

Pentland Hills Regional Park Joint Committee

10am, Wednesday, 20 January 2021

Report on upgrading and expansion options of the principal car parks in the Pentland Hills Regional Park

Executive/routine	Routine
Wards	Pentland Hills
Council Commitments	

1. Recommendations

- 1.1 That Committee agrees the level of investment required for the improvement and upgrade of the 4 principal car parks.

Paul Lawrence

Executive Director of Place

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Report

Report on upgrading and expansion options of the principal car parks in the Pentland Hills Regional Park

2. Executive Summary

- 2.1 The recent health crisis has highlighted a range of growing recreational and traffic management pressures on the Pentland Hills Regional Park (PHRP), notably irresponsible wild camping, anti-social behaviour, and a significant rise in the use of car parks, causing overflow onto adjacent access roads. This report addresses these issues, proposing a series of actions that if implemented will help limit their impact on the sustainable use of and access to the regional park. The specific measures proposed are: enhanced traffic and parking controls, creating additional off-road parking provision, development of active travel alternatives, creation of a formal eco-camping facility with toileting provision, enforcement of Park Management Rules and the introduction of parking charges to raise revenue to pay for these specific measures.

3. Background

- 3.1 The Pentland Hills Regional Park has been growing in popularity over the years, with significantly more visitors accessing its principal beauty spots during the current Covid-19 pandemic. The last survey conducted in 2005/06 estimated to be 600,000+ annual visitors to the Park.
- 3.2 The work of the regional park team is dedicated to providing visitor and land management services that allow people to enjoy the landscape and wildlife of the Pentland Hills without damaging its environment. Services provided by the regional park team enable people to engage with nature, take physical exercise and participate in outdoor recreational activities. Protection of the high-quality upland environment that people come to enjoy is therefore a key role for the regional park.
- 3.3 Many of the 18 car parks in the regional park (Appendix 1) were originally created to alleviate local problems which occurred when inconsiderate parking blocked farm and residential access. However, ever-increasing access to the hills by motor-vehicles means that they are regularly reaching full capacity, resulting in significant vehicle displacement at the most popular sites, which is detrimental to relationships

with adjacent farmers and land managers and is undermining the effectiveness of parking provision. See Appendix 2 for car park issues, photos and public comments.

- 3.4 Inconsiderate parking outside of the designated car parks cannot be controlled directly by the Regional Park service. Rather, the Roads Authority need to introduce and enforce appropriate measures, such as parking restrictions through yellow-lining and/or Road Traffic Regulation Orders. Police Scotland's Roads division has an input into the proposal of new Orders by local authorities but does not decide or enforce them. They however can intervene when dangerous parking or road obstruction takes place on roads.
- 3.5 Expansion of principle car parks would be done with the aim to alleviate site specific problems associated with displacement parking
- 3.6 Visitor surveys (1998, 2006, 2018) consistently show that up to 85% of visitors travel by car to the regional park and the pressure on the limited parking resource has increased year on year with more calls for improvements by visitors and nearby residents who are impacted by displacement parking. An online Public Engagement exercise held in Nov-Dec 2020 showed a change in trend with 52% of visitors reporting they travel by car to PHRP. There was a welcome increase in those selecting other methods of transport as their preferred method e.g. walk, cycle. This is in line with the increase witnessed by the PHRP team as a result of Covid-19 pandemic.
- 3.7 **Flotterstone car park** is our largest facility. Displacement leads to parking on the A702 trunk road and double parking at the entrance to Flotterstone meaning that residents and agricultural users can become trapped in / out of the area. There is also a small café in the old visitor centre building at the car park which has become very popular and attracts more people to visit this site. There is also the entrance to the Glen road which is for residents/ farmers and fisheries clients/managers only and is regularly being accessed by visitors looking for a car parking space closer to their destination.
- 3.8 **Bonaly Country Park** has a small car park that sits at the end of a dead-end road and reaches capacity frequently. This car park has no space delineation and no blue badge provision. There is an overflow parking area that is unsurfaced and regularly becomes unfit for use due to the muddy conditions. Displacement parking occurs in the passing places on the access road and puts pressure on a Scout Camp and Alpaca business that are located on the same road.
- 3.9 **Harlaw car park** is small and reaches capacity most days, parking bays are not effectively delineated leading to the available space not being utilised to its full potential. A car counter installed in July 2020 counted 27,133 cars in a 57-day period up to 3rd September (an average of 476 vehicles/ day) highlighting how popular this site is for vehicle access. (Appendix 3). This shows demand far outweighs availability. Displacement parking occurs along the access track to the car park where at times access can be blocked for farm machinery due to inappropriate parking. Displacement leads to parking on the narrow country road leading to the car park, causing disruption to agricultural vehicle access and putting pedestrians, cyclists and horse riders at risk from traffic in the road.

- 3.10 **Threipmuir car park** reaches capacity most weekends and over the last year PHRP Officers have reported that it happens frequently during the week. Once full, cars often park on the narrow road leading to the car park causing access problems for residents who are concerned that Emergency Vehicles would be delayed or not be able to reach their properties. Displacement parking also causes disruption to agricultural vehicle access and puts pedestrians, cyclists and horse riders at risk from traffic in the road. Like Harlaw, some space in the car park is wasted due to poor delineation of parking spaces.

