at church for 5pm and again, having to pay for parking will make this hard."

"As a regular participant in Sunday services at St Giles' Cathedral, I must raise objections, as this would make it much harder for me - and specifically my disabled mother - to attend services. The 11.30 service doesn't not finish until around 12.30 and on occasions (especially when it is an important national or civic service), it can run on past 12.30. The new restrictions would make it impossible to park near the cathedral."

2. Disruption to a specific road within the restriction boundaries

This category of objections includes references to specific roads which will be negatively affected by the proposed plans. The respondents may be either residents or users of these particular areas. An indicative example of these objections is that there should be more residents only parking spaces in India Street and the proposed shared-used spaces could be placed on Heriot Row where there are usually many unused residential parking spaces. Another example is the limited residents parking spaces in Zone 8, Upper Gilmore Place and Leamington Terrace.

"I am writing to formally object to the plans to locate a parking bay outside our property at [number redacted] Ashley Drive which is part of the proposed Parking Action Plan for the Shandon area. We're looking to extend access to our driveway as it's narrower than current legislation, this would require extending the existing dropped kerb so we can access the area directly in front of our house to park our car off the road. We understand that the existing kerb drop can be extended up to 4.5 metres total in length, subject to obtaining the required approvals."

"I write to object to the proposed changes to parking zones in my area on the following grounds and in the following place:

Canning Street. I oppose the addition of parking bays opposite the current residents parking. This will narrow down the street to one lane. It is a two-way street. The narrowing will be dangerous, in particular for cyclists who will have to ride towards cars that push past them. I also write to object to the bays and single yellow where paths enter on to Atholl Crescent and Coates Crescent from the Gardens (to the North and South in line with the Gladstone monument). The exits of those paths should be protected by complete no parking otherwise when cars park directly in front of the exits they are blocked for pedestrians causing danger and obstruction."

"I object to the reduction of dedicated parking spaces for residents. India Street is unusual in having been built as a street of mixed whole and town houses and flats. In the section from Jamaica Street to Heriot Row, for example, there are total of about 31 residences and 17/18 parking spaces for residents. The street requires as many residents' spaces as possible. There should be NO shared residents/public paid parking spaces in the street."

"I wish to register my opposition to your other proposals, in particular the proposal to increase the number of spaces made available to "pay to park" drivers. As things stand currently, there are not enough permit spaces in our street, for this who reside within it. Indeed, last week I had to park in Howe Street, such was the situation in not only India Street, but Gloucester Place, Circus Gardens and Royal Circus. I believe you intend to increase the number of spaces made available to the "pay to park" drivers, by making more spaces "shared" between permit holders, and payers. I cannot see how this will improve our situation. I appeal to you to remember that India Street has housing on both sides of the street, and the majority of houses are actually tenement flats, which means that there can be as many as five different occupancies against one door. This is in contrast to streets such as Royal Circus, with its gardens, or Northumberland Street, with smaller houses, or even Gloucester Place, with a hotel and gardens taking up most of one side. All this means that we need a lot more spaces in our street than a lot of other New

Town areas. Why is it not possible to treat us accordingly, and allow us more permanent space? This is even more frustrating, when you look at the spaces that go unused in Heriot Row daily. I cannot believe that you are unable to make better use of the parking space there. Give them more metered space and let us park near our own front doors. I also fail to understand the logic behind more pay to park spaces, considering your supposed mission to reduce the number of cars in the city. More pay to park spaces in the New Town surely encourages people to drive and park, before a short walk into the city, rather than taking public transport."

3. Time of restriction affecting several activities-Proposing alternative times

The timings of the proposed restrictions are going to affect city centre activities such as church attendance, city centre shopping and social activities. Objections of this category include suggestions for alternative times of the restrictions within the time range of 1:30-5:30 pm or at least 2:00-6:00 pm.

"I would like to comment on the above proposal to restrict Sunday parking on behalf of Morningside United Church which lies at the corner of Morningside Road and Chamberlain Road. I am a trustee and member of the church. I note Morningside Road and the surrounding CPZs would be affected. It would be better if restrictions could begin at 1 pm as although our service ends at 12 members gather for coffee afterwards and don't begin to disperse until 12.45."

"If parking has to be paid for then at least consider paying for parking from 1:30 PM to 6 PM ONLY."

"Churches with morning services often finish after 1pm. with lunch or tea and coffee which are important social times for members. You will be aware that the age profile of many churches in the city is either elderly or student/ young and both groups will benefit from social times. I would urge you not to start charging before 2pm if you must do so at all. Similarly, many churches have evening services: which would require people to be in the church before 6pm. Again, I would ask that charging, if it must be done at all on Sundays, ends earlier say at 5pm. One answer might be to designate more generous times around churches on Sundays, although it would be difficult to keep these free for congregations. I know that some also run afternoon activities."

"Were the times of the restriction to be changed so that they applied from 13.30 to 17.30 this would, from the perspective of St Giles', remove the problem - allowing people to attend morning service as now. While St Giles' does not have an early evening service (it has instead a 6.00 pm recital slot), we are aware that continuing the restrictions until 18.30 would have an impact on other city centre churches which have evening services and we are fully supportive of their suggestion that restrictions should end at 17.30. I would be grateful if you could take full account of these concerns."

"As a member of a city centre church I would like to lodge my objection to the proposed Sunday parking charge changes. Both morning and evening services would be affected by this proposed change. If necessary, could the timings be 2-6 pm if charges must be implemented."

"I understand that it is proposed that the restrictions should apply between 12.30pm and 6.30pm. If this could be changed to between 1.30pm (2.00pm would be still better) and 6.00pm then the worst of the suffering that they will cause would be prevented."

"We would therefore ask that the parking would not start until 1.30pm but in view of our lunches we would prefer 2pm and we would appreciate if it could finish around 6pm which would also give support our neighbouring churches with evening services starting then."

"I would hope you will listen to my concerns as a council taxpayer (who did vote for your congestion charge all those years ago) & as a member of a city centre church. At the very least any new charges should be within 4 hours to allow people to park all day if they wish (2-6pm) but I'd prefer the status quo remains."

4. Impact on city centre businesses and trades due to customers' inconvenience

The restrictions will negatively impact local businesses at the city centre, as many people use Sunday to visit city centre for shopping, entertainment and socialising. The additional cost of parking will be a deterrent factor for city centre visitors who prefer to use their cars leading to a great loss of customer base for local businesses.

"Finally, charging for Sunday parking will be one more nail in the coffin for Princes Street and other city centre shopping. The city centre streets are already struggling because it's easier for people to drive to out-of-town shopping centres than to get into the city centre. Free Sunday parking currently provides an incentive for people to come to the city centre on the less busy of the two weekend days. Yes, some people can use public transport instead, but please see my second point about the infrequency of Sunday buses on some routes; also, a vehicle is sometimes needed to transport larger items that can't be carried on public transport. The out-of-town retail parks are difficult to access by public transport, so if we lose good shops in the city centre then the people who do rely on public transport will be the ones who lose out."

"Any Sunday charges will also mean I will no longer shop in Princes Street on that day..."

"As a resident of Edinburgh, the only times I come into the centre of town are on a Sunday for church and a Friday evening to take my children to their youth activities in the church. If I want to do any shopping in Princess Street, I do that on a Sunday afternoon. During the week, or on a Saturday I would do my shopping at Ocean Terminal, Fort Kinnaird, The Gyle, Straiton, Cameron Toll or The Centre, Livingston. With the exception of Livingston, all of these offer free parking and Livingston is only 50p per hour. This is far more economically viable for me than paying a massive premium of park in Edinburgh or pay to use the bus. It's also cheaper to park in town for a quick shop visit than pay for a bus and incur the inconvenience that brings.

If you do decide to extend the charging then it is highly probably that I will never make use of the city centre for shopping as the other centres mentioned are much easier to get to, shop and then return home."

"The effect on businesses will be keenly felt; a lot of friends often go for lunch in town then do some shopping, but they will think twice if they have the added cost of parking charges."

"In addition, at a time when the city centres are losing customers who prefer the convenience of driving to the many out-of-town shopping centres with free parking and the growing trend for online shopping, the long term loss of trade to the many city shops, restaurants and bars will inevitably have a negative effect on their ability to stay in business. Many of the city church congregations support all these businesses after services on Sundays."

"There is no legal or practical basis on which to introduce such charges. The Council seems to be expressing the official conditions laid down for levying parking charges. The first is to ensure pedestrian safety and the other is to relieve traffic congestion. Neither of these apply to Sunday traffic conditions. Many small businesses rely on Sunday custom. Sunday is the only day free of charges. We have already witnessed the negative impact of weekday charges on local businesses."

"It will also effect shops that are currently struggling to compete with online shopping and free parking offered by bigger out of town stores"

"We had a small business on Buccleuch Street for 34 years until last month and could only park near our business except on Sundays which we had to do to get certain tasks done from time to time. It wasn't often but it was invaluable and such relief.

We had not any right to any permit etc and at least by having Sunday some tasks could be done. Similarly, for our customers. Sunday created a looser opportunity and flexibility."

5. No off-street parking at most of the city centre churches

Most of the city centre churches do not have their own off-street parking facilities. This fact in combination with the proposed parking restrictions around churches will discourage people from attending church and cause a reduction of the overall attendance.

"The church does not have off-road parking facilities. Some members need to use cars (e.g. elderly, mobility problems, transporting necessities to church, no viable alternative transport, etc.). I myself travel from the other side of the city and have done so for more than 40 years.

The loss of single yellow lines parking spaces would mean parking further from church: this is inconvenient and difficult especially when transporting large or bulky items to contribute to church life.

The imposition of charges (c.£4.10/hour) adds cost, particularly to pensioners and restricts freedom of worship/ choice of church. I have established a lot of long-standing friendships with other parishioners and I do not want to be forced out because of this issue."

"Few, if any of the city centre churches have any off-road parking facilities. The imposition of Sunday parking charges will create insurmountable problems for many parishioners and families who require using their cars to attend their church because they bring whole families including children and grandparents, or also because they bring less mobile parishioners and may also require to bring prams or wheelchairs and other walking aids. If parking charges of 4.10 pounds per hours are charged then these families may have no option but to go elsewhere and abandon their parish, in some cases even relocating to live elsewhere. Surely this cannot be the council's intention?"

6. No alternative or limited public transport option to attend destinations

The reduced public transport service during Sundays will negatively impact people who travel to the city centre with most common reasons being the attendance to church and visits to retail centres. While Sunday public transport service is not as frequent as the weekdays and can be inconvenient for a great amount of city centre visitors, there are some cases where public transport is not even an option for travelling to certain destinations.

"May I also point out that the current Sunday bus service would require me to leave my house at 08:10 hrs to allow me to reach the church in time for me to attend my choir practice which starts at 09:45. If parking restrictions are to be introduced, then a review of the Sunday bus service needs to be undertaken."

