

Transport and Environment Committee

10.00am, Thursday, 8 December 2022

Strategic Review of Parking – Results of informal consultation for Phases 3 and 4

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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 Notes the results of the informal consultation for the Phase 3 area, as detailed in Appendix 1;
 - 1.1.2 Notes the results of the informal consultation for the Phase 4 area, as detailed in Appendix 2;
 - 1.1.3 Having considered the contents of Appendices 1 and 2, in conjunction with the findings contained in Appendix 3, agrees to:
 - 1.1.3.1 Commence the statutory process to introduce controlled parking into the amended Portobello area as is detailed in this report;
 - 1.1.3.2 In view of the proposals for Portobello, to add the following Review areas to the monitoring strategy: Joppa, Craigentiny, Northfield, Duddingston North and Brunstane;
 - 1.1.3.3 Commence the statutory process to introduce controlled parking into the following areas: B1, B3, B4, B5 and Fettes, as is detailed in this report;
 - 1.1.3.4 In view of the proposals in 1.1.3.3 above, to add the following areas to the monitoring strategy: Crewe, Wardie, Pilton and Drylaw;
 - 1.1.3.5 Conduct further monitoring in the following areas to gauge both the extent of migrated parking as a result of other Phases of the Review and the developing parking situations in areas: B7, B10, Prestonfield, Trinity and Newhaven South;

- 1.1.4 Notes the operational details for the proposed parking controls for the Phase 3 and 4 areas, as detailed in Appendix 4; and
- 1.1.5 Approves the setting of charges related to permits and pay-and-display as detailed in Appendix 5 of this report.

Paul Lawrence

Executive Director of Place

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Strategic Review of Parking – Results of informal consultation for Phases 3 and 4

2. Executive Summary

- 2.1 This report provides a brief update on progress on the Strategic Review of Parking and considers the results of the informal consultation processes for Phases 3 and 4, making a series of recommendations based on the consultation results and, where appropriate, on other strands of work arising from, or linked to, the Strategic Review of Parking.
- 2.2 The report also seeks a decision on the proposed introduction of parking controls in the areas included in Phases 3 and 4, based on all available information. Depending on that decision, authority is further sought to commence the necessary legal processes that would introduce parking controls.

3. Background

- 3.1 From enquiries received by the Council, and from discussions with ward Councillors, Community Councils and residents it was apparent that there was increasing support for new parking controls in many areas as a result of the significant and widespread impacts of non-residential parking. Several key areas (such as Corstorphine, Shandon and Leith) had shown interest in the introduction of parking controls and it was considered that there was clear justification for the Council to take a different approach from its previous stance, where applications for new parking controls were subject to certain qualifying requirements.
- 3.2 Therefore, in [August 2018](#), Committee approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area. In approving the review, it was recognised that there was a need to take a more strategic look at parking problems across the city.
- 3.3 The Review took a holistic approach to the parking situation across Edinburgh, assessing parking pressures on a street by street and area by area basis. The result of this process was, for the first time, to paint an overall picture of the relative parking pressures for the entire city and its outlying towns and villages.

- 3.4 The City of Edinburgh Council area was split into five Review Areas. Those areas were further subdivided into 124 Investigation Areas. Each street in each Investigation Area was assessed in terms of the observed parking demand, with the collective results being used to generate an overall parking pressure rating for the investigation area. Heat maps generated for each area showed the relative parking pressures on a street by street level.
- 3.5 In [September 2019](#), Committee considered the full results of the review process, approving further investigations into four phases of new parking controls, with initial consultation on the proposals scheduled to commence in Autumn of 2019.
- 3.6 The results for Areas 1 through 3 had been previously reported to Committee in [March](#) and [June](#) of 2019. The September 2019 report covered the detailed results for areas 4 and 5 and the collated results for all five of the review areas, drawing together the results for all of the separate investigation areas. Considering the entirety of the results, a series of recommendations were made for new parking controls with the aim of addressing the identified parking pressures, whilst linking with and supporting Council policies relating to delivering a safer, greener city.
- 3.7 Four phases of implementation of new parking controls were approved, along with a timetable for delivering those four phases. Committee approval was obtained to continue the process of design and informal consultation for those four phases.
- 3.8 This report and its accompanying Appendices will provide detail and, where necessary, make recommendations linked, but not limited, to:
- 3.8.1 The Phase 3 consultation results;
 - 3.8.2 The Phase 4 consultation results;
 - 3.8.3 Linkages with the City Mobility Plan (CMP);
 - 3.8.4 The proposed changes arising from the aforementioned consultations;
 - 3.8.5 The course of action for each of the areas forming part of Phases 3 and 4 of the Strategic Review of Parking;
 - 3.8.6 Detailed proposals, where applicable, for the possible operation of parking controls within the Phase 3 and 4 areas, including details of hours of operation, lengths of stay and the extents of the proposed Zones; and
 - 3.8.7 Permit and pay-and-display charges associated with the operation of controlled parking in the Phases 3 and 4 area.

4. [Main report](#)

General Update

- 4.1 In September 2022, Committee approved the making of the traffic order for the Phase 1 area, which will conclude the legal process for this Phase and allow controls to be implemented on-street in 2023. Preparations are being made to incorporate the agreed changes and to make the required arrangements to bring the controls into operation. Further information regarding the implementation plan

and timetable will be shared with Ward members and Community Councils as preparations continue.

- 4.2 In [August 2021](#), Committee decided to pause the process for Phase 2, in light of responses received to the informal consultation. With much of Phase 2 adjoining Phase 1, a commitment was made to report on the results of post-implementation monitoring before any further decision would be taken on Phase 2. A commitment was also given to carry out further engagement with Community Councils and organisations representing residents on the need for, and the detail of, the Phase 2 proposals. This further engagement will also be carried out following the completion of work to implement Phase 1.
- 4.3 Informal consultation exercises were carried out in the Phase 3 areas in April/May 2021 and in Phase 4 areas in August/September 2021.

City Mobility Plan

- 4.4 Since the Strategic Review of Parking was initiated in 2018, the Council has approved the CMP. The Plan strengthens the Council's commitment to policies on private car usage and encourages use of active travel and public transport.
- 4.5 More importantly, there are key policies within the CMP that link directly to the introduction of parking controls and their use as a direct means of influencing behaviour:
- **Movement 33 Parking Controls:** Extend the coverage and operational period of parking controls in the city to manage parking availability for the benefit of local residents and people with mobility issues;
 - **Movement 34 Residents Parking Permits:** Manage the way residents parking permits are issued based on demand, location and vehicle emissions;
 - **Movement 36 Parking, Waiting and Loading Restrictions:** Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties; and
 - **Place 5 Streets for People:** Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.
- 4.6 Where the Strategic Review had its origins in addressing the concerns of residents, the Review must also now support and deliver upon the policies within the CMP.