4. Main report

Upgrade/expansion of principal car parks

- 4.1 Given that existing formal parking provision is regularly exceeded, the Pentland team identified the Rural Tourism Infrastructure Fund (RTIF) as an opportunity to source funding for improvements to parking layout and capacity. Improvements include surfacing, space marking, vehicle manoeuvrability, capacity and signage; and the addition of extra disabled parking provision and bicycle rails. (Appendix 4)
- 4.2 **Harlaw** – a reoccurring issue at Harlaw is poor parking on the access track leads to the blocking of access for large farm machinery (and potentially emergency vehicles). When vehicles fill the side of the access track there is no segregated area for pedestrians/cyclists/horses to use the track therefore putting them in conflict with vehicles. Through improvement of bay marking in the existing car park and an expansion into the woodland, space could be created enabling the access track to be segregated for use as a path and access track only. The spaces removed from the access track would be provided within the new expansion area. This does not create additional parking provision for the area. (Appendix 5)
- 4.3 **Threipmuir** – this car park suffers from limited vehicle manoeuvrability as there is no one-way through system or sufficient turning area. The car park area could be expanded creating additional parking spaces and improve one-way and turning ability. (Appendix 5)
- 4.4 **Bonaly** – the proposals are to restructure the current car park to incorporate the newly acquired land, installation of blue badge spaces and improved signage. Four new bicycle racks are scheduled for installation in 2021 as part of the Active Travel programme.
- 4.5 **Flotterstone** – unbound surface and bay marking has been damaged over the year and repairs are required to improve the surface and delineate parking bays. Some expansion through removal of trees within the existing parking area could allow for creation of additional parking spaces. (Appendix 5)
- 4.6 Between 06/11/2020 to 04/12/2020 the Pentland Hills Regional Park held an online public engagement exercise. The engagement centred around the anti-social behaviour and traffic management problems exacerbated by the Covid-19 pandemic. Questions 5, 7, 8 and 10 gathered information on how visitors travelled

to the regional park, their car parking experience at the principal car parks and their views on the proposals to upgrade/expand.

- 4.7 It has been possible to extrapolate data from respondents claiming to live in the regional park. Of these 203 respondents, only 19 provided a postcode which confirms that they live within the PHRP (Appendix 7). The remainder live close to the regional park in areas such as Balerno, Currie or Bonaly.
- 4.8 Question 5 asked “How do you generally travel to the regional park?” and received 1,872 responses.

Option	Total	Percent
Private vehicle	982	52.46%
Public Transport	90	4.81%
Cycle	222	11.86%
Run or walk	316	16.88%
Horse	18	0.96%
Not Answered	244	13.03%

- 4.9 Previous visitor surveys in 1998 and 2005/6 had the following results regarding mode of transport to the regional park. 843 questionnaires were completed in 2005/6.

Option	1998	2005/6
Private vehicle	84%	85%
Public Transport	3%	3%
Cycle	5%	3%
Run or walk	8%	8%
Horse	0%	0%

- 4.10 Question 7 asked “Have you experienced any issues with parking provision at any of the four principal car parks in the regional park?” There were 1,872 responses.

4.10.1 Parking provision – Harlaw

Option	Total	Percent
Yes	952	50.85%
No	521	27.83%
Don't know	267	14.26%
Not Answered	132	7.05%

4.10.2 Threipmuir

Option	Total	Percent
Yes	749	40.01%
No	631	33.71%
Don't know	329	17.57%
Not Answered	163	8.71%

4.10.3 Bonaly

Option	Total	Percent
Yes	516	27.56%

No	640	34.19%
Don't know	480	25.64%
Not Answered	236	12.61%

4.10.4 Flotterstone

Option	Total	Percent
Yes	862	46.05%
No	532	28.42%
Don't know	307	16.40%
Not Answered	171	9.13%

- 4.11 Question 8 asked “Do you agree or disagree that the proposals will improve parking at the four principal car parks in the regional park?”. There were 1,872 responses.

Option	Total	Percent
Strongly agree	383	20.46%
Agree	874	46.69%
Neither agree nor disagree	266	14.21%
Disagree	203	10.84%
Strongly disagree	132	7.05%
Not Answered	14	0.75%

- 4.12 The Public Engagement invited comments on this proposal (Question 10) and received 1,067 responses which can be grouped into eight themes as below:

- Increase car park size will encourage more vehicles
- Not a sustainable option. A more sustainable method would be preferred
- Access roads can't cope with traffic
- Welcomed improvement necessary to alleviate displacement
- Important there are traffic restrictions (e.g. double yellow lines) and these are upheld as there is still likely to be bad parking.
- The suggested increase in parking spaces will not be enough and need to be greater
- Do not remove trees
- Space required for horse boxes

5. Next Steps

- 5.1 If RTIF is awarded, carry-out car park improvement plans as proposed in the grant application with some adjustment following the Public Engagement and subject to planning consent.
- 5.2 If no RTIF funding awarded, a priority exercise must be agreed to maximise the impact of any upgrade using CEC Capital Investment programme in place.