"I believe we need to wait until there are better public transport options in place before we penalise people for travelling to keep Sunday as a day to spend with family."

"Many travels from areas around the city perimeter and public transport, as you know, is limited. For them the possibility of driving in or being driven by kind helpers allows them to participate much more easily."

"Bus services on a Sunday are not always available and where they do run the service is much less frequent than on weekdays."

"For some people, it is extremely difficult, if not impossible, to come in by bus at a convenient time on a Sunday. For others, the bus route may be there, but the buses are few and far between."

"As a regular attender of the 11.30am service at St Giles Cathedral it would be extremely difficult for me to catch a Sunday-service bus from an outlying area of the city."

"As the pastoral secretary of the City of Edinburgh Methodist Church, I write to protest against proposed changes away from free parking on Sundays.

As a gathered church from all over Edinburgh and beyond we need free parking from 8-3pm as we frequently have meetings after the service and lunch too.

Travelling by bus is rarely an option. For many it is too early or too late."

"I oppose the introduction of these charges for the following reasons 1. Regular attendees poor Sunday bus service scattered congregation"

"In response to the above, in terms of the Sunday parking hours, as a member of St Giles' Cathedral. We live some distance from St Giles' and as public transport does not cover our area we are required to drive in for the morning services."

"I feel that this will be disruptive to those wishing to attend church worship on a Sunday. Public transport is limited on a Sunday and means that those wishing to attend the services need to use a car."

"The proposals will be very disruptive for those wishing to attend church worship by car – I personally live in East Lothian and have no other possible mode of transport which will get me to the Cathedral for 0845 hrs on a Sunday morning"

7. Not able to use public transport to attend destinations

This category of objections usually refers to older or disabled people who cannot use public transport to reach their destination as they would have to cover long distances from their homes to the stops and from the stops to their final destinations. As a result, car use is the best option for them, and their activities are going to be affected by the proposed restrictions.

"Many congregations have a large proportion of elderly people for whom standing at a cold, wet and windy bus stop in the middle of winter is definitely not attractive, and many may have to change buses, requiring another long, cold wait. Many elderly people also have difficulty walking to and from the appropriate bus stop."

"In addition, many attending church services do not necessarily have transport available for which they can access blue badge exemptions. Many rely on transport from third parties."

"While we have many able bodied people who do make use of the bus and tram service, many older members and those who use wheel chairs do not find public transport easy to access. For them the possibility of driving in or being driven is allows them to participate much more easily."

"Like most churches, many of our members are not local and do not walk to church but rely on their cars. Buses run to a Sunday service and some would have to get two buses to arrive at church, meaning that it is far more convenient for them to drive, especially in poor weather."

"With reference to proposed traffic order reference number TRO/19/29, I wish to object on the grounds that this will cause significant disruption to churches within the controlled zone whose congregations are meeting within this time range – many older members do not find public transport easy to access and find that driving – or being driven – allows them to participate much more easily."

"As a member of the Canongate Kirk I object to proposed closures from 12.30pm to 6.30pm as discriminatory against Church goers who can only reach the Canongate Kirk by car either through disability or place of residence outside Edinburgh."

"My mother is unable to use public transport and the new restrictions would effectively disbar her from attending the 11.30 service at the cathedral. (It would not be feasible to change the service time as there are other, different types of service at 8 am and 10 am.)"

8. Negative Impact on Tourism as a result of the reduction of worship and commercial activity in the city

The proposed restrictions will negatively affect Tourism in the city of Edinburgh as an extension of the disruption of people to the city centre churches and shops. Church worships make a huge contribution to the costs of maintenance of numerous Listed Buildings of the city of Edinburgh. The reduction of attendance to church in combination with the closure of many city centre shops will significantly affect the historical, cultural and social fabric of the city which attracts a great number of tourists.

"Churches contribute in so many ways beyond the measure of economic output but still make a significant social contribution to the life of the City. The City gains tourist trade in part on the beauty of the buildings. Charlotte Chapel has spent over £4.5 million in refreshing the former St Georges West Church to be our new church home. This has only been possible because it is a vibrant living congregation in the heart of the

City West End who were willing to sacrificially give to keep this building as a working church that makes a positive difference. The council and should not be acting in a way which obstructs the long-established routines of gathering as a church."

"Many of Edinburgh's churches are listed buildings and contribute significantly to the historical, cultural and social fabric of the city. Church members make a huge contribution towards the cost of maintenance and the upkeep of these building would be affected by the drop of income from lower parishioners numbers."

"This change would affect greatly the orthodox community, as well as any other religious community situated in old town. This is because it would make access to the church during praying hours more difficult and it would discourage a lot of people from coming to communion. Also, this would also decrease the number of people visiting and using important Listed Buildings at the old town, which would lead to their abandonment and their viability could be endangered."

9. <u>Negative impacts on students' and visitors' health and safety due to increased</u> congestion and limited road space around school

This category of objections mainly refers to the proposed parking spaces near James Gillespie's Primary School. Most of the respondents support their objections with three main arguments. Firstly, increasing parking will lead to additional volume of traffic and produce congestion near the school. Secondly, the increased traffic near the school would increase pollution outside the school gates, affecting in this way children's' health. Last but not least, the provision of car use near the schools in general will jeopardise the safety of vulnerable road users such as pedestrians and cyclists.

"I am writing to formally object to the above Traffic Order.

To increase parking spaces outside our school gates will increase traffic and air pollution in and around the school. This will have a negative impact on human health of children, staff and visitors. To extend parking bays into our yellow line outside the school gates will increase congestion and reduce visibility of the road crossing patroller and children crossing. We have been working hard to reduce driving to school and keeping the area outside the school gates clear and safe for children cycling and walking to school. We have applied for (and been refused) a closed safer school street and a yellow School Keep Clear zone. These applications were made because of existing safety concerns."

"As a parent, I am deeply concerned that more traffic is affecting my child in adverse ways: - every morning when my child walks to school, he walks through clouds of exhaust fumes. When it is cold, you can literally see him walk through them and they will also be affecting him when the weather is warmer, you just cannot see the pollution. As the local authority you have the responsibility to be aware that car fumes are damaging to people's health and this is a location where hundreds of children walk through each day when they go to school, every year.

- As a single parent, I am unable to afford a car and I have always walked. Before my child attended primary school, I cycled to drop him off at preschool in the Grange in order to get to work in Muirhouse. I know what it is like when you have to get to work in time and there are no convenient bus routes. It is possible to not always have to use a car. I have cycled but have never felt safe.
- The Scottish Government has declared a climate emergency and it is short sighted to increase car parking space. You should rather be planning the city in such a way that there are more opportunities to use public transport and for people to cycle safely."

"I am very unhappy and disappointed by the plans to increase parking in and around Warrender Park Road, particularly around James Gillespie's Primary and High Schools. The quality of the air in these areas is appalling. People are refusing to turn off their engines when dropping children off. Double parking happens all over the yellow lines around the school and children's lives are being significantly affected by vehicles and air pollution. Edinburgh and indeed Scotland seem to pride themselves on environmental awareness. The message shouldn't be we will make more car spaces, it should be having fewer cars, use public transport, your feet or bicycles. The Headteacher at JGPS has already. Applied for a safer school streets road closure. This was refused. Applied for a "School Keep Clear" zigzag area. This was refused.

They have a regular Bike bus running which over 100 people use to get to school without using cars. They train all children to ride a bike on the roads in P6. We run bike clubs. We offer to teach children in P6 to ride a bike from scratch if parents/carers cannot manage this. They teach children about sustainable travel, air pollution, global warming. We have Junior Road Safety Officers, Eco-committee and classroom lessons focussed on raising children's awareness of the need to reduce traffic, improve air quality and slow down global warming."

- "I object to this proposal on the basis that it is unacceptable for the following reasons:
- Pollution and congestion: The school pupils and staff have been waging a campaign to persuade car drivers NOT to park outside the school, due to high levels of pollution and congestion. Increasing parking provision directly outside the gate is exactly the wrong message to be sending to the pupils about how their health and wellbeing is valued by the council that runs their school.
- Safety: While there is a crossing attendant at the nearby junction, it remains a fact of human nature that school children do attempt to cross the road outside the school without using the attendant.

Allowing parked cars on this stretch is completely contrary to road safety advice.

- Safety: The crossing attendant stands on the corner of Warrender Park Road and Whitehouse Loan and currently her line of sight down Warrender Park Road is only possible because of the existing yellow line. If this were to become parking spaces then her line of sight of the traffic will become blocked, car drivers will also not see her so easily, and this presents a clear danger both to her and consequently the children crossing the road"

10. Negative impact on air quality due to the provision of car use

The increase in the overall parking spaces will lead to the provision of car use and as an extension to an important increase of air pollution in the city. This contradicts to the Council's initiatives for improving air quality.

- "Thanks to the Council's initiatives, Edinburgh should be en route to reducing its carbon impact. I object to the conversion of residents' parking to shared-use parking because it is not aligned with achieving this aim for the following reasons:
- 1 making it easier for non-residents to park in the centre is an encouragement to drive in rather than taking a less polluting form of transport eg walking, cycling or using public transport;
- 2 increasing the competition for residential parking would increase carbon emissions should residents be forced to drive around looking for parking spaces."
- "As a citizen living in Marchmont, and in Edinburgh, I would like to see clear actions from the Council to reduce the unsustainable modes of traffic in the city, particularly the use of cars and vans. I have a strong sense of responsibility towards my fellow citizens regarding the impacts of air pollution and towards the next generations regarding climate change impacts. The new proposal would increase traffic in the area, which goes against the will of our society to curb air pollution and greenhouse gas emissions. Furthermore, the increased traffic will worsen the air quality in the close proximity of a primary school, as well as increasing the risk of traffic accidents."
- "My third point is the effect on the environment. If it becomes no longer economic to go to town to shop or to meet friends and visit restaurants, then people will drive to the out of town malls where parking is free and unrestricted, both clogging up the roads and increasing vehicle emissions."
- "Tax the polluters not just all diesels. There needs to be a tax on the worst offending diesels and not those that meet the latest engine standards that are like petrol engines but with lower CO2 per mile. This will be more consistent with the policy planned on low emission zones that reflects future bans on older lower technology diesels."

11. <u>Isolating the Elderly and Disabled by affecting their ability to attend social activities on Sundays</u>

The gathered congregations and worships taking place in most of the churches on Sundays is the only way for older and disabled people to socialise and spend quality time with friends. Parking restrictions will definitely discourage them from attending these activities, as most of them are strictly depended on car use, leading to their isolation.

"The restriction as proposed will heavily influence the life of senior citizens and young families attending church and other entertainment services based in the centre of town. They have been paying taxes and, as such, working towards making the changes that will improve the town's outlook."