Integration with other Projects

- 4.7 Council officers work closely to integrate aspects of other projects into the design. The aim of that integration remains to provide and deliver, as far as is possible, single proposals that encompass a range of changes and improvements.
- 4.8 The projects that are listed below are wide-ranging, and not all of those will apply to Phases 3 or 4. Where possible, any changes that are required are being brought forward under the umbrella of the Strategic Review, whereas some of these

projects simply require projects to work together to avoid or mitigate conflicts.
Example projects are:

- 4.8.1 Revised bin and recycling locations proposed under the Council's Communal Bin Review (CBR);
 - 4.8.2 Waiting restrictions, parking places and loading places approved as part of the Trams to Newhaven Project, where those proposals lie outside of the Tram's Limit of Deviation;
 - 4.8.3 Proposed measures related to 20-minute neighbourhoods;
 - 4.8.4 Proposed cycle hangar locations;
 - 4.8.5 Proposed city car club locations;
 - 4.8.6 Proposed on-street EV charging points;
 - 4.8.7 Leith Connections, where restrictions on that route will be progressed separately to the Strategic Review; and
 - 4.8.8 Proposals relating to the potential introduction of Low Traffic Neighbourhoods in the Leith and Corstorphine areas, where work will ensure that these projects could proceed separately and without conflict.
- 4.9 The ongoing design processes will, as far as is possible, incorporate or take account of all impacted elements of these different projects.

Consultation results for Phases 3 and 4

- 4.10 In terms of recommending possible next steps, this report details the consultation responses and considered the policy linkages behind the Strategic Review of Parking. In particular, it explains how parking controls support the objectives within the CMP. The findings are detailed within Appendices 1 and 2.
- 4.11 Detailed consideration of the consultation results, along with consideration of other relevant factors for both Phases can be found in Appendix 3.
- 4.12 While the consultation results show that there are many respondents who do not believe that the introduction of parking controls is warranted at this time, there are also many respondents who indicate that they do experience significant parking issues and that there is a desire to see those issues addressed. Among the key issues highlighted by respondents are:
- Commuter parking;
 - Double parking;
 - Dangerous parking;
 - Difficulties parking near to home;
 - Parking across driveways; and
 - Abandoned vehicles.

- 4.13 Appendix 3 also provides additional details on the implications of considering each individual area of Phases 3 and 4 on their own, with special regard given to the potential for migration, either in the wider context of the Review or in terms of local migration between adjacent areas.
- 4.14 Migration of parking pressures is a significant concern in terms of how that might undermine the policy objectives of introducing parking controls, but also in terms of the likely impact that migration could have on residents and businesses within the affected areas.
- 4.15 Parking migration is effectively the result of non-residents who are used to parking in an existing uncontrolled area being faced with the prospect of that area no longer being available to them. If there are similarly uncontrolled areas nearby, then the obvious temptation is for that parking to move, or “migrate”, to the next uncontrolled area, taking with it the pressures and inconsiderate parking that controls are designed to resolve.
- 4.16 The following table takes information from Appendix 3, considering the main factors behind the proposal in each area, based on:
- Review Result: Parking pressures identified from the original surveys;
 - Migration Risk: Likelihood that existing pressures will move to new areas; and
 - Migration Impact: The impact of additional vehicles migrating into each area; and
 - Policy Impact: Alignment with CMP objectives.
- 4.17 The results are grouped into five areas, based on the geographic relationship between the review areas:

| Phase | Area | Review Results | | Migration risk | Migration Impact | Policy Impact | |
|---------|---------|----------------|--------|----------------|------------------|---------------|--------|
| | | Placing | Rating | | | | |
| Phase 3 | Group 1 | B1 | 17 | Medium | Low | High | High |
| | | B7 | 19 | Medium | Low | High | High |
| | | Prestonfield | 34 | Medium | Medium | Medium | Medium |
| | Group 2 | B4 | 10 | High | Low | High | High |
| | | B5 | 29 | Medium | High | High | High |
| | Group 3 | B3 | 20 | Medium | Medium | High | High |
| | | Fettes | 21 | Medium | Medium | High | High |
| | | B10 | 42 | Medium | Medium | High | High |

| | | | | | | | |
|------------|---------|-------------------|----|--------|--------|--------|--------|
| Phase 4 | Group 4 | Portobello | 23 | Medium | Low | High | High |
| | Group 5 | Newhaven South | 22 | Medium | High | Medium | Medium |
| | | Trinity | 36 | Medium | Medium | Medium | Medium |

Note: Refer to Appendix 3 for further detail.

- 4.18 Detailed consideration of the potential benefits and impacts for each of the areas included in Phases 3 and 4 can be found in Appendix 3 to this report. That appendix also provides justification and reasoning for each recommendation in terms of the proposed course of action for each area, both separately and in conjunction with adjacent areas.
- 4.19 A description of how the proposed new parking controls would be expected to operate within the Phase 3 and 4 areas is detailed in Appendix 4.

Portobello

- 4.20 Appendix 3 contains details of the individual assessments for each of the areas that form part of Phases 3 and 4 of the Strategic Review of Parking. Given the recent interest in the ongoing parking issues within Portobello and the potential design changes that are being proposed, this section gives additional background on this particular element of Phase 4.
- 4.21 Unlike the majority of areas included within Phases 3 and 4, which are primarily residential areas, Portobello is both a local town centre and a tourist/recreation destination. It provides a range of business and shopping opportunities, with independent and high street retail businesses, plus a range of coffee shops, restaurants and public houses that cater to locals and visitors taking advantage of the seaside location and promenade.
- 4.22 Over the summer months this year it became apparent that the parking situation in Portobello had deteriorated since the completion of both the initial Review surveys and the informal consultation. In particular, there were a number of complaints received in connection with dangerous and inappropriate parking within the Portobello area, with concern that these occurrences impacted on more vulnerable users. These included pavement parking and indiscriminate and inconsiderate parking at junctions.
- 4.23 While these incidents were clearly prompted by the summer weather, it is possible that the events of the last two to three years have led to an increase in visits to areas offering recreational opportunities or activities. It is obvious why areas such as Portobello, which also offer retail opportunities as well, would be attractive destinations. It is important that such evolving situations are considered and action taken to mitigate the negative impacts that increased parking pressure can have on local communities.