5.3 Search for other source of funding.

6. Financial impact

- 6.1 RTIF application Project costs and funding for all 4 car parks can be seen in Appendix 8. Estimated total cost is **£426,170** which includes £9,850 of VAT and £28,000 of in-kind elements. The RTIF fund would potentially contribute 70% of the total cost leaving CEC to contribute £90k spread over 2 years.
- 6.2 If no RTIF awarded, the estimated cost for each car park upgrade and expansion are as follows (Appendix 8):
- Bonaly £253k
 - Harlaw £68k
 - Threipmuir £38k
 - Flotterstone £32k
- 6.3 One of the suggestions to lower the overall cost for **Bonaly** car park would be to explore for the section of Bonaly Road between the upper and lower car park to be pushed forward for the “People for places” programme. During the March lockdown where all the car parks were closed, there has been an increased in people cycling, walking, jogging and horse riding to the PHRP. This section of the road is narrow, single track with some sharp bends leading car drivers to a dead-end type of car park with little manoeuvrability. Making this road more pedestrianised would improve the safety of visitors using this access point to the hills. Some thoughts should be made to not impact the Scout Centre and Alpaca business. The upper car park could be repurposed with a smaller investment (**maximum £10k**). This option would remove any potential income generation from the small upper car park in the future. Focus could be shifted to improving the lower car park area with some expansion, bay delineation and signage (maximum £8k).
- 6.4 **Harlaw** expansion is subject to planning permission and public opinion in general is against the removal of trees. A short-term investment would be to line the parking bays properly to maximise parking. The access track requires resurfacing. A segregated path along the access track would be required to improve the safety of visitors walking/ cycling/ horse riding along it but without provision of additional car parking space within the car park the parking is unlikely to be removed from the access track to provide this (**Estimated £30k**).
- 6.5 **Threipmuir** could benefit the most from the improvement/upgrade and investment. Subject to the outcome from the Certificate of lawfulness application to CEC Planning, there would be 34 new parking spaces and the creation of 4 blue badge holder parking bays. New lining of the parking bays would also maximise parking in this popular car park. Double yellow lining is already in place outside the car park (for a short distance only) to discourage car parking displacement (**Recommend investing £38k**).

- 6.6 **Flotterstone** would however benefit mostly from the demarcation of the parking bays and the installation of a vehicle barrier at the start of the Glen road (if approved by all landowners/residents/fisheries managers). At present the access road from the A702 opposite the Flotterstone Inn to the car park is coned off to provide safe access and help with agricultural/emergency vehicle access. Formalising this with a designated path would be recommended along with signage and double yellow lines to prevent parking in non-designated areas (**Estimated £20k**).
- 6.7 The upgrade of these car parks would be assisting with the future introduction of parking charges once the Traffic Regulation Order has been successful. This statutory legal process under the Road Traffic Regulation Act 1984 could take between nine to twelve months and may take longer.

7. Stakeholder/Community Impact

- 7.1 An initial meeting to explore solutions was held with Ward members and stakeholder representatives on 5 August 2020.
- 7.2 PHRP JC held on 08 September 2020.
- 7.3 PHRP Consultative Forum on 27 October 2020.
- 7.4 PHRP Engagement Exercise 06/11/2020 to 04/12/2020.
- 7.5 Planning applications/Certificates of Lawfulness.

8. Background reading/external references

- 8.1 "2005-06 Pentland Hills Visitor Survey"
- 8.2 "2014 Pentland Hills Visitor Survey"
- 8.3 "2018 Pentland Hills car parks Visitor survey"

9. Appendices

- 9.1 Appendix 1 - Parking areas in the Pentland Hills Regional Park, table and map
- 9.2 Appendix 2 - Car park issues, photos and public comments
- 9.3 Appendix 3 - Car counter data results 2020
- 9.4 Appendix 4 - Proposed car park plans in RTIF application
- 9.5 Appendix 5 - Car park designs
- 9.6 Appendix 6 - Planning applications and certificate of lawfulness information
- 9.7 Appendix 7 - 2020 Public Engagement on the upgrade/expansion of the principal car parks: Question 5, 7, 8 and 10

9.8 Appendix 8 - Cost for the proposed upgrade/expansion of the 4 car parks in the RTIF bid

Appendix 1

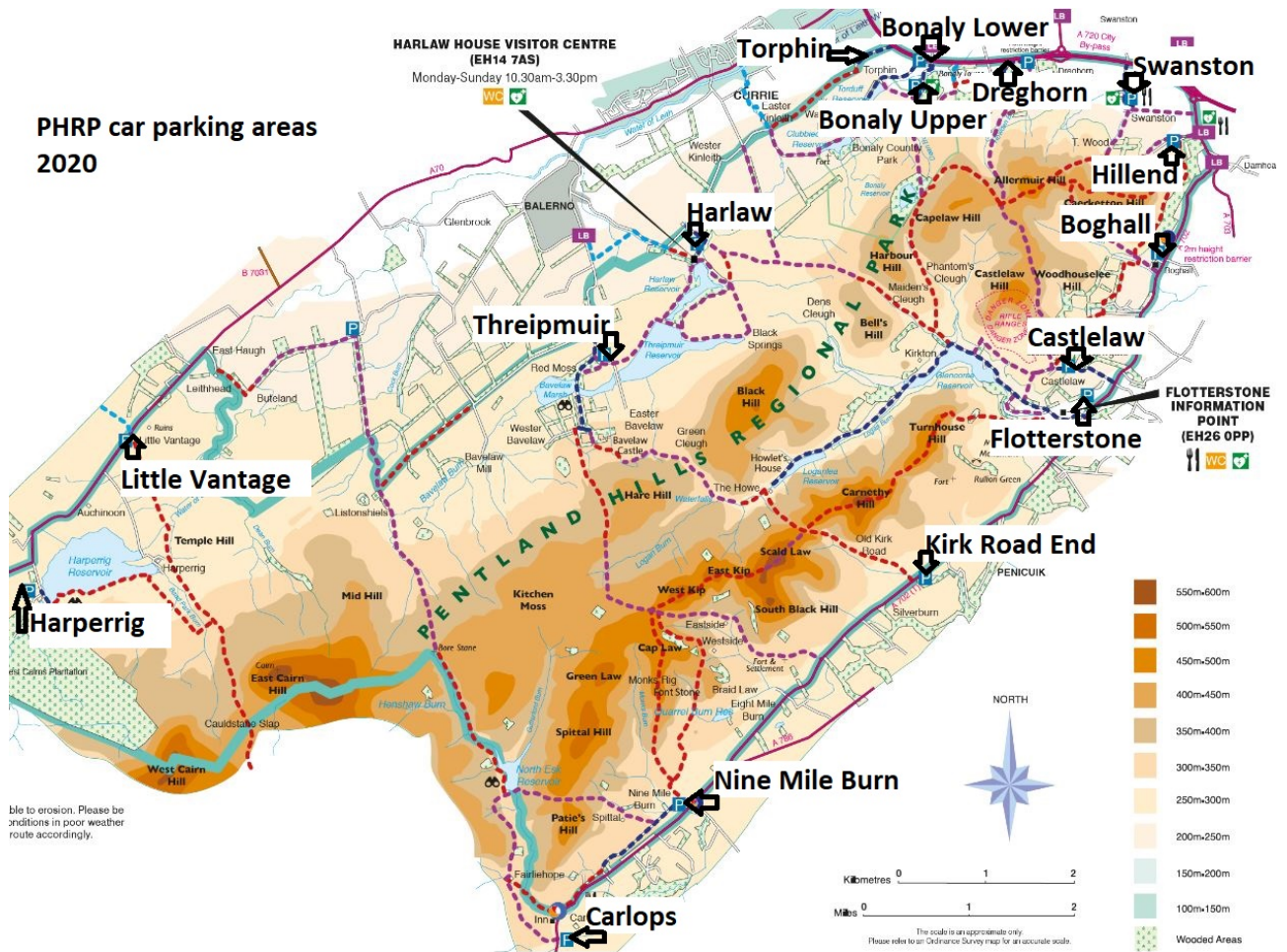
Parking areas in the Pentland Hills Regional Park, table and map.