"I wish to record that II OBJECT to the proposed order TMO/19/29 as I am 73 years old and registered as disabled while the restriction would reduce my quality of life and interfere with many people's freedom of religion."

"I am writing to object to these proposals in the strongest terms on the following grounds:

Old, isolated vulnerable people will be penalised.

Elderly people are often church goers and they will be unfairly treated by this proposal which will discourage attendance at church in the city centre. Churches are a vital source of care and community for elderly people, Church congregations provide support and assistance at a very high level."

"Also like most churches these days, most of our members are elderly, and face problems of isolation and poor health, so the social time after church is an important part of their week but if these restrictions came into place they may have to cut this short or maybe miss it out altogether. As a registered charity, the social space we provide after service is an important part of the pastoral care we offer to members and to restrict that would be to restrict out charitable aims and purposes."

"Dear whom is in charge, I am writing to you, at literally the eleventh hour, to beg you not to proceed with the proposed Sunday Parking Restrictions in 2020 in the city centre of Edinburgh. For me, and other vulnerable people, Attending Church on Sunday's is extremely and critically important to our mental, emotional and spiritual welfare. I personally suffer from extreme disabilities and health issues and prior to my starting to Attend Church in the City Centre of Edinburgh, I had virtually nothing to live for and this remains the case."

"Has the Council given **any** consideration to the effects of curtailing the activities of our city centre churches? Elderly and/or disabled parishioners be immediately restricted from attending. Their inevitable social isolation will lead to increased infirmity with attending rise in demand for and costs to the council for health and social welfare services"

"Some elderly & disabled people & those on low incomes will be deterred from attending Church which is important for social and spiritual wellbeing. Meeting before and after Church is important for reasons of social inclusion and for the Churches to organise many of their good works."

"I am also concerned for the effect it will have on the many elderly church goers who rely on volunteers to get them to and from church.12.30 is too early and will curtail all the social contact some of these people have after the service......for some it is their only social contact in the week."

12. Negatively impact family and friends visits on Sundays due to the absence of free parking

A lot of families and friends who live outside the city of Edinburgh visit their people during Sundays as it is the only free day for most people. Sunday parking restrictions will make this difficult as additional cost for parking will be added for this kind of trips leading to loss of quality family time.

"Secondly I feel it will isolate elderly residents of Edinburgh whose families would visit on a Sunday. Parking is very expensive the rest of the week leaving only a Sunday to visit friends and family. I feel that my sister and myself will become increasing isolated as family and friends will not come to visit as often or at all due to the cost."

"We feel very strongly that weekends should be free of parking restrictions - a time which allows families and friends to visit in the area."

"Sunday is at present the only day my family can visit me without having to pay parking charges...that is if they can find a space!"

"I object to the introduction of parking controls on Sundays (and Saturdays for that matter). Recently the visitor parking permits have increased by a totally unreasonable amount and there was next to no communication about this (there were a few notices on lamp posts with tiny writing on, which no one ever notices.) I missed my opportunity to make my representations on this and now when I have visitors it costs over £10 a day in parking charges – ridiculous. The only saving grace was the fact that when people come at the weekend there is no charge. So, if say, when my elderly parents come to stay, the daily cost is reduced slightly by not having to pay over the weekend. It is outrageous that those of us that live in a sustainable way, in high density flats, mainly using public transport have to pay such a huge amount for people to come and visit when in the same city developers are building large luxury homes on the green belt (and elsewhere) with private drives."

"Regarding the proposals:

-I do not think any Sunday parking charges should be applied anywhere in Edinburgh; I believe it will be detrimental to people enjoying time with their family 1 day per week; whether that is visiting them in homes, going to church or having a day trip to the city centre."

13. Not resolving or even worsening the problem of limited resident only parking spaces

The proposed restrictions are going to create significant problems in areas where the parking spaces for residents only are not adequate. Indicative examples of such areas are India Street and Upper Gilmore Place where the proposed introduction of new shared-use parking spaces will worsen the current situation.

"What is proposed could be better for residents PROVIDED the plans actually increase the number of spaces to residents ONLY and don't just increase the number of spaces whilst disproportionally create more pay and display and visitor spaces. Residents would find they are squeezed out and have less spaces available as the pay and display places increase. The "devil is in the detail" here, what we need are maps and data explaining what is actually to be done. How can I get to see this?"

"I write to comment on the proposed changes to parking in Edinburgh, specifically in Zone 8, Leamington Terrace, where I live and where we have a parking permit. I warmly welcome the proposal to introduce more permit or shared use parking bays instead of single yellow lines. I would support more permit than shared use spaces and I actively oppose the conversion of existing permit spaces to shared use bays. You will be aware that residents of Leamington Terrace currently have a dispensation to park in pay and display space on Leamington Terrace and elsewhere nearby and would seek your reassurance that this will continue in future."

"I would like to strongly object to the proposals relating to Zone 8 and particularly for Upper Gilmore Place and Leamington Terrace. My neighbours have expressed similar views. As a permit holder, I, like others in this area have great difficulty in finding a permit holders space at any time. For example, in the middle of the day today, Wednesday, there are no spaces on Upper Gilmore Place. This is normal. The idea that some extra ticket holders should also be able to use permit holder's spaces if they became available would make a difficult situation worse."

"I am a resident of Leamington Terrace (45) and object to the proposed parking plans for our street and surrounding streets to accommodate the new Boroughmuir development. I feel the net loss of permit parking spots will affect not just me but the majority of permit holders on the street(s). It's incredibly difficult at present to find permit space parking, with the proposed plan it will be even more so."

"I really would like you to reconsider the changes you are proposing to park on Ainslie Place. It is so difficult to park in the permit holders' spaces ... there are permanently spaces blocked off for removal vans/skips/building works that we barely have enough spaces as it is for residents. Currently there is long term building work going on Randolph Crescent (the former French Institute) so there are less spaces for residents there, so this then impacts Great Stuart Street and then Ainslie Place. Certainly, on Moray Place there are plenty parking spaces for residents, but we don't have access to Moray Place unless we go along Queen Street and back along Heriot Row which can hardly be described as convenient. It will be particularly difficult if we have to move our cars between 8.30-9.00 am and then again 5.30-6.30 pm if the proposed changes."

"I'd like to raise some objections to the parking proposal, particularly the increase in paid spaces at the expense of permit holders. It's very difficult to find parking spaces in India street as it is, which is a particular challenge when bringing home practical things like food shopping and leads to double parking or the need to park on the corners just to be within reasonable distance of home. I took these pictures on the weekend, the first is Heriot Row where there are a significant number of unused spaces for both permit holders and paid for spaces. The second is India Street where there is not a space to be found, other than the city car club. There are cars parked on the corner of Jamaica Street West so I do agree with the plan to make that corner double yellow lines but would ask you to consider the parking in Heriot Row, Darnaway St and Moray place should you want to expand the available paid for spaces."

14. Not enough disabled parking spaces

There are not adequate parking spaces for disabled people, and this should be considered in the proposals.

There are currently no official disabled parking bays and I would suggest that, particularly near the Evangelical church, one or two such spaces would be welcome.

15. EV charge points are not considered in the proposals

The majority of the responses of this particular category refer to Zone 8 and the area around Upper Gilmore Place, indicating the need for considering the introduction of charging infrastructure for EVs, which is not included in the proposed plans.

"As residents of Leamington Terrace my husband and I would like to respond to your latest council consultation document on parking proposals as follows:

...Finally, we request consideration of on-street/lamp post charging points for EVs and plug-in hybrids."

"The introduction of charging bays for electric vehicles appears not to be reflected in your proposals but will clearly have a further impact on available parking places and should, therefore, have been included in this proposal."

16. Loss of current free parking space which will be converted into parking bays under charge

The loss of single yellow lines and free parking space in general and the conversion of them into chargeable parking bays will add heavy cost to people who drive to the areas of the proposed scheme and especially the church goers on Sundays.

"Loss of Parking places; introduction of charges
Few in any churches have off-road parking facilities

Some members of the church need to use cars eg. elderly, mobility problems, transporting necessities to church, no viable alternative transport etc

Loss of "single yellow line" parking spaces may mean parking further from the church and therefore inconvenient/difficult for the elderly and those with mobility problems Imposition of parking charges adds cost and imposes restrictions on freedom of worship/choice of church"

17. There should not be an increase in overall parking spaces within the city

Respondents of this category strongly believe that the increase in the overall parking spaces from the proposed plans will lead to negative impacts within the city such as the increase of congestion, an unfriendly road environment for vulnerable road users and the rise of air pollution and they urge this should not happen.

"I am writing with reference to map 1808, specifically the proposal for more parking spaces on Warrender Park Road outside the entrance to James Gillespie's Primary School. As a Sustrans Infrastructure officer I am working with the school on proposals to make the whole area much safer for schoolchildren and others to cycle and walk. Already, this area is very dangerous with cars dropping off children. The school are working with the council on plans to restrict vehicular access. More parking spaces would make the situation worse and even more dangerous for those who arrive by bike or on foot and would also send a conflicting message about what the council hopes to achieve. We would be very disappointed to see extra spaces here."

"However, we *object* to the sections of the Order which propose to greatly increase the number of controlled parking spaces in all zones, for the following reasons:

- 1 This would attract more cars into the city, and thus runs contrary to the Council's own policies of *traffic reduction*, the *travel hierarchy* (walking, cycling and public transport prioritised first) and the global *climate emergency*. It is at odds with the *City Centre Transformation* and *Low Emission Zone* proposals.
- 2 It would see the George Street visitor parking, when it is removed completely under the *George Street and First New Town* redesign, be displaced to the extra spaces created in the streets north of Queen Street.
- 3 The streets would become almost completely filled by parking spaces, resulting in loss of amenity and making it harder for pedestrians to cross streets. In particular, *sight lines at corners would be adversely affected*, as some of these parked vehicles can be very large or with high sides.
- 4 Single yellow lines areas would be mostly replaced by parking spaces, thereby significantly reducing legitimate *loading opportunities for deliveries*.
- 5 Choice of location for bays has been made without regard to the location of *school gates*."

"However, I strongly oppose the increase in overall parking spaces proposed alongside the increase in restrictions. Edinburgh Council recently declared a climate emergency. In this context it is surely impossible to justify adding hundreds of spaces for more cars to fill city centre streets. It also goes against the Council's aim to reduce private motor traffic in the centre."

"I would like to lodge an objection to the proposed changes under the parking action plan. The changes will increase the number of parking spaces, blocking dropped kerbs, cycle ways and increasing congestion as a result. There should be no increase to the number of parking spaces as a result of this work."

18. A limit should be set to the number of visitor permits

There should be a limit in the number and the hours of the visitor permits in order to avoid parking spaces unavailability for residents of the area.

"We are concerned: -		
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That unless there is a strict limit on amount sold and time they can be used for, they will simply result in the newly available shared parking not being available to residents as it is being taken up by visitors.