- 4.24 The conclusion of the review process is that controls are required in Portobello, as a means of managing parking demand and ensuring that residents, their visitors and businesses have their access needs recognised and supported by means of the management of the kerbside space. Given that the demand upon parking in Portobello is not linked in totality to commuter parking and that pressures are as much a weekend occurrence as a weekday one, it is further concluded that, in order to be fully effective, controls should operate seven days a week, albeit during similar daytime hours to other Controlled Parking Zones.
- 4.25 At a busy public meeting held following the summer parking issues, residents had the opportunity to raise their concerns with local ward Councillors and the Transport Convener. Among those were concerns regarding the detail of the design that was presented, with a number of residents asking for more Electric Vehicle (EV) parking to be provided. The primary concern, however, was related to the potential migration of parking into the neighbouring Joppa area.
- 4.26 If controls are to be introduced into Portobello, this will follow a process of design review, where the concerns of residents, both from the consultation and from recent engagement, will be assessed and their comments used to make changes to the proposal designed to ensure that controls meet the needs of those who are to benefit from their introduction.
- 4.27 One major change that is being proposed at this time is an amendment to the boundary of the area being considered. Taking on board the comments received from residents and having reviewed the initial results of the Review itself, it is proposed to extend the area being considered for controls to include the western end of Joppa, with the proposed eastern boundary to run northwards from the railway line along the east side of Morton Street, then along Joppa Road to the bottom of Coillesdene Drive. This boundary reflects the extent of the streets in the Joppa area that are subject to higher parking pressures.
- 4.28 While Joppa sits 44th on the full list of Review results, with only 23% of roads being subject to high parking pressures, almost all of those roads are located in the area now being proposed to be added to the extent of proposed parking controls. The remainder of the Joppa area will be added to the monitoring strategy in order to gauge the impact of any migrated parking that occurs.

Design Changes

- 4.29 In those areas where action is being proposed, the designs that were consulted upon will be generally reviewed in response to comments received during the consultation process.
- 4.30 Any amendments that can be accommodated within the design will be accommodated prior to the commencement of any legal process. There will be further opportunities within the legal process for interested parties to both view and comment upon the designs prior to any final decision being taken on the future of the proposals.

Summary of proposals

- 4.31 The proposals for each area covered by Phases 3 and 4 of the Review have been led by a combination of the Review results and the consultation results. They are also reflective of the approach taken by Committee in deciding an appropriate course of action in response to the consultation results for Phase 2.
- 4.32 The following table summarises the measures proposed in each of the areas of Phases 3 and 4. For full details of the justifying factors behind each of these proposals, reference should be made to Appendix 3.

| Area | | Proposed Measures | Detail |
|---------|---------------------------|-------------------|-------------------------|
| Group 1 | B1 | Proceed to CPZ | M-F, 8:30am to 5:30pm |
| | B7 | Monitor | Assess future migration |
| | Prestonfield | Monitor | Assess future migration |
| Group 2 | B4 | Proceed to CPZ | M-F, 8:30am to 5:30pm |
| | B5 | Proceed to CPZ | M-F, 8:30am to 5:30pm |
| Group 3 | B3 | Proceed to CPZ | M-F, 8:30am to 5:30pm |
| | Fettes | Proceed to CPZ | M-F, 8:30am to 5:30pm |
| | B10 | Monitor | Assess future migration |
| Group 4 | Portobello (revised area) | Proceed to CPZ | M-Sun, 8:30am to 5:30pm |
| Group 5 | Trinity | Monitor | Assess future migration |
| | Newhaven South | Monitor | Assess future migration |

- 4.33 Indicative plans can be found in Appendix 6 to this report.

5. Next Steps

- 5.1 Depending on the outcome of the Committee, any approved design or legal processes to introduce parking controls or waiting restrictions into those areas covered by Phases 3 and 4 of the Strategic Review of Parking will now begin. Further detail of those parking controls is explained within this report and its Appendices.

- 5.2 Where comments have been received in respect of the proposed measures, those comments will be assessed, and the design reviewed. Where it is possible to do so, modifications will be made to the designs in advance of the advertising of any traffic order.

6. Financial impact

- 6.1 All costs incurred for the Strategic Review of Parking are in line with projections and have been met from within the existing budget allocation for parking. Those costs primarily relate to consultant's fees for undertaking the initial review, preparing designs, conducting consultations, as well as ancillary works associated with data collection and analysis. They also include the preparation of reports linked to delivering the desired outcomes from the Review.
- 6.2 There will be ongoing costs involved in carrying out the continuing stages of the review should approval be given to the recommendations in this report. Those next stages will involve further consultation and engagement exercises, assistance with preparing the draft Traffic Orders and additional design work associated with the various phases. The cost of this work will also be met from within the existing budget allocation for parking.
- 6.3 The proposed parking controls for Phases 3 and 4, subject to Committee approval, will incur implementation costs and ongoing operational costs, whilst also resulting in potential new revenue streams for the Council. It is anticipated that those costs and likely revenue will be detailed in future reports, at the point where Committee is asked to decide on the outcomes of the legal processes for each proposed Phase of implementation.

7. Stakeholder/Community Impact

- 7.1 Informal consultation exercises on the possible introduction of parking controls in the Phase 3 and Phase 4 areas were conducted in April/May 2021 and August/September 2021 respectively. Those exercises saw leaflets delivered to all addresses within the affected areas, with residents and businesses invited to:
- 7.1.1 View details of the proposal online;
 - 7.1.2 Complete a detailed online questionnaire;
 - 7.1.3 Leave comments on an interactive map of the draft proposals;
 - 7.1.4 Provide further feedback via the dedicated website; and
 - 7.1.5 Attend virtual drop-in sessions, where attendees were given a short presentation and given the opportunity to ask questions that were answered by staff in attendance.
- 7.2 The results of those consultations are contained within this report.

- 7.3 Further consultations will take place as part of any legal process, where interested parties will have opportunities to view the revised proposals and to make comments and/or objections to the detail of the proposals.
- 7.4 The proposals for parking controls are anticipated to result in a positive impact in respect of carbon impacts, and adaptation to climate change, discouraging commuting to work and encouraging increased use of public transport and other, more sustainable form of transport.
- 7.5 The potential adverse impact of the proposals could be that migration of parking pressures moves to neighbouring area. Monitoring processes are already in place to ensure that, should any such migration occur, then steps can be taken to identify that migration and take further action to address parking pressures that arise in those areas.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 - Results of Phase 3 Consultation – Consultant Report
- 9.2 Appendix 2 – Results of Phase 4 Consultation – Consultant Report
- 9.3 Appendix 3 - Detailed Assessment for Phases 3 and 4
- 9.4 Appendix 4 – Operational Details
- 9.5 Appendix 5 – Charges
- 9.6 Appendix 6 – Indicative Plans

Appendix 1 – Results of Phase 3 Consultation
Consultant Report



Strategic Review of Parking

Engagement on proposed changes to the operation of parking controls around Edinburgh City Centre – Phase 3

The City of Edinburgh Council

Document Reference: 1000007339
November 2022

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| Job Number | Issue | Description | Originator | Checked | Authorised |
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CONTENTS

PAGE NO.

| | | |
|----|------------------------|----|
| 1. | EXECUTIVE SUMMARY | 3 |
| 2. | INTRODUCTION | 5 |
| 3. | ENGAGEMENT METHODOLOGY | 6 |
| 4. | ENGAGEMENT FINDINGS | 8 |
| 5. | DESIGN AMENDMENTS | 11 |
| 6. | STRATEGIES INTEGRATION | 16 |
| 7. | RECOMMENDATIONS | 19 |
| 8. | APPENDICES | 20 |
| | QUALITY | |

1. EXECUTIVE SUMMARY

Background

In August 2018, the City of Edinburgh Council's Transport & Environment Committee approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area. The review identified several areas across the city to be developed across four phases.