Entrances to the Regional Park where parking is possible	Spaces	Blue badge spaces	description	LA area	Owner / responsibility	Notes
Carlops	14		Car park	Scottish Borders Council (SBC)	SBC	Informal. Not in PHRP
Nine Mile Burn EH26 9LZ	10	0	Car park	Midlothian Council (MLC)	MLC	Some spaces used by residents
Kirk Road End	8	0	Lay-by	MLC	Bear Scotland	
Flotterstone Visitor Information Point & café EH26 0PP	68	3	Car park	MLC	MLC	Donation box in place
Castlelaw	6	0	Car park	MLC	Ministry of Defence (MoD) or/Scotland's Rural College (SRUC)	Informal parking area
Boghall EH10 7DX	20	0	Car park	MLC	SRUC	Due to be reduced in size
Hillend Upper EH10 7DU	24	0	Car park	MLC	MLC	Probably due to be redeveloped by Midlothian
Hillend Lower EH10 7DU	12	0	Car park	MLC	MLC	Probably due to be redeveloped by Midlothian
Swanston EH10 7DS	30	0	Car park	The City of Edinburgh Council (CEC)	CEC	Donation box in place
Dreghorn, car park	20	0	Parking on access road	CEC	MoD	No access for some time due to works

Laverockdale EH13 0QX	N/A	N/A	Street parking	CEC	CEC	Residential area
Bonaly Country Park Upper EH13 0PB	25	0	Car park	CEC	CEC	Donation box in place. Half car park grassed and requiring upgrade
Bonaly Country Park Lower (Torphin Rd) EH13 0PB	30	0	Street parking	CEC	CEC	Not used by residents - entirety available for PHRP parking
Torphin Quarry, street parking, free, EH13 0PQ	N/A	N/A	Street parking	CEC	CEC	Used by residents at top of road
Harlaw Visitor Information Point / Reservoir EH14 7AS	31 +20 on access track	3	Car park	CEC	CEC (access track owned by Rosebery Estates)	Donation box in place
Threipmuir Reservoir EH14 7JS	50	3	Car park	CEC	CEC	Donation box in place (broken)
Little Vantage	6	0	Car park	WLC	WLC	
Harperrig Reservoir EH27 8DH	12	0	Car park	WLC	Owned privately but CEC/WLC responsibility	

From the table above, the principal car parks can be identified as Flotterstone, Threipmuir, Harlaw and Bonaly (Upper and Lower).

**PHRP car parking areas
2020**



ble to erosion. Please be
conditions in poor weather
route accordingly.

Appendix 2

Car park issues, photos and public comments



Figure 1 A702 at Flotterstone, cars parked on verge of 60mph trunk road



Figure 2 A702 at Flotterstone, cars parked on footpath towards Penicuik forcing pedestrians into oncoming 60mph traffic



Figure 3 Displacement parking on access road to Flotterstone car park, narrows access from A702 and can prevent access for emergency and agricultural vehicles



Figure 4 Mansfield road at Threipmuir car park, cars parked on verge narrowing the country road and impacting emergency/agricultural vehicle access



Figure 5 -6 irresponsible parking on access track to Harlaw reservoir car park. Blocking access to emergency and agricultural vehicles



Current state of car parks

a. Harlaw car park



Figure 1 Surface and drain cleaning, edging and full bay lining required



Figure 2 Damaged edging replacements and full bay lining required

b. Flotterstone



Figure 3-4 damaged space markers and insufficient tarring in car park



c. Threipmuir



Figure 3 Additional work on drainage and bay delineation required



Figure 4 Parking bay lining required to optimise available space

d. Bonaly



Figure 5 No parking bay delineation or appropriate turning area



Figure 6 Overflow area acquired in 2019, unusable in wet conditions due to unbound surface

Public comments

Email:

Sent: 09 September 2020 13:55

Subject: Parking.

Parking back to chaos at Threipmuir last weekend. No parking on access road to car park but 4 cars in front of the farmers gate on the left. Cars everywhere in the car park one double parked across 2 other cars presumably all came together but leaving very little space to get in or out of the car park. Van blocking entire area as he couldn't find enough space to turn to get out. Parking along the Rigg Road on the verges and in the lay byes for passing.

Sent: 22 August 2020 20:25

Subject: Car parking at Harlaw and Threipmure today.