The visitor permits should not available to those who let their property for short term holiday lets e.g. Airbnb. This would simply encourage the proliferation of this sort of use of properties in this area, which we consider a threat to our safety and community."

Appendix 2

The Council's Response to Objections to TRO 19/29

This Appendix looks at the consultation responses in detail, offering the Council's response to the points made. The wording in the sections below will either be a copy of the wording used by the respondent or an amalgamation of several responses making similar comments. These extracts should be viewed as examples of the responses received, covering the main themes that formed the objections to the advertised order.

More detail as to the content of the objections can be found in Appendix 1.

This appendix is split into three sections. Those are:

Section 1: Broad objection classifications by theme or type

Section 2: Specific objections to the detail of the proposals

Sections 1 and 2 include details of the Councils response to the points made and any actions or changes that arise as a result.

Section 1: Objections by theme/comment type

	Comment/Rea	son for objection	How many?	Response:
1	•	close to Sunday services Concerns that the hours of control do not take account of the social activities that take place separately to church services and that the proposed controls will impact on the ability of parishioners to take part in such activities. Concerns that the hours of operation do not take account of the times of church services.	617	The Council's Parking Action Plan, which was approved in 2016, explained that there is now a similar level of activity within the city on both Saturday and Sunday, with the existing controls reflecting the situation when the Controlled Parking Zone (CPZ was first introduced in the 1970s. At that time there were few businesses open on Sundays, which meant that controls were not needed. Edinburgh is now very much seven day a week city, with many shops, restaurants and visitor attractions open to the public. With no parking controls in place to manage how or where parking takes place, parking by commuters and visitors to the city centre is not only having a detrimental impact on traffic movement, but also on the ability to service those shops and businesses. Most importantly, however, is the impact that unregulated parking has on the safety of those using the city centre on Sundays. Conditions for pedestrians, cyclists and drivers are significantly impacted by the absence of controls. While places of worship for all religions are an integral part of the vibrancy of our city, it is essential that we address congestion, pollution and road safety issues caused by that absence. The proposed controls will bring the same level of parking management to the city centre on Sundays as those that exist on other days of the week and are an essential part of delivering upon the Council's commitment for a more sustainable and accessible city centre.
				The proposed hours of control reflect those times when the city centre is at its busiest. Keeping traffic moving and ensuring that residents and visitors can move freely, and safely, around the city centre is the primary aim of the proposal. It would not be possible to achieve these aims without parking controls at those times.
				Sunday parking controls will help to encourage those who travel into the city centre to consider their mode of travel and whether existing journeys presently made by car could be made by other, more sustainable means. For those who continue to choose to drive, the controls will provide parking opportunities in line with those opportunities that exist on other days of the week, with pay-and-display parking being available to those who wish to use it. Limits on length of stay and levels of parking charge help to manage demand and act as a further encouragement to consider the most suitable means of travel for each journey.
	Conclusion	That Sunday parking controls be imple	mented	as proposed, operating between 12:30 hours and 18:30 hours on Sundays.

	Comment/Reas	on for object	ion	How many?	Response:
2	Not able to use Additional detail:	, , , , , , , , , , , , , , , , , , , ,		487	Edinburgh has consistently been proven to have one of most reliable and highly regarded public transport services within the UK. Great effort has been taken to provide public transport that is accessible to all, with facilities such as low floor or "kneeling" buses to allow those who are less able to easily board and alight. Provision is also available on every bus within Lothian Buses fleet for wheelchairs. Discussions have taken place with Lothian Buses on the potential for increasing bus services on Sundays to cater for additional demand that might arise from the introduction of Sunday controls. Further discussions will take place, with the aim of improving the Sunday offering.
					Edinburgh is also well-served by other means of public transport, with regular tram and train services through the city centre. As with buses, there is an element of there needing to be evidence of a demand to justify additional services. Discouraging commuting into the city centre and restricting lengths of stay are means by which workers and visitors could be encouraged to consider other forms of transport.
					Sunday Parking will include the same allowances for holders of blue badges as exist during other times of restriction, with the ability to park on yellow lines or in certain parking places without charge.
					as proposed, operating between 12:30 hours and 18:30 hours on Sundays, covering and when there is the greatest need to manage the availability of parking and to keep

		Comment/Reason for objection				Response:
3	3	Time of restriction affecting several activities-Proposing alternative				As per the response to point 1, above, the hours of control have been chosen as they are the hours during which traffic, as well as pedestrian and cycle movements
		Additional detail: Proposes reduced times to accommodate church services and/or related activities. These suggestions range from a variety of later start options to a range of earlier finish options, or both.				have been shown to be busiest. Avoiding these times would undermine the aims of Sunday parking in delivering improvements to traffic movements and in improving safety for those who live or work in, or visit, the city centre on a Sunday. It is not only vital that the busiest times are protected by parking controls, but also that the controls do not miss any significant movement of vehicles and peoples, so as to deliver the benefits of parking controls at the time they are most needed.
	Conclusion to			·		12:30 hours and 18:30 hours, are the most appropriate times of operation in order rement, reductions in pollution and the benefits in safety terms to pedestrians, cyclists

	Comment/Rea	son for objection	How many?	Response:
4	Impact on city centre businesses and trades due to customers' inconvenience			The need for Sunday parking controls indicates that, like other days of the week, Edinburgh's city centre is thriving, as evidenced by the number of shops,
	Additional detail:	Suggests that Sunday parking restrictions will have an impact on local businesses if churchgoers must leave immediately after services.	It is very controls Looking already negative create of and modern descent des	restaurants, coffee houses and attractions that now open their doors to customers. It is very much the case that it is this popularity that has led to the need for Sunday controls.
				Looking at the situation in the city centre on Saturdays, when parking controls are already in place, there is little evidence to suggest that parking controls are having a negative impact on the ability of businesses. In many ways the controls themselves create conditions that attract more custom, making the city centre a cleaner, safer and more attractive place to visit and spend time.
				Introducing Sunday parking controls will extend those same benefits to operate seven days a week.
				Ultimately, it will be up to individual church-goers to decide what actions to take in response to the introduction of Sunday parking controls. The number of responses from those who attend city centre churches certainly indicates a strong sense of community, with many respondents indicating the positive impact of attending church services and taking part in social activities before or after those services.
	Conclusion	That there is evidence to suggest that spend time will be enhanced by the int		conditions and the attractiveness of the city centre as a place to visit, shop and on of Sunday parking.

	Comment/Reaso	on for objection	How many?	Response:
5	_	erly and Disabled by affecting their ability to ivities on Sundays Suggests that Sunday parking controls will have a significant impact on certain groups and that controls will prevent their attendance at church services.	41	As with the response to Point 2, above, Edinburgh is well-served by public transport, in a variety of forms, that enable journeys to be made by means other than by private vehicle. Discussions with Lothian Buses have shown that there is a commitment to providing for increased demand. This is a commercial decision, which does mean that the demand will have to be evident in order to support any increase in public transport provision. This is very much a "chicken and egg" scenario, where supporting and continuing the status quo may never create a situation where public transport improvements can be financially justified. The introduction of Sunday controls is an opportunity to bring about significant change to traffic movements on Sundays, creating the conditions that will allow public transport providers to add to their existing services. For those who continue to choose to bring their private cars into the city on a Sunday, there will still be options available to them. Parking controls will provide for pay-and-display parking, while those with blue badges will be able to park in some parking places and on some yellow lines.
	Conclusion	To enter into further discussions with	public tra	insport providers with a view to increasing public transport provision on Sundays.

	Comment/Reason for objection	How many?	Response:
6	Negative impact on air quality due to the provision of car use This point relates to the suggestion that shared- use parking will increase not only car journeys, but that it will also increase the likelihood that drivers will spend longer looking for spaces.	36	The main aims of shared-use are to address the current imbalance between the number of spaces available for permit holders and the number of permit holders. At present, many of the central and peripheral zones have significantly fewer parking spaces than there are permit holders. Permit holders contribute approximately 50% of the cost of operating the Council parking service and, when consulted, a lack of parking space was the greatest reason for complaint from permit holders. Shared-use seeks to redress that imbalance.
			It should be explained that shared-use is not designed to create additional pay-and-display opportunities, but is instead a means of improving flexibility within our parking provision.
			While it is anticipated that shared-use will primarily be used by permit holders, but that by improving flexibility, those non-residents who do need to make use of payand-display will spend less time looking for an available pay-and-display space, meaning that the distance they travel and the pollution that they create will actually be reduced in comparison to the existing situation.
			An ongoing piece of work also included in the Parking Action Plan will see a review of pay-and-display pricing, with a view to providing for improved management of on-street parking. This review will include consideration of lengths of stay and prices and could provide further protection to shared-use space for permit holders. Evidence from the extended CPZ would
	_		isting demand whilst improving the flexibility of parking provision, is not expected to ensuring that those who do wish to take advantage of such facilities will spend less

	Comment/Reas	on for objection	How many?	Response:
7	Negative impac	ts on students' and visitors' health and creased congestion and limited road space Relates to the provision of three new parking places alongside an existing section of pedestrian guardrail outside James Gillespies School in Warrender Park Road	34	The location in question is a small layby area outside one of the gates into James Gillespies School. The area is currently subject to a yellow line restriction, meaning that it can easily be used as a drop-off area in which to set down or pick up. The Council have been working closely with James Gillespies in encouraging parents to adopt more sustainable methods of travelling to and from school, reducing the number of unnecessary car trips. This area is unsuitable for drop-off. Guardrail along the length of the footway designed prevents children from walking onto the road, but also prevents safe access from vehicles to the school gate. The nearby junction has a junction treatment which has widened the footways to create shortened crossing distances as a means of supporting pedestrian movements and improving road safety. Zone 8 is the second most oversubscribed zone within the CPZ. There is a clear need to create additional parking opportunities for those who live in this part of the city centre. The proposal is, therefore, for additional parking designed to serve an existing demand from permit holders in this densely populated area of the city, with a view to providing as close to 1:1 parking provision as possible. Provision at the present time stands at 1 space per 1.48 permits. Even with the proposed amendments to the layout of parking, it has not been possible to achieve a 1:1 ratio. It is, therefore, vitally important that we make use of as much of the kerbside space as we can in order to support those residents who pay to park their vehicles on-street. With this in mind, it is highly likely that the spaces involved will be occupied much of the
				time by permit holders and that the presence of parked vehicles in this location will support the joint efforts of the school and the Council to discourage parent drop-off.
				es on the basis of the significant need for additional parking provision in Zone 8 and in view n as a drop-off point. Removing this ability will support the Council's aims in improving

	Comment/Reason for objection	How many?	Response:
8	Not resolving or even worsening the problem of limited resident only parking spaces.	27	There is a clear perception that the introduction of shared-use will not improve the situation for permit holders. Our experience within the extended zones of the Controlled Parking Zone (CPZ) does, however, suggest that the inherent flexibility within shared-use parking provides better accessibility to space for permit holders. Many of the areas of the extended CPZ are not dissimilar to those found in the city centre, with Comely Bank, Dalry, Morningside and Easter Road/Leith Walk being very similar in nature to parts of the New Town and Southside. The key to Shared-use is essentially that permit holders will have a greater choice of parking opportunities and that where many spaces would have been off-limits to them, under shared-use permit holders will have access to 100% of the available provision in most streets. This approach has worked extremely well in the extended CPZ, with very few indications from permit holders of a lack of available permit space, even in the most densely populated areas. Compare this to the central and peripheral zones, where there is significant concern at the lack of space, there is significant potential for shared-use to deliver the same benefits that it has in the extended CPZ.
Conclusion 8 with significant improvements in			reas, that the provision of shared-use parking will provide permit holders in Zones 1 through railability of parking, assist them in finding parking places closer to their homes and deliver to the Council's Parking Satisfaction Survey.