Phase 2 engagement of this four-phase project, concluded in March 2021 with the findings being presented at Committee in August 2021.

Proposals for Phase 3 were engaged on over a four-week period from Monday 19th April to Sunday 30th May 2021. Phase 4 will commence in August 2021.

The Phase 3 proposals suggested a range of changes to the operation of parking controls in Edinburgh, all of which are linked to delivering on the commitments in the current Local Transport Strategy and the forthcoming City Mobility Plan.

Engagement Approach

The engagement provided residents of the eight areas in Phase 3 with an opportunity to view and comment upon the proposals. Feedback was submitted through a wide range of channels, including a dedicated engagement website with interactive maps outlining the proposals for each area, through 16 virtual engagement session events and via email.

A map of the proposal areas is available in the supplementary document, **Appendix A**, page 1.

Engagement Summary

- **5,899** leaflets were distributed across the eight areas advertising the engagement and providing details of drop-in sessions. A copy of two of these leaflets can be found in **Appendix A**.
- **718** responses were received via the online survey with a further **134** emails received containing further comments and questions. An overview of these emails can be found in **Appendix C**.
- Combining the **655** free text comments from the online survey with emails received that were not specific questions meant there were **789** comments in total to analyse.
- **612** of the responses came from people who identified themselves as residents within the areas.
- An additional **740** comments were left across the eight interactive maps.

Conclusion

The outcome of the engagement programme for the third phase of the Strategic Review of Parking has highlighted that residents and local communities are aware of the challenges around parking within Edinburgh and welcome the opportunity to provide feedback at an early stage. Though some specific aspects of the proposals were felt by a proportion of residents to be inappropriate for their local area, there were others who were broadly supportive of the review.

Many respondents provided comments specifically regarding their road or roads around their homes. Issues experienced included evening and overnight saturation and problems on event days. There were some pocket areas that believed there were no issues with parking in their area / street, which could be true due to the size of the overall area of consideration.

2. INTRODUCTION

The City of Edinburgh Council has recently undertaken a Strategic Review of Parking in the City and are proposing new areas of parking control, in order to manage the rising parking demands of both residents and commuting workers, who reside and work in the areas out with the existing parking zones.

The Council appointed Project Centre in September 2019 to undertake a programme of informal engagement on the key elements of the proposals. These key elements include the introduction of:

- Permit Holder Parking
- Shared use Parking
- Pay & Display
- No Waiting at Any Time Restrictions (double yellow lines)
- Time Banded No Waiting Restrictions (single yellow lines)

The engagement programme has been split into four phases, with each phase focusing on a group of different areas. These areas were determined by extensive on-street parking surveys¹ carried out in 2018/2019 and the phases split by priority of issues. This engagement gave members of various resident groups, community councils, businesses and residents the opportunity to view, comment and advise on the Council's proposals for their area(s) at an early stage of conception.

The feedback received from the engagement programme will be carefully reviewed to inform the design proposals and to enable the Council to consider any amendments that may need to be incorporated ahead of reporting to Committee.

¹ https://consultprojectcentre.co.uk/parkingph2/news_feed/parking-pressure-survey-results-2018-2019

3. ENGAGEMENT METHODOLOGY

Engagement channels

Just under **5,900** leaflets were delivered to addresses across all the areas in Phase 3 over a two-week period (from **14th to 20th April 2021**), with the proposal details and area maps included. A copy of this leaflet can be found in **Appendix A** (supplementary PDF).

These stakeholders included residents, businesses, places of worship, schools and community groups.

The engagement was open for four weeks from **Monday 19th April to Sunday 30th May 2021**.

The stakeholders were invited to view the proposals for the parking changes on Project Centre's online engagement platform Engagement HQ (<https://consultprojectcentre.co.uk/parkingph3>), where respondents were able to make comments on the proposals through the online survey, as well as the use of interactive maps.

Eight interactive maps, showing each zone that was being engaged on were available to view via the website. They offered the chance for the responder to plot comments in specific areas relating to the type of proposal in that location. A total of **740** comments were left across the eight maps. These comments have been analysed for each area and are available to view, un-edited, in **Appendix B** (supplementary PDF).

A designated project email address was set up at Edinburgh.Consultation@projectcentre.co.uk, which enabled those who could not attend a drop-in session, or were uncomfortable with the online mapping, to communicate via this channel. In total **132** emails were received which have been analysed and categorised in **Appendix C** (supplementary PDF).

Project Centre hosted 11 virtual public drop-in sessions via Microsoft Teams, carried out over eight days, to allow stakeholders to discuss the proposals with council officials and Project Centre's parking consultants. Two sessions for each area were scheduled at an early afternoon time, as well as an early evening time to allow for flexibility of attendance. Some sessions received no sign ups and therefore did not take place.

The times of the sessions for each area are listed below:

- Monday 26th April 1-3pm – B1
- Monday 26th April 6-8pm – B7
- Tuesday 27th April 6-8pm – Prestonfield PPA
- Wednesday 28th April 1-3pm – B7
- Wednesday 28th April 6-8pm – B1
- Thursday 29th April 1-3pm – Prestonfield PPA
- Tuesday 4th May 6-8pm – Fettes
- Wednesday 5th May 1-3pm – B4 & B5
- Thursday 6th May 1-3pm – Fettes
- Thursday 6th May 6-8pm – B10
- Friday 7th May 6-8pm – B4 & B5

4. ENGAGEMENT FINDINGS

Virtual Drop-in Sessions

Feedback received throughout the 11 virtual engagement sessions was mixed and largely dependent on the area being discussed.

In each of the sessions, Council officials and consultants outlined the aims and objectives of the Strategic Review of Parking for the City of Edinburgh, to ensure the proposals were explained to attendees effectively. This was done in the form of a presentation, with facts specific to each area.

After the presentation, people were split into smaller breakout rooms (where there were enough participants, smaller groups of attendees were not split and remained in the main meeting) where there was one council official and one member of PCL staff to facilitate the discussions. The public were able to raise their hand virtually and the facilitator would call upon people to speak.

At the end of each meeting, there was a short demonstration on how to use the interactive map. All questions that were typed into the chat box were logged. Many of the questions received were used to develop FAQs².