It was very sad that everyone who wished to enjoy the above today could not as parking is so limited. Worst still was the complete and utter jam at Harlaw car park where people had actually parked up and blocked the way out so vehicles had to reverse out of the way in upon discovering no space! I am a local and found the whole outing frustrating.....I won't tell you what the dog had to say about it! It is not printable!

Hope maybe you can put signs up to stop inconsiderate parking . I obeyed the rules and did not park on the verge but others clearly can't read.

Sent: 19 July 2020 12:49

Subject: Balerno Community Council - Harlaw and Threipmuir reservoirs - parking and camping problems etc.

"On the parking side the car parks are filled up very early each morning and some vehicles may be parked overnight. Access to the Harlaw Farm fields on the south side of Harlaw Road via the road to the car park appears now to be obstructed and at the very least very difficult for farm machinery.'

Social media:

Posted to 'Pentland Hills Regional Park' Facebook page:

"Went up to Flotterstone on Sunday took one look at it and turned back. Cars abandoned everywhere on the access roads and blocking other cars in round the car park. Parked on the verges of the A702 and on the corner of the junction for the car park. Huge crowds of people, no social distancing. Very sad to see."

"Same situation at Threipmuir: car park full at the weekend and cars parked on grass verges up to 1 km away on Mansfield road & the Rigg road, despite signs in the village saying 'no parking on road verges beyond this point'"

Posted to "Balerno Cares' Facebook page:

“Maybe paying to park and no parking overnight might help. I would be more than happy to pay £2 to park as long as the money is used to maintain the Pentlands. A permit to camp at the reservoirs, doesn't need to cost anything, would help stop huge numbers from taking over, limit the number of permits for each day. Only suggestions.”

“Pantomime time at 2.30pm today at Harlaw Reservoir car park. No waiting signs ignored, every inch of parking space and spaces not designated for cars used and people, dogs and bikes everywhere. Social distancing difficult. Victim of its success really. I drove away.”

“I think that's why a safe route into the Pentlands from Balerno really is key, so those who can walk up are able to do so. There's also no need for able-bodied cyclists to park at Harlaw for example, if they can spin up the road in ten minutes from Balerno.”

“ Rigg Road blocked at threipmuir end due in part to bad parking. Avoid and pass on.”

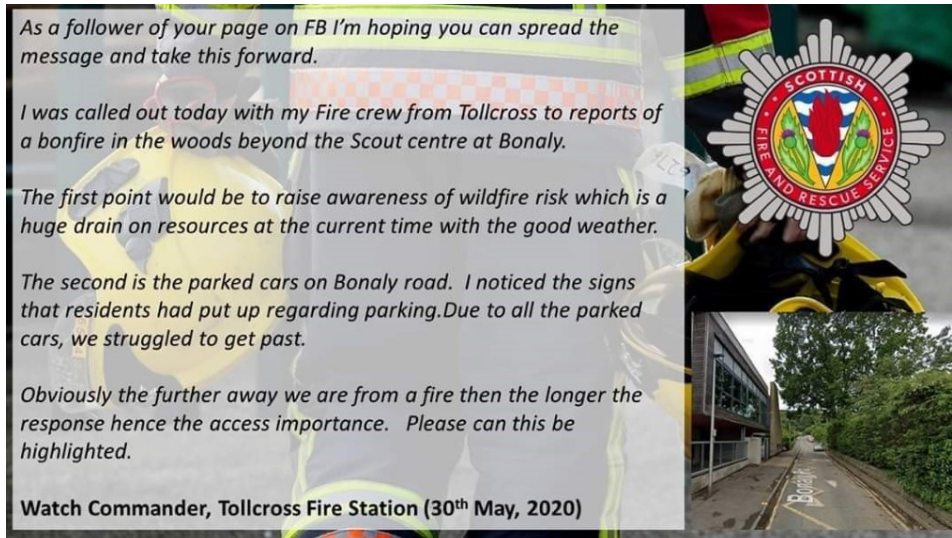
Posted to 'Pentland Hills Users' Facebook page:

“Question re the car parks up at Threipmuir and Harlaw – wha time do they generally fill up from on Saturday and Sunday? Thanks in advance.”

- I found harlaw emptier than threipmuir. I walk through them about 7-8 & they have spaces then. When I'm back through at 11 they're full
- I went to both last weekend and they were almost done full by 930
- I run past regularly on a Sunday. On a nice day they are full by 9am.
- I agree with the others. Around 6.30/7am they're pretty quiet but after 9.30 they are usually full.
- Thanks everyone, that's what I thought.
- This was a sunny Sunday at 0700 pretty much full already
- I was at Harlaw yesterday. Despite being a weekday and rubbish weather there were only about 4-5 places left at 9 am. I mean in the carpark, access road was still empty but I do not park there
- We were at Thripmuir last Sunday 8am - got parked easy as it was half full but busy with cars arriving
- Do you think arriving early afternoon is totally stupid? Or will people be leaving by then?
 - You won't be guaranteed a place but it's not a stupid idea. Most folk go in the morning so you'll have a decent chance.
- Harlaw was full on a Sunday at 8am...

“I personally think they should barrier these car parks and make it mandatory to pay a pound or two. I was at Flotterstone early doors yesterday and was lucky to get a space. By the time I returned, I have honestly never seen carnage like it in regards parking. Folk parking all over the place not caring whether others could get out the proper spaces or not. Roll on winter I say !! ”

- second this! Someone blocked me in a space on Saturday when I went a run from flotterstone! Literally only managed to reverse out the space with my van with mm's to spare and a 50 point turn people are so selfish !