	Comment/Reason for objection		How many?	Response:
9	Layout or introduction of proposed restrictions/bays These are specific comments in regard of the proposals.		24	Reference should be made to Section 3 of this appendix for detailed responses to specific queries relating to the design of the shared-use proposals and to the allocation of space.
	Conclusion Refer to Section 3 for specific respon		ses and rel	ated actions.

	Comment/Reason for object	tion	How many?	Response:
10	No alternative or limited public transport option to attend destinations		24	Out of 24 responses making this point, 17 gave addresses within Edinburgh. The remaining 7 responses were from respondents who gave no address. Reference should be made to the answers to points 2 and 5, above, for responses relating to public transport provision in Edinburgh.
•	Conclusion	To enter into further discussions with public transport providers with a view to increasing public transport provision on Sundays.		

	Comment/Reason for obje	ction	How many?	Response:
11	No off-street parking at mo	st of the city centre churches	21	Under the Sunday parking proposals the ability for commuters to fill the available space would be addressed, meaning that for those church-goers who decided, or found it necessary, to travel into the city by private vehicle, that there would be improved opportunities for finding available parking places within the vicinity of most city centre churches. For those wishing to park during the hours of control there would be a charge for this parking. Parking charges help to manage demand and encourage a turnover of space that supports local businesses.
	Conclusion	Many city centre premises have no off-street parking facilities, but continue to attract significant numbers of patrons thanks to Edinburgh's excellent public transport.		

	Comment/Reason for obje	ction	How many?	Response:
12	Loss of current free parking parking bays under charge	space which will be converted into	21	Within the CPZ there are no free areas of parking as, during the hours of control all space is managed either by yellow lines or by the conditions that apply to different types of parking place. The proposals seek to provide for an improved flexibility of space, creating more parking opportunities for permit holders whilst still accommodating other uses. As an example, loading has been possible in both permit and shared-use parking places throughout the CPZ since 2010, meaning that there is no strict requirement for so called "loading gaps".
	Managing parking demand is a key element in bringing about significant change to the way that the city centre is accessed. Conclusion The proposals, both for Sunday parking and shared-use provide for improved management of the space, to the primary large residents, but will also benefit road safety, pollution and congestion.		red-use provide for improved management of the space, to the primary benefit of	

	Comment/Reason for obje	ction	How many?	Response:
13	Negative Impact on Tourism as a result of the reduction of		11	See response to Point 4, above.
	worship and commercial ac	rship and commercial activity in the city		
	Conclusion See conclusion to Point 4, above.			

	Comment/Reason for objection	How many?	Response:
14	There should not be an increase in overall parking spaces within	10	Unfortunately, there are currently too few spaces for all of our permit holders.
	the city		When we asked residents about parking in the city centre, the main point that they
			made was that they would like to see more space available.
			Shared-use is very much about catering for an existing demand and improving the
			liveability of our city centre, ensuring that it continues to be a place where people
			not only come to for work or recreation, but also a place where people want to live.
			As well as providing shared-use parking, the Parking Action Plan also provides for
			measures designed to encourage permit holders to think about their choice of
			vehicle and whether they need more than one vehicle in their household. The
			proposals would see changes to the bandings for residents permits, encouraging
			permit holders to consider the emissions of their vehicle. First and Second permit
			prices will increase for the most polluting vehicles, while greener vehicles will see
			reductions. There will also be a surcharge for diesel vehicles. These proposals
			complement other initiatives such as the proposed Low Emission Zone and the
			forthcoming introduction of EV charging points as means to bringing about changes
			in the fleet of vehicles owned or used by city centre residents.
			It must be stressed that increases in parking under this proposal are driven by
			existing demands for space
	I CONCILISION	-	he basis of the significant need for additional parking provision across zones 1 through
	8 of the CPZ, in support of improving	conditions	for permit holders and improving the flexibility of parking provision.

	Comment/Reason for object	ction	How many?	Response:
15	Negatively impact family and friends visits on Sundays due to the absence of free parking		8	Reference should be made to the responses to points 2 and 5 above.
	Conclusion	Reference should be made to the conclusions to points 2 and 5 above.		

	Comment/Reason for obje	ction	How many?	Response:
16	EV charge points are not co	onsidered in the proposals	5	The rollout of EV charging points is a separate proposal and is expected to follow on immediately after the completion of the Parking Action Plan order.
	Conclusion	The Council is committed to the rollout of EV charging points, but this will form a separate process.		

	Comment/Reason for object	ction	How many?	Response:
	A limit should be set to the number of visitor permits		2	Each household will have an annual allocation of permits. Once a household reaches that allocation, no further permits will be issued during that calendar
				year.
	Conclusion	A limit is already included in the draft order for this proposal.		

	Comment/Reason for objection	How many?	Response:
	Not enough disabled parking spaces	1	Blue Badge Holders have access to all pay-and-display parking places and all shared-use parking places without charge or without limit of stay. They also have access to any single yellow lines or double yellow lines, provided that there are no loading prohibitions and that they are not causing an obstruction. These allowances give blue badge holders significant access across the city centre. Even so, there are designated spaces within the city centre itself in close proximity to major shopping areas and outside many public buildings
	l Conclusion	The Council makes significant provision for blue badge holders. Further consideration will be given to specific provision if it can be shown that there is an identifiable need for it.	

Section 3: Specific Comments

This section shows some of the specific comments made by objectors. Some comments reflect the general points made, while others are issue specific.

Theme: Concerns about more traffic and sustainability		
Comments Received:		
Making it easier for non-residents to park in the centre is an encouragement to drive in rather than taking a less polluting form of transport e.g. walking, cycling or using public transport; Opposes the increase in overall parking places alongside the proposed increase in restrictions. Comments that City of Edinburgh Council recently declared a climate emergency and that it is impossible to justify adding more parking spaces for more vehicles to fill city centre streets and goes against the Council's aim of reducing motor vehicles in the city centre.	The new proposal would increase traffic in the area, which goes against the will of our society to curb air pollution and greenhouse gas emissions. Proposals would attract more cars into the city, running contrary to the Council's own policies of traffic reduction, improved walking, cycling and public transport and the global climate emergency. Proposals are at odd with the City Centre Transformation and Low Emission Zone Proposals.	No evidence is provided as part of this order that extra permit parking will be required as a result of Sunday parking - this will surely have the effect of increasing the number of cars in the city centre. Comments that the school and neighbourhood working hard on promoting sustainable transport (cycling, walking) and would not like to see the progress in our community being undermined by parking rules which allow more cars coming in the area.
Council Response:		

In August 2017, when details of the proposed changes in numbers of parking places were reported to the Transport and Environment Committee, 8 of the 10 sub-zones in the Central and Peripheral areas of the Controlled Parking Zone were oversubscribed in terms of the numbers of permits issued to residents and the number of spaces available to permit holders. In some zones that oversubscription meant that there were 1.6 permits to every available space.

It is clear that this situation is not acting as a barrier to vehicle use or ownership and that residents of the city centre continue to choose to own or run a private vehicle. The City Of Edinburgh Council issues over 20,000 permits annually, raising over £3M towards the cost of operating, administering and maintaining the parking operation. It is not unreasonable for permit holders to expect that they might have a reasonable chance of finding a parking space near to their home. In 2013, when the Council sought the views of residents on parking, the lack of space was their number one concern.

The primary aim of the shared-use proposal is to redress the current imbalance and to address those repeated concerns by city centre residents that they cannot find parking spaces close to their homes. While it has, in some cases, been necessary to increase the number of spaces available, in many instances the changes proposed are simply to change existing pay-and-display parking spaces to shared-use, allowing permit holders to make full use of these spaces or to make better use of the kerbside space available.

The shared-use proposal recognises that there is a need to ensure that the city centre remains an attractive place in which to live and on current evidence it is clear that a significant proportion of households choose to own or use a motor vehicle. National statistics show that vehicle ownership in Edinburgh is roughly in line with the national average, with around 60% of households owning or having access to a vehicle.

Shared use is only one of the proposals contained within the advertised traffic order. The order also changes the permit charging structure, moving from a five-band system based on emissions to a seven-band system. This change recognises that the Council needs to encourage vehicle owners to see a benefit in moving to a more environmentally friendly vehicle and will encourage vehicle owners to consider the type of vehicle that they buy or use. The proposals raise permit prices for the most

polluting vehicles and add a surcharge for diesel vehicles. For households with a second vehicle, the second permit increase moves to a sliding scale where less environmentally friendly vehicles will be charged a higher second permit price.

Pay-and-display parking is likely to continue to be a requirement for many users, with not every trip being practical or possible by public or more sustainable forms of transport. The introduction of shared-use parking is intended, however, to be less an encouragement to pay-and-display than it is about providing a flexibility of space. Shared-use parking was successfully introduced into the 9 extended zones of the CPZ in 2006/07, with many streets having a split of almost 50:50 between permit and shared-use space, with only small amounts of space in key locations allocated as pay-and-display. This allocation, which is significantly higher than the levels proposed in the city centre, created a situation where permit holders had unlimited access to most of the available space. For pay-and-display customers, the flexibility does improve accessibility, meaning that there might be an increased likelihood of finding a space close to their chosen destination, but the key with shared-use space is that not only are pay-and-display customers limited by the permitted lengths of stay (typically 3 or 4 hours), but that in trying to raise the number of spaces available to permit holders, rather than exceed it, we are catering for an existing demand, not creating opportunities for new demand.

This said, it must also be explained that the next stage of implementing the Council's Parking Action Plan with look in detail at the cost of pay-and-display parking, with a range of options available in terms of how to better manage the use of space. Those options could involve shorter lengths of stay to promote turnover, which also reduce the potential for drivers having to spend time searching for spaces, or dynamic pricing that recognises areas of higher demand and sets higher charges as a means of discouraging excessive use.