Respondents Location Analysis

Respondents were asked to state the area that they were responding in reference to and if they were a resident, worker, visitor or other within that area. In total, **86%** of respondents identified themselves as residents of the area they were responding to. Response location maps and analysis can be found in **Appendix D** (supplementary PDF).

Questionnaire Responses

There were **718** responses to the online survey in total, once blank and duplicate answers were removed.

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

Responder type and location

B1 (**39%**) was the area with the highest level of responses.

² <https://consultprojectcentre.co.uk/parkingph3>

86% of respondents identified as residents of the area they were responding to.

Vehicles

Of the **676** respondents who stated that they have a vehicle, **53%** have access to or use of one vehicle. **40%** own two vehicles and **4%** own three or more. **5%** of respondents states they do not own a vehicle.

Eight of the respondents from the B1 area said they had or used three or more vehicles, meanwhile **12** of those from Fettes do not own a vehicle, which is the highest (**7%**) in relation to total number of responses for an area.

Off-street parking

Overall, **53%** of respondents have access to off-street parking or a garage with the highest number of people having access to off street parking tend coming from the B1 area (146 people out of 276 people). This figure accounts for **38%** of all areas that have off-street access.

47% of respondents (**336**) stated they do not have access to off street parking or a garage with the Prestonfield and B10 areas (**80%** and **79%** respectively) being the areas with the least access to off-street parking. **1%** provided no answer to the question.

Car Club

95% of respondents (**682 people**) are not currently members of the car club. Out of the **682** people who were not members, **86%** said they would not join a car club even if more vehicles were accessible in their area. **6%** said they would, while **8%** left the answer blank.

Parking issues

36% of respondents (**254 people**) said they do experience parking problems, while another **64%** (**453**) of people said they do not experience parking problems. **11 people** left the question blank.

Responses from residents³ who say they do experience parking problems were highest in the B10 and B4 areas, respectively with **71%** and **56%** of respondents stating they experience parking problems.

A multiple-choice question was posed to those who said they experience parking issues asking them to tick a list of problems they experience. The biggest concern respondents said they faced is commuter parking. In total, **183** out of the **254**

³Referring to responses from people who identified as a resident and whose postcode falls within the consultation area.

respondents who face parking issues said they experience this problem – this accounts for **73%** of all the respondents. Double parking (**55%**) and dangerous parking (**53%**) were the second and third biggest issues, respectively.

Issue times

The majority of respondents stated that parking issues are experienced on weekday afternoons and weekday mornings, which were **78%** (197) and **77%** (196) respectively. Section 1.12.2 of **Appendix E** (Supplementary PDF) provides a full analysis of each problem reported and the time periods they are encountered by respondents.

Improvements and timescales

A multiple-choice question was asked to all respondents asking what parking improvements they would like to see in their area. **316** respondents would like to see more action taken against inconsiderately or dangerously parked vehicles. Of those who selected this answer, the highest responding area was B1, with **40%** (**123**) of respondents from the area believing that action against this would have a positive impact on the area. Fettes (**23%**, **74**) and B7 (**11%**, **34**) also saw high levels of responses for this answer. This was followed by **15%** who said improved access to parking for residents would be helpful.

The least popular solution was improved access to car sharing schemes like City Car Club, with **39** of respondents selecting this solution.

Question 16 referred to preferred timescales. Although a range of timescales were provided, **51%** of respondents (**367 people**) made 'other' comments enabling them to enter their own free text, while **8%** of respondents (**57 people**) left the question blank. Excluding 'Other' and blank responses, **424** respondents did select a timeframe that was provided in the survey. Out of this, **45%** (**191**) selected the 8:30am – 5:30pm M-F option. This figure accounts for **27%** of all responses to this question. This was followed by **6%** of people (**25** out of **424**) who selected the 8:00am – 6:30pm M-F. A full analysis of every response in Q16 is provided in sections 11.1.1 – 11.1.10 of **Appendix E** (supplementary PDF).

Interactive Map Responses

Across the eight interactive maps, **762** points were plotted by **572** people. Not every plot had a comment. **740** comments were left on the maps, **23** of these comments were left anonymously. A full breakdown and analysis of interactive map comments can be found in **Appendix B** (supplementary PDF)

5. STRATEGY INTEGRATION

Introduction

While Controlled Parking Zones are an effective tool for managing the supply and demand of on-street parking, they can also contribute towards both National and Local policies and objectives. They can improve road safety by discouraging parking in unsafe locations, support active travel objectives, reduce congestion by discouraging demand and contribute to improved air quality amongst other benefits.

National Objectives

The Climate Change Secretary Roseanne Cunningham said *“There is a global climate emergency. This is not just about government action. And it is not something that only affects Scotland. All countries must act and must do so quickly and decisively. We all have a part to play, individuals, communities, businesses, other organisations. And opposition parties also have a responsibility to look at their own approaches”*⁴.

Scotland has a number of policy documents which provide objectives to improve air quality. These policy documents are based around providing cleaner air for Scotland as well as improved health, which is linked to cleaner air. The Cleaner Air for Scotland Strategy encompasses the guidance set out in the National Modelling Framework (NMF) and the National Low Emissions Framework (NLEF) and provides a number of key objectives which it aims to achieve across Scotland as a whole.

Cleaner Air for Scotland Strategy (2015)

- The cleaner air for Scotland policy document sets out a number of objectives which include:
- % change in NO₂ at each monitoring location, averaged over a three-year period;
- % change in PM₁₀ at each monitoring location, averaged over a three-year period;
- Share of public transport journeys in the overall modal split - % change and/or comparison to the national average;
- Share of low emission vehicles in the overall modal split - % change and/or comparison to the national average; and
- Share of walking and cycling journeys in the overall modal split - % change and/or comparison to the national average.

⁴ [The Global Climate Emergency - Scotland's Response: Climate Change Secretary Roseanne Cunningham's statement - gov.scot \(www.gov.scot\)](https://www.gov.scot/Statement-roseanne-cunningham)

Local Air Quality Management

Since the Local Air Quality Management (LAQM) review and assessment process was introduced, local authorities across Scotland have been required to review and assess the air quality within their geographical areas. The process is designed to identify any exceedances of the UK Air Quality Strategy Objectives and to enable any local authority that identifies such an area to develop and implement a plan with stakeholder to improve air quality within the area ((www.gov.scot), n.d.).