Comments made during 2018 visitor surveys:

“parking is difficult”

“updates on when the car park is full”

“extend car park” (mentioned multiple times)

“always going to use the car park, dogs and small children”

“highlight spaces in the car park better”

“compulsory car park payments”

“annual payment facility for frequent users”

‘small kids and a dog, need to use car park’

“need car for the kids”

Appendix 3

Car counter data results 2020

Electronic data counters installed in 2020

HARLAW	CARS	PEOPLE – individual counts
7 th July – 13 th August (36 days)	14085	1730
13 th August – 3 rd September (21 days)	13048	1677
3 rd September – 8 th December (96 days)	29891	
BONALY		
6 th March – 7 th July (135 days)	Car data was corrupted so didn't record	33000
7 th July – 9 th July (3 days – battery died, batt replaced 3 rd Sept)	This car counter was moved to Harlaw as it reopened before Bonaly upper car park	5161

Appendix 4

Proposed car park plans as applied for in RTIF application

See map in Appendix 1.

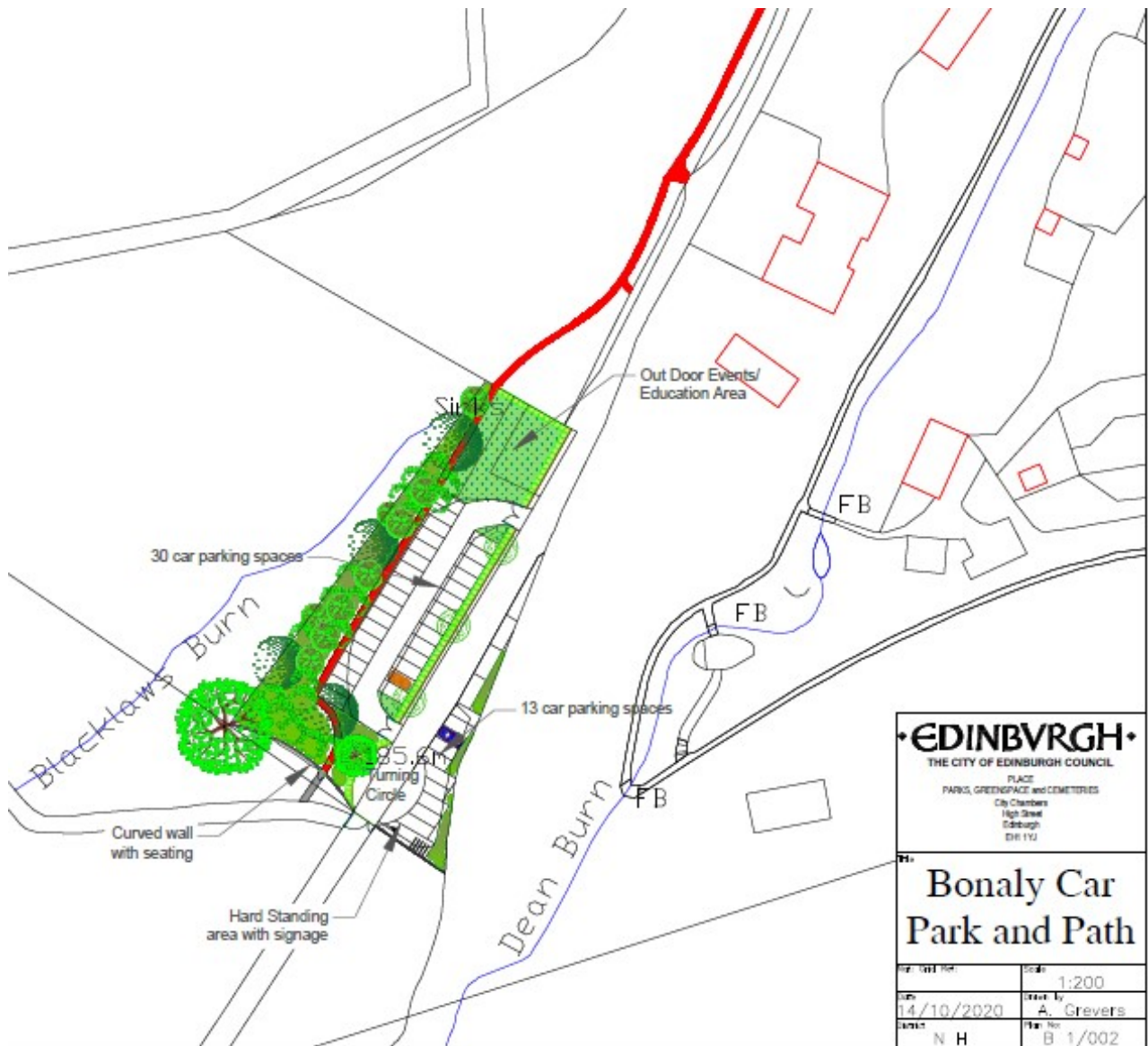
Flotterstone car park: installation of barriers and charging system, installation of electronic barrier at start of private road (to alleviate pressure on the residents and fisheries), car park infrastructure improvements (creation of spaces to replace those lost on approach road to car park due to pedestrianisation, parking space delineation, one-way signage, two electric charging points). Strategic approach: we are in discussion with Transport Scotland re: permanent installation of a Clearway on the A702 to prevent displacement parking (to replace new temporary Clearway).

Bonaly Country Park: In 2019, CEC acquired land on the periphery of Bonaly Country Park that was previously leased to create weekend parking provision. The land is currently not fit for purpose as it is a small grassy field with a little hard standing. It cannot be opened in winter or during wet weather as cars get stuck in the mud. It is not currently suitable for disabled access due to the gradient and lack of surfacing. The proposals are to restructure the current car park to incorporate the newly acquired land, installation of a charging system, blue badge spaces and improved signage. We will also improve the off-road path to avoid pedestrians/cyclists going on the narrow access road. Strategic approach: improve off-road path to provide safer access for pedestrian/cycles to the Country Park entrance. Continue to promote local public transport links. Four new bicycle racks are scheduled for installation in 2020/21 as part of the Active Travel programme.