Proposed Action:

The shared use proposal seeks to redress an existing imbalance, supporting the needs of existing permit holders who already have difficulty in finding parking spaces.

There is no evidence to suggest that shared-use will encourage more traffic, with lengths of stay and parking charges providing an effective means of managing demand.

Usage of shared use will be monitored and will feed into future considerations in respect of pay-and-display pricing and lengths of stay.

Rollout of shared-use should proceed on the basis of the positive impact on the availability of space for permit holders.

Theme: Pollution/Air quality				
Comment Received:				
Increasing the competition for residential parking would in	crease carbon emissions should residents be forced to	drive around looking for parking spaces.		
Council Response:				
It is anticipated that the opposite will be true, that the improved accessibility to parking spaces will actually mean that drivers will need to spend less time searching for				
a parking place of a particular type to suit their needs, because more of the space will be allocated as shared, or dual use. This should mean that emissions from drivers				
searching for spaces will be reduced, rather than increased.				
Proposed Action:				
None required.				

Theme: Premise and justification behind Shared-Use			
Comments Received:			
Indicates that there are already insufficient parking spaces in their area and that increasing the number of "pay to park" spaces will make it more difficult for residents to park. More pay-and-display parking is proposed despite the presence of perfectly good off-street parking facilities in the centre, with the St James car park about to add over 1500 parking spaces next year. This also will act as an added incentive to drive into the city, creating congestion, slowing down bus journeys and making cycling and walking less attractive and safe. I would like to strongly object to the proposals relating to Zone 8 and particularly for Upper Gilmore Place and Leamington Terrace. My neighbours have expressed similar views. As a permit holder, I, like others in this area have great difficulty in finding a permit holders space at any time. For example, in the middle of the day	Not in favour of allowing non-residents to park at the west end of Regent Terrace, as there are too few spaces for residents already. If the council has identified extra space which can be used for parking, this should be used to replace parking removed elsewhere to improve conditions for cyclists, pedestrians or public transport users in areas of high parking pressure. Adding these spaces now will make any improvements even harder to deliver than they already are. I am writing to object to the changes planned to permit holder parking spaces on upper Gilmore place and Leamington terrace - some of which are in planning to become shared spaces. As an essential car user in my work and also a shift worker it is often impossible to find a space near my home now, even	Thanks to the Council's initiatives, Edinburgh should be en-route to reducing its carbon impact. I object to the conversion of residents' parking to shared-use parking because it is not aligned with achieving this aim. In the City Transformation Strategy which we fully support, the Council seeks to encourage the use of public transport, walking and cycling. We fail to see how increasing the pay- to- park provision in India St. supports the introduction of that strategy and the City's objective to become the first carbon neutral city in the UK. The reduction in dedicated residents' parking spaces is unlikely to be compensated for by the proposed introduction of shared spaces. The probable higher demand for shared spaces from those paying to park would substantially restrict their availability to residents.	
today, Wednesday, there are no spaces on Upper Gilmore Place. This is normal. The idea that some extra ticket holders should also be able to use permit holder's spaces if they became available would make a difficult situation worse. This change seems to be based on a premise that the permit holders take their cars away during the day. It is clear that this is not the case and no-one has come to count the non-availability of spaces in these streets. Furthermore, it also means that a ticket holder could occupy a permit holder's space at, say 4.30 on a Friday, and that space could be unavailable for permit holders until Monday morning.	during the day time despite paying for a zone 8 permit. It appears that business owners from Gilmore Place are now using these spaces while allowing tourists to park in front of their properties. I have lived in Gillespie St for over 10 years and the parking situation has become increasingly difficult. The changes planned which decrease parking for permit holders would sadly exacerbate this for local residents.		
Council Response: The shared-use proposal was proposed as a direct result of the council Response in			

The shared-use proposal was proposed as a direct result of consultation that took place with residents in 2013. The main area of concern from residents at that time, and one that continues to be a theme in correspondence from permit holders, is that of a lack of available space. Permit holders find it hard to find spaces close to their homes, a situation that is exacerbated by the strict delineation between permit holder parking and pay-and-display parking. That rigidity, in terms of who can use certain

spaces, means that certain spaces are often unavailable to permit holders, even when they are not being used by other users. Shared-use addresses that rigidity by removing the strict delineation of use.

Interestingly, there were similar concerns voiced when shared-use was introduced in the extended zones. The concern then, as it is now, is that non-residents will fill up the shared-use spaces and leave no room for residents. What we have seen since the extended zones were introduced is a situation where there is very little negative feedback about the operation of those zones, in comparison to continuing complaints about insufficient space in the city centre. Obviously, not all areas of the extended zones are similar in nature to the city centre, but we do have some significantly busy areas (Morningside, Easter Road, Stockbridge) where the mix of permit holder and shared-use parking has raised few complaints. Ultimately, shared-use works to the benefit of permit holders, providing more opportunities to park and resulting in a much fewer number of spaces that are "off-limits".

The aim of the shared-use proposal was not to identify "extra" parking. Its aim was to redress an existing imbalance and to create improved flexibility that would benefit permit holders in the first instance, whilst also recognising that there is a need for visitors to the city centre to find parking spaces.

Following a consultation exercise carried out with Community Councils in the city centre, the number of permit holder spaces changed to shared-use was reduced. The Council's parking operation supports the Council's wider transport policies and the proposals that have come out of the Parking Action Plan have been designed to deliver upon and complement the policies and aims of the Local Transport Strategy and the City Mobility Plan. It is absolutely the case that the face of transport needs to change, that we move towards sustainable and more environmentally friendly means of transport. However, this does not necessarily mean no cars, but it does mean encouraging residents and those who travel into the city to consider not only how they travel, but also their choice of vehicle, it's fuel, it's emissions and its environmental impact. The proposals within the current Parking Action Plan order (permit prices linked to emissions, diesel surcharge) and those yet to come (review of P&D pricing) will complement Low Emission Zones, the City Centre Transformation, Active Travel and other initiatives such as the rollout of EV charging points and increased Car Club provision.

Action Required:	

Shared-use will delivers on its primary aims, as suggested by our experience of its widespread use in the extended zones. No action necessary at this time.

Theme: Road Safety		
Comments Received:		
Comments that the proposals will increase the number of parking places and will block dropped kerbs, cycle ways increase congestion. States that there should be no increase in parking provision.	Objects to the removal of yellow lines on India Street, stating that this will have a detrimental effect on safety for pedestrians and motorists and that double parking will be encouraged and that rubbish collection and loading/unloading will be more difficult.	I would also like to note my disappointment that it seems like a large number of parking spaces in the city centre are being created where there are currently single or double yellow lines
Objects to a new parking bay added outside James Gillespie's school.	Objects as some parking bays have been added close to crossing points and junctions.	In particular, sight lines at corners would be adversely affected, as some of these parked vehicles can be very large or with high sides.
Council Response		

The proposed changes to the layout of waiting and/or loading restrictions across zones 1 through 8 includes the provision of double yellow lines at all junctions and pedestrian desire lines/crossing points. Where may of these locations are currently treated with only a single yellow line, the Parking Action Plan order will provide for every such location to be treated with 24-hour, 7 day a week waiting restrictions, keeping junctions and crossing points clear of parked vehicles. This not only benefits pedestrians, but also keeps sightlines clear, allowing cyclists and drivers to both see and be seen.

There are no locations within Zones 1 to 8 where parking places have been proposed at pedestrian crossing points, dropped crossings or at the access points to any cycleways. Any changes to double yellow lines are only proposed where the review has highlighted that there would be no road safety impact from doing so. The proposal to introduce additional parking spaces on Warrender Park Road would see three new spaces added to a recessed area of kerbside space where there is an existing length of yellow line. The footway adjacent to this area has an existing length of pedestrian guardrail along its entire length, guiding pedestrians to the nearby extended footway and crossing point. This location is adjacent to one of the school entrances, but the existing layout and arrangement of street furniture serves to prevent pedestrians from crossing the road except at the nearby crossing point. Options for additional parking in Zone 8 are extremely limited and, as one of the most densely populated zones, there is a need to find additional space. Given the levels of permit holders within this area it is most likely that the proposed parking spaces will be occupied by permit holders, where the existing situation clearly allows for parents to drop off children within the existing yellow lined area. The proposed parking will help to deter this activity and fits in with the work undertaken by the school and the Council to encourage active travel solutions in preference to travelling to school by car.

The proposal for India Street will rationalise the existing parking provision and make better use of the available space. The single yellow line in question serves no clear function and is not located in an obvious pedestrian desire line. The proposed arrangement of parking provides significantly more parking opportunities for permit holders to park in the street. The proposed arrangement will not make the existing crossing situation materially more difficult, or easy, than at present. More suitable crossing points, with improved visibility, are available at other points within the street.

Since 2010 the provisions within the traffic order that governs the CPZ have made allowances for deliveries to take place from within both shared-use parking places and permit parking places. These provisions previously existed only within the extended zones, but were introduced across the CPZ as a means of supporting the delivering and collecting of goods, allowing delivery vehicles access to the kerbside in order to improve accessibility. Obviously, with a finite amount of kerbside space the Council has had to consider such provision as a means of supporting different needs and activities that take place in the CPZ. The proposal to increase available space for residents is predicated on the premise that existing yellow lines will be removed where there is no clear purpose behind their provision.

Action Required:		
The proposed spaces are required in order to provide additional parking for residents in Zone 8		

Theme: Boroughmuir		
Comments Received:		
We also seek reassurance that residents of the new	I am a resident of Leamington Terrace and object to the propo	sed parking plans for our street and surrounding
Boroughmuir will not be able to apply for an on-	streets to accommodate the new Boroughmuir development.	I feel the net loss of permit parking spots will affect
street parking permit. not just me but the majority of permit holders on the street(s). It's inc		,
We seek reassurance that the dispensation for	space parking, with the proposed plan it will be even more so.	
permit holders will remain in place.		
Council Response:		

Response relates to the area around Boroughmuir, where there is a dispensation to allow some permit holders from Zone 8 to park in certain streets in S3. While there is no current plan to remove that dispensation, it will be reviewed once shared-use is in place to determine whether it is still required.

It is not intended that residents of the Boroughmuir development have access to resident permits.

None of the proposals within the advertised traffic order relate to Boroughmuir and have been proposed as part of a wider review of parking provision. Separate proposals for Boroughmuir are on-hold because of the Parking Action Plan and will be subject to further review in light of the Parking Action Plan proposals before any further action is taken.

Action Required:	

Shared-use will delivers on its primary aims, as suggested by our experience of its widespread use in the extended zones.

No action necessary at this time.