Air Quality Management Areas

Under section 83(1) of the Environment Act 1995, Local Authorities have a duty to designate any relevant areas where the air quality objectives are not (or are unlikely to be) being met as Air Quality Management Areas (AQMA). AQMAs must be designated officially by means of an 'order'. The extent of the AQMA may be limited to the area of exceedance or encompass a larger area. Following the declaration of an AQMA, the local authority is required to develop and implement a plan (Air Quality Action Plan) to improve air quality in that area.⁵

The National Transport Strategy

The National Transport Strategy has a strong focus towards evolving travel patterns and public demands which the introduction of an CPZ would support. Under the Priorities 'Takes Climate Action' and 'Improves Our Health and Wellbeing' the Strategy is clear that to tackle the climate issue and improve wellbeing, the demand for travel by car must be tackled to reduce congestion, equally reducing congestion is noted as an enabler to 'help deliver inclusive economic growth' As Edinburgh was the sixth most congested City in the UK, there are opportunities for the introduction of a CPZ to contribute towards these priorities. The Strategy specifically mentions that the cost of parking could influence individuals' and businesses' travel choices.

To support the National Transport Strategy the Scottish Government have defined 'A Long-term Vision for Active travel in Scotland 2030'. This document clearly emphasises the need to encourage active travel through a number of means, several of which would be supported by the introduction of a CPZ. The introduction of a CPZ would allow parking to be managed in such a way to enable new cycling infrastructure, improved and enhanced environments creating a sense of place

⁵ [Cleaner air for Scotland: the road to a healthier future - gov.scot \(www.gov.scot\)](http://www.gov.scot)

Local Level – Edinburgh City

Edinburgh Council aims to set out how it will use Controlled Parking Zones (CPZs) as one of the main tools to reduce pollution and encourage modal shift in the city. There are a number of challenges in the city that need to be tackled and have been outlined below:

City Plan 2030

The Council is preparing a new Local Development Plan for Edinburgh called the City Plan 2030, which will set out policies and proposals for development in Edinburgh between 2020 and 2030. Alignment with local air quality management and The City of Edinburgh Council LAQM Annual Progress Report 2020 in developing local and national air quality strategies will be crucial to ensuring sustainable economic growth.

The Council aims to reduce car dependency and encourage a public mode shift to sustainable transport methods by implementing actions including, Controlled Parking Zones (CPZ), increased cycle parking and repurposing use of kerb space for public realm uses.

People will be able to make travel choices that minimise the long-term impacts on our climate and the wellbeing of future generations. We face a global climate emergency. Scotland must transition to a net-zero emissions economy for the benefit of our environment, our people and our future prosperity.

Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys. This helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous. Travelling by foot or cycle, or with a personal mobility aid such as a mobility scooter, is a realistic option for all local journeys as individuals. People are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realistic and predictable journey options for active travel.⁶

CEC City Mobility Plan (2020)

The City Mobility Plan (CMP) replaces the 2014-2019 Local Transport Strategy and provides a strategic framework for the safe and effective movement of people and

⁶ [active_travel.pdf \(transport.gov.scot\)](#) pg.16

goods around the city up until 2030. The CMP addresses the relationship between transport and environmental emissions and alongside partnering policies aim to achieve carbon neutrality by 2030. The core objectives of the CMP are:

- To improve health, wellbeing, equality and inclusion
- To protect and enhance Edinburgh's environment and respond to climate change
- To support inclusive and sustainable economic growth

The CMP action plans is set out in a three-stage vision, which sets out key milestones for 2022, 2025 and 2030. Some of these milestones include the review of citywide bus routes and existing active travel schemes, reformation of council owned transport companies and the implementation of a Low Emissions Zone. Longer term milestones being a full delivery of cycling and walking networks and a largely car-free city centre by 2030.

Air Quality: Action Plan (Revised 2008)

The Air Quality Action Plan presented a number of initiatives and actions designed to mitigate air quality impacts and assist in the meeting of air quality objectives. These included encouraging a cleaner fleet focusing on bus and freight through forming Quality Partnerships, greater consideration of the impact of developments, Transport Planning initiatives including;

- Park & ride and associated bus priority
- Differential parking charges
- Cycle share scheme
- Tram line introduction

Low Emission Zone Proposal

The City of Edinburgh Council LEZ seeks to improve air quality by restricting the most polluting vehicles. The LEZ can help to realise a number of benefits including reduction in non-complaint vehicles entering the zones, a reduction on the number of harmful pollutants and a reduction in total traffic numbers in the zone.

The introduction of a LEZ in Edinburgh helps to realise some of Scotland's National objectives and Edinburgh's local objectives.

The current proposal is that only a tight city centre zone would apply to all vehicles (with exceptions). The introduction of a CPZ can support the aims of the LEZ by focusing on wider areas which will encourage commuters and visitors to consider if

they really need to bring a car into the city or, if there are alternative modes of transport they can use.

Conclusion

A wide variety of responses were received for this engagement, sometimes with conflicting comments regarding the proposals for certain areas. For example, a group of residents in an area would respond saying there was a real need for restrictions, while another group from the same area responded that there were no issues and controls were unnecessary. Many specific comments were received regarding certain aspects of the designs and where the current proposals are incorrect, for example where a proposed parking bay may have been drawn across a current driveway. These comments will be reviewed as per the feedback received and improvements made to the proposals. We will also be reviewing requests for Mews-style parking in several areas.

The Corstorphine area is, in particular, where the need for controls is not felt necessary by those living within the area. Despite this, the air quality within Corstorphine is at a concerning level, especially along the St. John's Road area. That coupled with the prediction of future congestion in the area, means that Controlled Parking Zones would work to minimise the impact of these issues and help to future-proof the area against any adverse changes in traffic volumes.

West Leith is another area of concern whereby non-implementation of CPZs would result in more pressure from parking by displaced traffic from other areas with controls in place. The measures proposed would mitigate against this issue and ensure residents do not feel the negative impact of the introduction of CPZs in neighbouring areas.

Whilst the overall engagement response indicated that people felt controls were not generally required, we are also taking into account the strategies, policies and targets of the City of Edinburgh Council for lower emissions and better public transport infrastructure in this report, to ensure a joined-up approach with wider council projects. In order to meet the targets set out in the Edinburgh City Plan, the City Mobility Plan, Air Quality Action Plan, Low Emission Zone Proposal and to generally tackle climate change head on, it is recommended to move forward with the outlined CPZ proposals from this engagement. Detailed recommendations can be found in the next section.

6. RECOMMENDATIONS

Based on the national and local strategies mentioned in the previous sections, the introduction of CPZs is an effective tool toward supporting the defined outcomes. As well as supporting broader strategies, issues these are aiming to improve are detailed below:

Congestion hotspots

To the West of the city, as seen in Figure 3, there are congestion hotspots that are anticipated to expand in the future due to the high level of road traffic flowing through specific corridors. Introducing parking controls throughout the city will not only help to reduce current congestion but will also future-proof areas against predicted congestion arising in the next few years due to new development. The parking controls being proposed are designed to work in conjunction with other controls being introduced elsewhere in Edinburgh, so that impact on residents is minimal, and to support the council's wider active travel measures that are focusing on providing high quality public transport for commuting and an improved active travel network for walking and cycling, so that residents have a better choice of travel modes away from the private car.