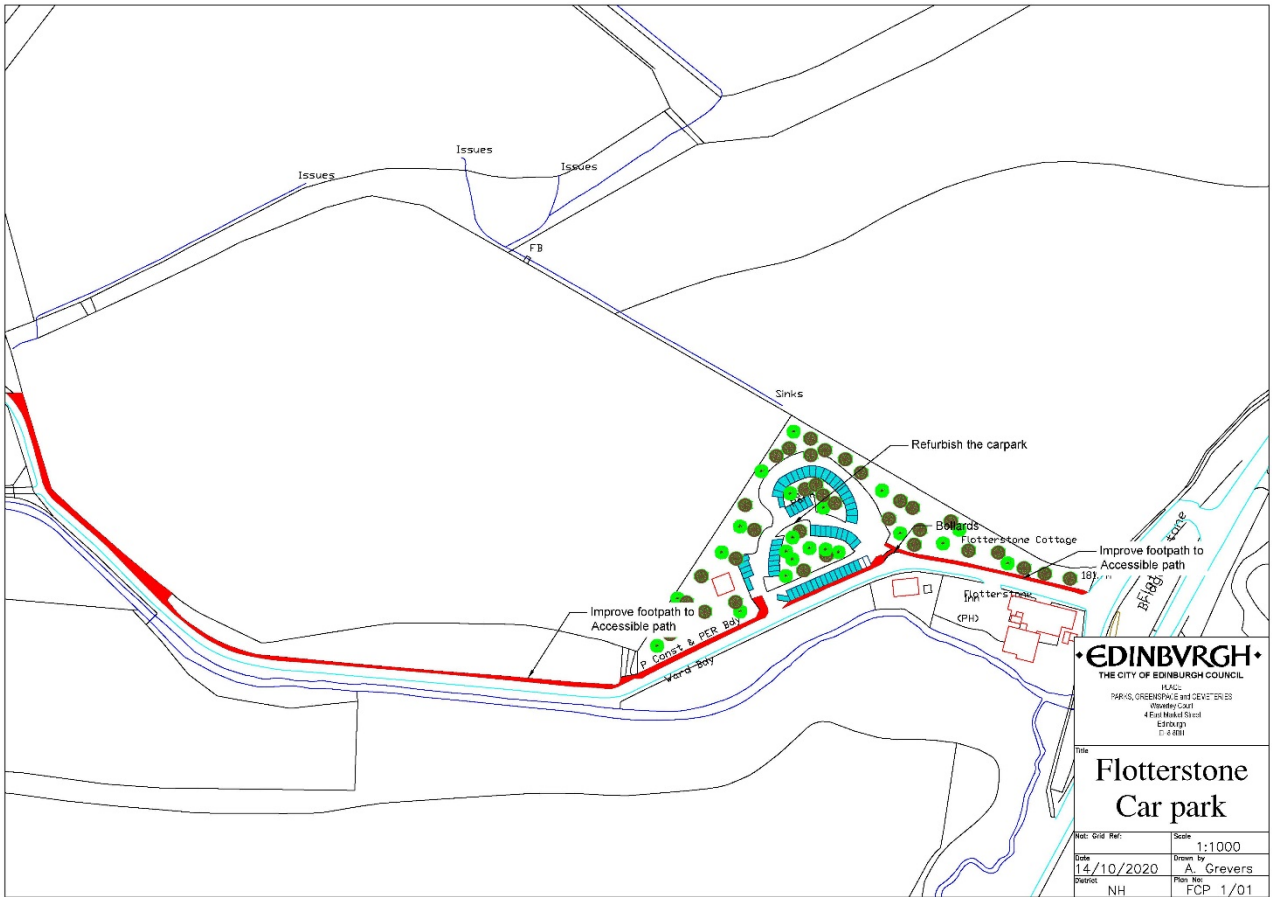
Harlaw car park: restructuring/expansion of car park, one-way system to manage traffic flow, additional blue badge spaces, signage and installation of charging system. Improve off-road path to provide safer access for pedestrian/cycles. Strategic approach: improve off-road paths that link nearby Currie and Balerno to reduce pressure on car park. Continue to promote local public transport links and investigate options for improving signage from nearest bus stance in Balerno. Four new bicycle racks are scheduled for installation in 2020/21 as part of the Active Travel programme.

Threipmuir car park: improved signage, restructuring/expansion of car park, installation of charging system, additional blue badge spaces. Strategic approach: continue to promote local public transport links and investigate options for improving signage from nearest bus stance in Balerno. Work with the community to promote and improve off-road routes.

Appendix 5 Car Park Designs - drafts







Appendix 6

Planning applications and certificate of lawfulness information

The PHRP team has applied for **2 Certificate of lawfulness and 2 Planning applications** to the Midlothian Council and the City of Edinburgh Council planning departments. These were done as **a requirement of the £430K worth funding bids as part of the Rural and Transport Infrastructure Fund from Visit Scotland**. These details were shared on the December 2020 Pentland Beacon issue which was distributed to landowners/land and fishery managers/ elected members and key stakeholders and Officers of the PHRP.

CERTIFICATES OF LAWFULNESS:

There is no provision for the public to make comments on certificates of lawfulness and prior notifications and these details are for information only. Applications are assigned to a Planning Officer who has the responsibility for assessing the application in relation to National and Council policies, carrying out the necessary consultations and preparing a report. Such an application is decided by Delegated Decision.

The PHRP team has shared the results of the 2020 Public Engagement with the relevant planning officer for each application.