Theme: Location or Issue Specific	
Issue:	Response:
Request delineation of individual parking bays to maximise the efficiency of	There are no plans to delineate single parking places. Vehicles come in a variety of
the available space.	shapes and sizes and marking individual bays cannot account for such differences. Block-
	marked bays offers greater flexibility in how the available space can be used.
Asks us to reconsider the changes to parking on Ainslie Place. States that it	This response highlights a potential misunderstanding of how shared-use and the wider
is difficult to park in the permit holders spaces, with spaces permanently	controls will actually work.
blocked off for removal vans/skips/building works. Long term building work	Shared-use spaces will be available to permit holders during the full hours of control. For
going on Randolph Crescent means less spaces for residents which then	a permit holder, a shared-use space is effectively the same as a permit holder space.
impacts Great Stuart Street and then Ainslie Place. Plenty spaces on Moray	The rollout of shared-use in the Ainslie Place, Great Stuart Street, Moray Place area will
Place but we don't have access to Moray Place unless we go along Queen	see significantly more space made available for permit holders to use, improving
Street and back along Heriot Row which can hardly be described as	flexibility and giving permit holders a much improved chance of finding space near to
convenient. It will be particularly difficult if we have to move our cars	their homes.
between 8.30-9.00 am and then again 5.30-6.30 pm if the proposed	This said, the zones do work on an overall basis, which does sometimes mean that it will
changes. I can possibly understand the Saturday afternoon but please leave	not be possible to find a space in your street and that permit holders might have to look
these start and end of the day slots as they currently stand. Living in	

Edinburgh is getting more and more difficult for residents - it is feeling increasingly as though you don't care about us but have more interest in visitors and tourists than those who have to pay Council Tax.	in nearby streets to find space. While this may indeed be inconvenient, it is not always physically possible to locate bays exactly where they are most needed.
The currently available parking spaces in front of Palmerston Place 16-24 will be replaced with a single yellow line which will prevent us from using it for parking.	There are no changes to the parking spaces at this location proposed as part of the Parking Action Plan order.
Object to the reduction of dedicated parking spaces for residents in India Street. India Street is unusual in having been built as a street of mixed whole and town houses and flats. In the section from Jamaica Street to Heriot Row, for example, there are total of about 31 residences and 17/18 parking spaces for residents. The street requires as many residents' spaces as possible. There should be NO shared residents/public paid parking spaces in the street.	In response to a consultation exercise undertake with Community Councils and residents associations in the city centre, the Council reduced the number of permit spaces being transferred to shared-use in a number of streets in zones 5, 5A and 6. In the area in and around India Street over 100 extra spaces are being created for permit holders. With Zone 5A being the most badly oversubscribed zone in the CPZ, these changes will make a significant difference to permit holders, delivering the same benefits that residents in the extended zones have enjoyed since 2006.
India Street. The reorientation of some parking spaces - changing some parking positions from parallel to the pavement to nose - in and vice versa. Retaining the existing single yellow lines as we propose, removes the reason for any reorientation thereby saving unnecessary expenditure.	It has been necessary, in order to make the required gains in available space, to reorient some parking places. In some cases that reorientation has also required a rationalisation of the layout. This has also meant that some areas of yellow line that served no obvious purpose have been lost.
The consequences of the proposed introduction of three shared spaces for electric car charging at the junction of India Street and India Street Gardens could result in a further reduction in dedicated residents' spaces and should be included in the detailed plans. Without this the plans are incomplete. Any increase in the provision of electric charging points should include points for the sole use of residents.	The EV charging parking places will be taken forward as a separate order. Because the plans for the Parking Action Plan order had to show the existing situation and the situation proposed by that order it would have been legally incorrect to have shown future proposals on the same plans. The EV order will be progressed once the Parking Action Plan order has been completed.
Single yellow lines areas would be mostly replaced by parking spaces, thereby significantly reducing legitimate loading opportunities for deliveries. Also as a builder we need to keep the single yellow lines for trades men and delivery drop offs in front or near the houses we work on. If there are no drop off points i.e. yellow lines, we will just double park and cause an obstruction.	Since 2010 it has been possible for any goods vehicle to load and/or unload from any permit holder parking place or from any shared-use parking place for up to 30 minutes, subject to confirmation by a parking attendant that loading or unloading is actually taking place. This allowance mirrors that which is available on any single or double yellow line without a loading restriction and was introduced to allow better use to be made of kerbside space and to avoid situations where specific loading gaps might lie unused for extended periods while nearby bays were at capacity.
I want to give my general support to these carefully planned changes, in particular to the addition of bays on Torphichen Street and Dewar Place. In	Consideration was given to the potential to provide additional spaces on Torphichen Street. It was decided that, between the existing bus stops and stands and the general

fact there is space for more bays on Torphichen Street, instead of the ones on Canning Street	nature of this street that there were no suitable locations where any notable gains could be made in terms of Parking provision.
Object to the bays and single yellow where paths enter on to Atholl Crescent and Coates Crescent from the Gardens (to the North and South in line with the Gladstone monument). The exits of those paths should be protected by complete no parking otherwise when cars park directly in front of the exits they are blocked for pedestrians causing danger and obstruction.	Noted and agreed. This change cannot be taken forward within this order, but will be actioned separately. This area was generally excluded from any changes in order to allow a separate Active Travel project to proceed. The suggested changes will be picked up within a future order.
Objects to the addition of parking bays opposite the current residents parking on Canning Street. This will narrow down the street to one lane. It is a two way street. The narrowing will be dangerous, in particular for cyclists who will have to ride towards cars that push past them	The review of parking allocation did include consideration of the layout in Canning Street, reaching the conclusion that the width of the street, especially taking into account servicing requirements, did not lend itself to a significant increase in parking. The new parking place at the eastern end was a compromise, but one that was necessary to provide much-needed extra space for permit holders. The layout still accommodates passing opportunities and will allow vehicles to safely negotiate the street.
Object to the plans to locate a parking bay outside our property at 30 Ashley Drive, Edinburgh, EH11 1RP which is part of the proposed Parking Action Plan for the Shandon area.	The proposals for Ashley are part of the Strategic Review of Parking rather than the Parking Action Plan. As the proposals for Ashley Drive do not form part of the advertised order and the legal process for Ashley has yet to be approved, this is not a valid objection to TRO 19/29.

Appendix 3

Proposed amendments to TRO 19/29

This Appendix details the changes that are proposed to the advertised Order.

Proposed changes:

1) In the advertised order, in the section "In Article 5-8 (f)", the words "more than" were deleted and there were inserted the words ", in any calendar year, more than".

Appendix 4

Proposed withdrawal of physical permits

Introduction

Since the Controlled Parking Zones were first introduced in 1973, permit holders have received a physical, printed permit to display on their vehicle. This serves as evidence of their entitlement to park their vehicle in the zone, or sub-zone, that they reside in.

As the Council moves increasingly towards providing services on digital platforms, and as technology has advanced to a stage where it is now possible to check entitlement to park via hand-held devices, there is an opportunity for the Council to move away from physical permits, reducing the cost of the service provided and taking a more sustainable approach.

This appendix looks at the benefits, and disbenefits, of such a move.

Permits

In a typical year the Council issues:

- Approximately 22,000 resident permits;
- Between 800 and 1000 trade permits;
- Approximately 50 business permits; and
- 250 retail permits

All of these permits are currently issued in paper format. Of the above, only trades and retail permits in the peripheral area are not vehicle specific. The number of permits issued, and the costs involved, have the potential to increase significantly should the CPZ expand as recommended by the Strategic Review of Parking.

While steps have already been taken to minimise the costs involved in issuing physical permits, particularly in relation to staff costs where system automation has been introduced, there are still costs involved in the provision of:

- Permit Stationery (the blanks onto which "permits" are printed;
- Plastic permit holders (for displaying permits on the vehicle)
- Printing
- Postage

The current costs, per annum, are:

Item	Item rate	Issue Rate	Permits	Cost
Stationery	£0.26	1		£6,058
Holders	£0.12	0.5	23,300	£1,398
Printing/Postage	£1.28	1		£29,824
			Total	£37,280

The Council will continue to incur staff costs when dealing with customer enquiries and resolving issues.

Benefits of withdrawing physical permits

It is proposed to withdraw the issue of physical permits for those permit types where the permit is assigned to a particular vehicle. This would mean that Visitor permits, Trades permits and some retail permits would continue to be issued in physical form.

Permit data is currently held on a database. The move away from physical permits would simply see that data being made available in a form that would allow a Parking Attendant to determine whether a parked vehicle was entitled to be parked. This data would be accessed as they carry out their normal duties.

The costs involved in stationery, printing and postage would be saved.

The removal of physical permits provides for the delivery of a more sustainable service, reducing the materials used.

Disbenefit of withdrawing physical permits

There is one key disbenefit.

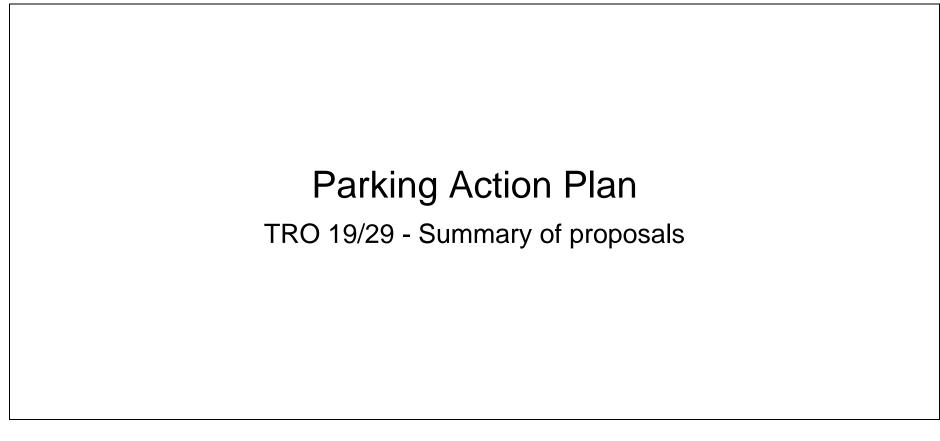
Currently, the Council offers resident permit holders the ability to have more than one vehicle listed against a single permit. Eligibility to park is indicated by the display of the physical permit, meaning that only one vehicle can be parked at any time.

Moving away from physical permits would mean that it would not be possible to continue to offer this facility, as the Council's database would record both vehicles as being entitled to park, meaning that for a single permit, payment residents with "merged permits" could park both vehicles on-street at the same time.

The move away from physical permits would necessitate the removal of merged permits.

Proposal

It is proposed to start phasing out physical permits for new applications and permit renewals at the beginning of 2021, with provision having been made within Traffic Order 19/29 to enable this change.



This document contains an overview a number of key proposals from within the Council's Parking Action Plan. Reference should be made to the respective Committee reports for further information.

Each proposed change, or group of changes includes a link to the Committee report when the proposal was approved, as well as a link to the decision made by that Committee.