1/ Flotterstone car park extension and installation of toilet facilities: Certificate of lawfulness **20/00723/CL**. The target date for this application to be considered by Midlothian Council is between 5 January 2021 to 6 March 2021 due to the unprecedented impact of Coronavirus (COVID-19) on [Midlothian Council's Planning Service](#).

2/ Threipmuir car park extension and installation of toilet facilities: Certificate of lawfulness **20/04598/CLP**. The target date for this application is 8 January 2021. [Planning and Building Standards Online Services](#).

PLANNING APPLICATIONS:

Plans, forms and other documents can be viewed online at [Planning and Building Standards Online Services](#). Comments should be made online at [Planning and Building Standards Online Services](#).

The PHRP team has shared the results of the 2020 Public Engagement with the relevant planning officer for each application.

3/ Harlaw car park extension and installation of toilet facilities: Planning application **20/05137/FUL** comments due date **14/12/2020**.

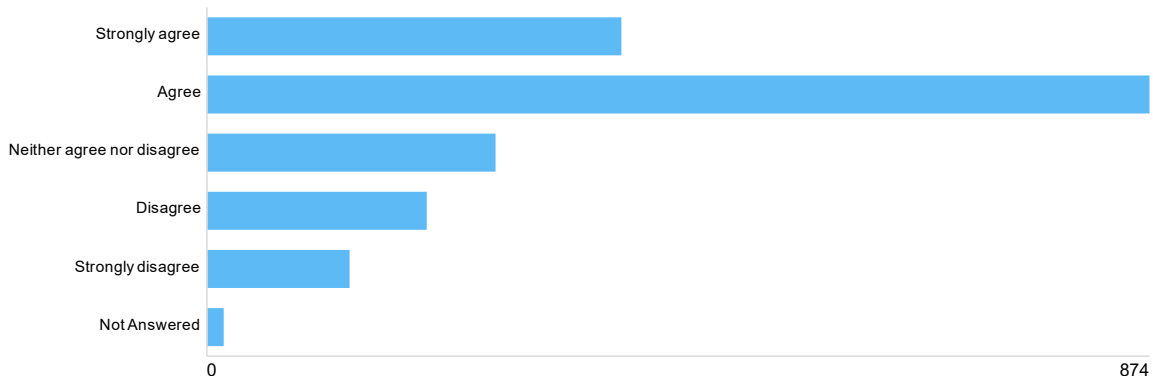
4/ Harlaw eco-campsite creation and installation of toilet facilities: Planning application **20/05112/FUL** comments due date **16/12/2020**

Appendix 7

2020 Public Engagement on the upgrade/expansion of the principal car parks: Question 8 only

Question 8: Do you agree or disagree that the proposals will improve parking at the four principal car parks in the regional park?

Support for parking proposal



Option	Total	Percent
Strongly agree	383	20.46%
Agree	874	46.69%
Neither agree nor disagree	266	14.21%
Disagree	203	10.84%
Strongly disagree	132	7.05%
Not Answered	14	0.75%

The questionnaire attempted to capture those who were resident within the Regional Park boundary. A boundary map was provided with this question.

- **203** respondents selected **resident**
- **1,669** respondents selected **non – resident**

On investigating the answers, it appears respondents have selected being resident when they are outside the boundary but living in neighbouring locations.

Using postcode data provided:

- **19** were true postcodes within the Regional Park boundary
- 24 did not leave their postcode
- **160** were in neighbouring postcodes covering areas including Balerno, Currie, Bonaly and Colinton.

Using the above info on true resident views on the car parks improvement proposals:

Option	Total	Percent
Strongly agree	4	21%
Agree	6	31%
Neither agree nor disagree	2	11%
Disagree	4	21%
Strongly disagree	3	16%
Not Answered	0	0

Non-resident views on the car parks improvement proposals:

Option	Total	Percent
Strongly agree	40	25%
Agree	49	31%
Neither agree nor disagree	21	13%
Disagree	27	17%
Strongly disagree	21	13%
Not Answered	2	1%

Appendix 8

Cost for the proposed upgrade/expansion of the 4 car parks in the RTIF bid.

	Cash cost £	VAT £	In kind £
Signage	1500		
Interpretation	2000		2000
Construction			
resurfacing existing damaged parking areas	30000	3650	
new parking area ground works, surfacing etc	193500		2500
bay delineation, lining and wooden dividers	6300		
path ground works, surfacing, fencing etc.	60000	3000	2500
Landscaping	250		250
Other			
grit bins	570		
cycle rack for Flotterstone	200		
pedestrian safe access bollards for access tracks	2000		
barriers	10000	800	1250
ticket machine	42000	2400	3500
vehicle monitoring system	10000		
e charge vehicle hub at Flotterstone			1000
Contingency	30000		
Project management costs			15000
Total	388320	9850	28000
		TOTAL	426170

Cost breakdown for each car park

Estimated Cash cost £	Harlaw	Threipmuir	Bonaly	Flotterstone
Signage	375	375	375	375
Interpretation (+£1,000 in kind)	500	500	500	500
Construction (+£5,000 in kind)				
resurfacing existing damaged parking areas	18000	6000		6000
new parking area ground works, surfacing etc	7000	6000	180000	
bay delineation, lining and wooden dividers	1500	1500	1500	1500
path ground works, surfacing, fencing etc.	20000	10000	20000	10000
Landscaping	100			150
Other				
grit bins	140	140	140	140
cycle rack				200
pedestrian safe access bollards for access tracks	2000			
barriers	5000			5000
ticket machine	10500	10500	10500	10500
vehicle monitoring system	2500	2500	2500	2500
e charge vehicle hub at Flotterstone (in kind)				
Total	£67,615	£37,515	£253,030	£32,365