Full details of the proposed changes involved in the rollout of shared-use parking, as well as other amendments to the location of parking places and waiting restrictions, will be made available as the Council progresses the legal process necessary to introduce the proposals.

1.	Sunday Parking	
	Overview	Extend the hours of control in the city centre so that parking restrictions and parking places operate on Sunday afternoons.
	Detail	The Council has decided to introduce parking restrictions on Sunday afternoons, recognising that the city centre is now busier on Sundays and that unregulated parking has a detrimental impact on accessibility, road safety and traffic movements.
	Committee Report	The Committee report can be viewed <u>here</u> , whilst details of the decision can be found <u>here</u> .
	Which areas are affected	 The proposed restrictions will apply to: All parking places, loading places and single yellow lines in zones 1 to 4 inclusive; All Greenway stopping restrictions, parking places and/or loading places in zones 1 to 4 inclusive; All yellow line restrictions, parking places and loading places on main traffic routes within the extents of the wider CPZ; All Greenway restrictions, parking places and/or loading places within the extents of the peripheral and extended zones of the CPZ;
	What benefits will these restrictions bring?	 Managing parking will: help to ensure that buses and other forms of transport can negotiate the city centre effectively and safely, provide improved access to the city centre for residents and visitors alike; and provide a safer environment for pedestrians, cyclists and other road users.
	When will the restriction apply?	
	Will there be parking cha	
	What changes will there existing restrictions?	

2.	Shared-Use Parking		
	Overview	Realloca	ate space to introduce widespread shared-use parking places across zones 1 through 8.
	Detail	This proposal will see the widespread roll out of shared-use parking places as a means of improving flexibility and increasing the parking provision available to resident permit holders. Shared-Use parking allows the same parking spaces to be used by both permit holders and pay-and-display customers. The additional space will help to redress current imbalances between permit numbers and spaces.	
	Committee Report	The Cor	nmittee report can be viewed <u>here</u> , whilst details of the decision can be found <u>here</u> .
	What does the proposal involve?		 The proposal will: transfer some existing yellow line restrictions, pay-and-display parking and some permit holder parking to shared-use parking places; transfer some existing yellow line restrictions and pay-and-display parking to permit holder parking places; rationalise the existing parking provision by adjusting parking place positions so that alike restrictions are placed together, reducing the potential for confusion between parking place types; make various minor alterations to parking place layouts.
	How many extra spaces		The proposals will see approximately 3,000 extra spaces made available to permit holders
	permit holders have acce		across the nine affected zones.
	What are the benefits of use parking	shared-	 Shared-use parking: improves the flexibility of parking provision, allowing different users to use the same space. provides an increased availability of space that will help residents to find space near to their homes, allows visitors to make use of available space during those times when there is less demand from permit holders provides additional space that will allow the introduction of Visitor Permits.

3.	Yellow Lines	
	Overview	Introduce additional double yellow lines at crossing points and junctions across Zones 1 through 8.
	Detail	All pedestrian crossing points and road junctions within Zones 1 through 8, where there are existing
		single yellow line restrictions, will be protected by 24 hour waiting restrictions, improving sightlines
		for all road users and improving crossing conditions for pedestrians.
	Committee Report	The Committee report can be viewed <u>here</u> , whilst details of the decision can be found <u>here</u> .

4.	Visitor Permits			
	Overview	Introduce Visit	or Pern	nits
	Detail	Visitor permits	will be	e made available throughout Zones 1 to 8 of the Controlled Parking Zones for
		the first time. T	his is t	being made possible by the increase in overall parking provision available to
				rollout of shared-use parking.
	Committee Report	The Committee	e report	can be viewed <u>here</u> , whilst details of the decision can be found <u>here</u> .
	How many visitor permi	ts can The pr	oposed	allocations are:
	residents buy?	•		ents in Zones 1 to 4 will be entitled to purchase up to 200 visitor permits per hold each year.
		•		ents in Zones 5 to 8 will be entitled to purchase up to 150 visitor permits per hold each year.
		•	twice blue b	the above allocation, at half of the normal cost to any resident who holds a radge.
				e for residents of zones 1 to 4 recognises the longer hours of restriction in as well as the additional hours of restriction due to Sunday parking.
	In what quantities can vi permits be bought?	books	as they	buy visitor permits in books of 10. Residents can purchase as many or as few wish across each calendar year, up to the maximum number of permits household.
	How much will they cos	display work a	y rate ii	t charges in all zones will be set at a rate equal to 66% of the lowest pay-and- n each zone of the CPZ. These rates will be reviewed as part of the ongoing ted with the Council's Parking Action Plan.
	What will happen if paydisplay prices change?			t prices in the Central, Peripheral and Extended Zones will be linked to pay rices. If pay and display prices change, then so will the cost of Visitor Permits.

5.	Resident Permit Prices			
	Overview		-	ng structure for resident permits, plus several other amendments to reflect the permits and shared-use parking.
	Detail	The proposals will make changes to the current banding system for emissions-based permit charges. and will change the way that price increases are applied. Due to other changes proposed as part of the Parking Action Plan, there are additional changes in terms of Daily Parking Permits and existing concessions provided to resident permit holders.		
	Committee Report	The Co	mmittee report	can be viewed <u>here</u> , whilst details of the decision can be found <u>here</u> .
	How is the banding syste changing? Are permit prices change		Chang secondIntrodThe proposal	the current banding structure from a 5-band system to a 7-band system; the percentages applied for charges related to second permits, with higher all permit prices for the most polluting vehicles. Succeeding the new permit prices in Zone K Will apply the new permit charges as approved by Transport and Environment
	What changes are being to the way that permit princreases are applied?		annual change permit prices see higher inc vehicle and to Permit prices	introduces a standardised methodology for applying price increases, where es in permit prices will be linked to the Retail Price Index (RPI), ensuring that will more closely follow price changes in consumer goods. Higher bands will reases in permit costs as an incentive for residents to consider their choice of encourage them to choose a more environmentally friendly vehicle. will be linked to RPI for the next 5 years, after which the approach will be h prices being amended on the first Monday of April each year.

6	Resident Daily Permits		
	Overview	Daily permits will be withdrawn	
	Detail	It will no longer be possible for residents to obtain or use Daily Permits. They are being replaced by	
		the introduction of Visitor Permits.	
	Committee Report	The Committee report can be viewed <u>here</u> , whilst details of the decision can be found <u>here</u> .	

7.	Permit Holder Dispensations				
	Overview	Change	es are being made to existing allowances for permit holders to park in other parking places or		
		in other	in other zones.		
	Detail	Remov	al of certain dispensations for permit holders.		
	Committee Reports	The rel	evant Committee reports can be viewed <u>here</u> and <u>here</u> , whilst details of the decisions can be		
		found h	nere and here.		
	Pay-and-display dispense	ation	Permit holders will no longer be entitled to park without charge in any pay and display		
			parking places:		
			• between 08:30 hours and 09:00 hours Monday to Saturday, or		
			on Saturday afternoons		
	Zone 7 and 8 dispensation	ns to	Permit holders in certain streets in Zones 7 and 8 are currently allowed to park in Zone S1.		
	park in Zone S1		This dispensation will be removed, with Zone 7 and 8 permit holders being required to find		
		permit parking places in which to park within their own zone.			
	Why are these dispensati	ons	With the rollout of shared-use parking and the additional space being provided, it is		
	being removed?		considered that the conditions that led to these dispensations will no longer exist and that		
			these dispensations will no longer be necessary.		
			The rollout of shared-use also reduces the number of parking places that are solely		
			available for pay and display. With fewer pay and display parking places - and located		
			close to local shops - these spaces will now be kept available for pay and display use only.		

8.	Business and Retail Permits		
	Overview	Charge	s for second permits
	Detail	There v	vill be an increased charge applied to any second permit issued to the same business or
		retailer	
	Committee Reports	The Co	mmittee report can be viewed <u>here</u> , whilst details of the decision can be viewed <u>here</u> .
	How much will a second	permit	A second permit will cost 25% more than the price of an annual permit.
	cost?		
	Where are these permit t	ypes	Business permits will continue to be available only in the extended zones (N1 to N5 and S1
	available?		to S4).
			For Retailer permits, second permits are not available in the peripheral zone, which means
			that this proposal applies solely to permits issued to retailers in the extended zones (N1 to
			N5 and S1 to S4).

9.	Trades Permits		
	Overview	Changes to requirement for vehicles to display livery	
	Detail	The livery requirements for vehicles for which Trades Permits are issued are to be amended so that the livery may now be fixed by temporary means, rather than solely by permanent means.	
	Committee Report	The Committee report can be viewed <u>here</u> , whilst details of the decision can be viewed <u>here</u> .	
10.	Healthcare Workers Permits		
	Overview	Changes to the validity of Healthcare Workers Permits	
	Detail	The proposal will mean that Healthcare Workers Permits could be used in permit parking places	

within Priority Parking Areas.

	Committee Report	The Committee report can be viewed <u>here</u> , whilst details of the decision can be viewed <u>here</u> .
11.	Diesel Surcharge	
110	Overview	Introduce a surcharge for certain permit types when issued to diesel-fuelled vehicles
	Detail	Resident, Business and Retail permits will be subject to a £40 annual surcharge where the permit is
		issued to a diesel vehicle.
	Committee Report	The Committee report can be viewed <u>here</u> , whilst details of the decision can be viewed <u>here</u> .
	How will this surcharge	affect The surcharge will apply to:
	Retail or Business perm	 all Retail permit applications and renewals; and
	holders?	 all Business permit applications and renewals.
	How will this surcharge	
	Resident permit holders	surcharge for a period of 3 years. This will apply while they own their current vehicle and if they change their home address within the CPZ or Priority Parking Areas.
		 All new applications for resident permits, where the vehicle applied for is a diesel vehicle, will attract the surcharge. Any resident who changes vehicle, and where the replacement vehicle is a diesel

vehicle, will attract the surcharge.

Resident permit holders who apply for either a 3 or 6 month permit for a diesel vehicle (subject to the exemptions outlined above) will see their permit price subject to a proportion

	of the annual fee equal to the percentages applied to resident permits. These percentages are
	currently 33.3% and 60% respectively.

12.	Boundary Changes		
	Overview	Amend boundary between Zones 1 and 5	
	Detail	The proposal would see that part of Belford Road between Douglas Gardens and the site of	
		Drumsheugh Baths from Zone 1 into Zone 5.	
	Committee Report	The Committee report can be viewed <u>here</u> , whilst details of the decision can be found <u>here</u> .	
	What is the purpose of this		The proposal will improve the availability of permit parking space for residents of the
	change?		Sunbury and Hawthornbank areas of Zone 5. Because of their location, parking
			opportunities are currently extremely limited. This proposal will increase parking
			availability in this area.
	Does this mean a reduction in space in Zone 1		Zone 1 permit holders will also see increases in shared-use provision that will offset this
			adjustment.