Air Quality Management

The council continuously monitor air pollution across the city to ensure it falls within legal target levels. Where areas are measuring above the legal limits, the council have to put measures in place to improve air quality, usually in the form of Air Quality Management Areas (AQMAs). These AQMAs then have Air Quality Action Plans (AQAPs) developed which outline a range of measures to be delivered over a certain timescale to improve the air quality in the AQMA and bring it back to within legal limits. More information on Edinburgh's local air quality management is available [here](#).

The council's Central AQMA shown in Figure 1 includes several of the areas we have engaged with in Phase 2, including Roseburn Terrace, on the northern edge of the Roseburn CPZ proposal area, the southern edge of the Murrayfield PPA proposal area, the southwestern edge of the Easter Road CPZ area, and London Road on the northern edge of the Willowbrae North CPZ proposal area.

The St John's Road AQMA shown in

Figure 2 runs through the middle of the Corstorphine CPZ proposal area.

The introduction of parking controls would support the AQMAs through encouraging people to use alternative modes of transport where possible, re-evaluate their car use, and thereby ease congestion in the wider AQMA areas through a reduction in car use and movement throughout these locations.

Central Air Quality Management Area

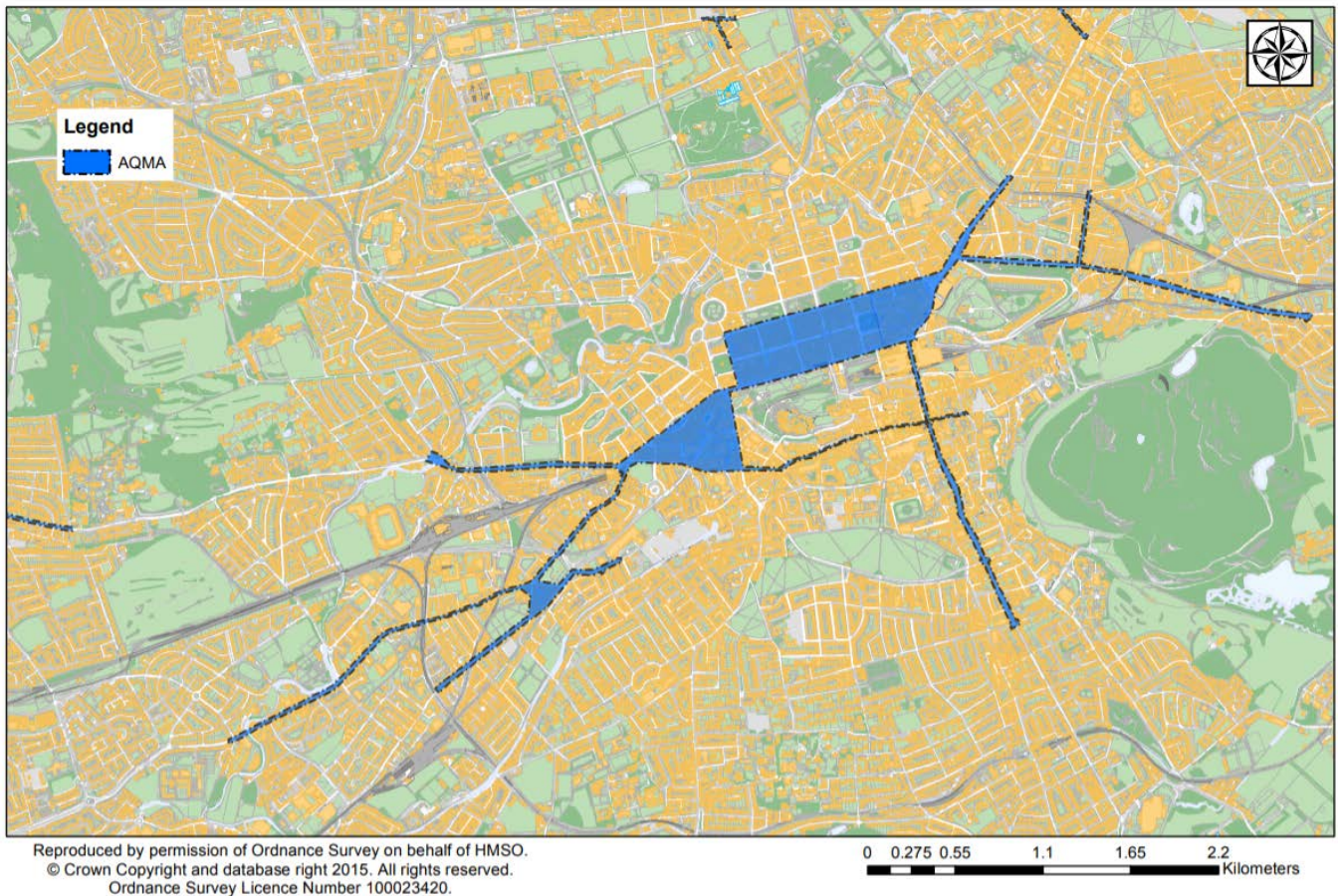


Figure 1 - Map of the Central AQMA



Figure 2 - Map of St John's Road AQMA

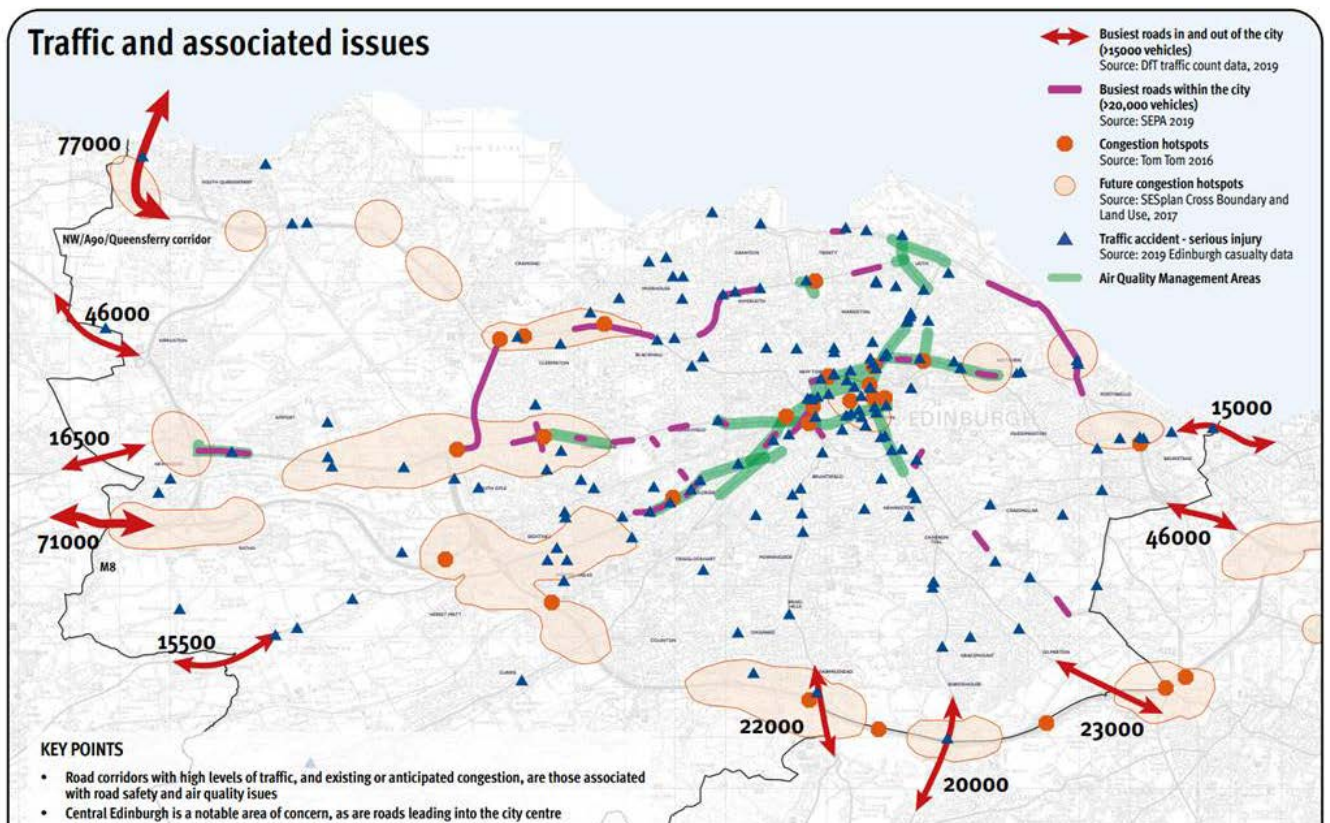


Figure 3 - Overview map of traffic and associated issues in Edinburgh

7. APPENDICES

Appendix A – Engagement Area Maps and Leaflet (supplementary PDF)

Appendix B – Interactive Map Comments and Analysis (supplementary PDF)

Appendix C – Emails (supplementary PDF)

Appendix D – Response Location Maps (supplementary PDF)

Appendix E – Online Survey Analysis by Area (supplementary PDF)

Quality

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

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

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

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

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



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tel: 0330 1358 950

Old Street Office

29-33 Old Street
London
EC1V 9HL

Brighton Office

38 Foundry Street
Brighton
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tel: 01273 056 122

Slough Office

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Manchester, M2 3WQ
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info@projectcentre.co.uk • www.projectcentre.co.uk

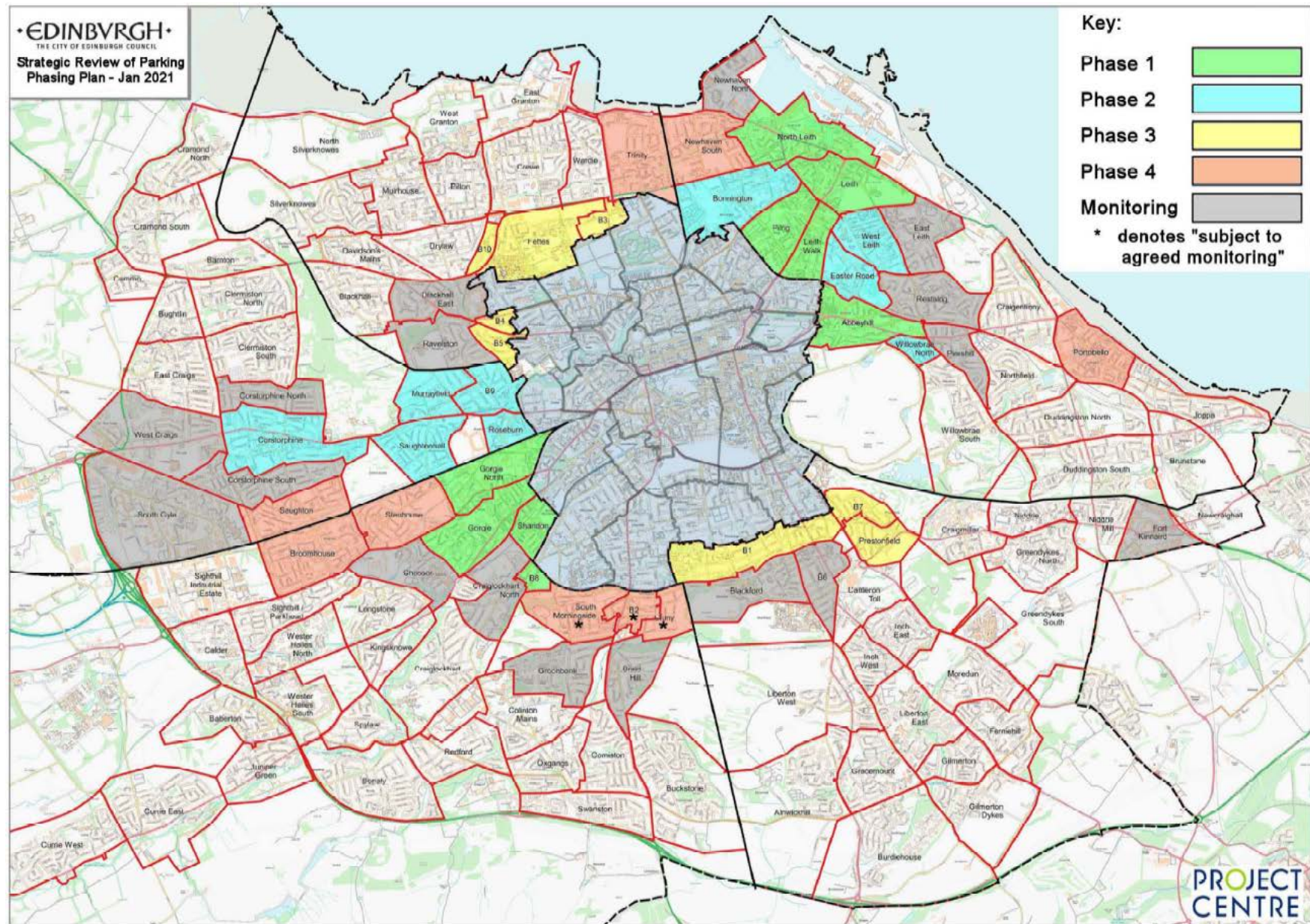
Appendix A

City of Edinburgh Council

Controlled Parking Zones

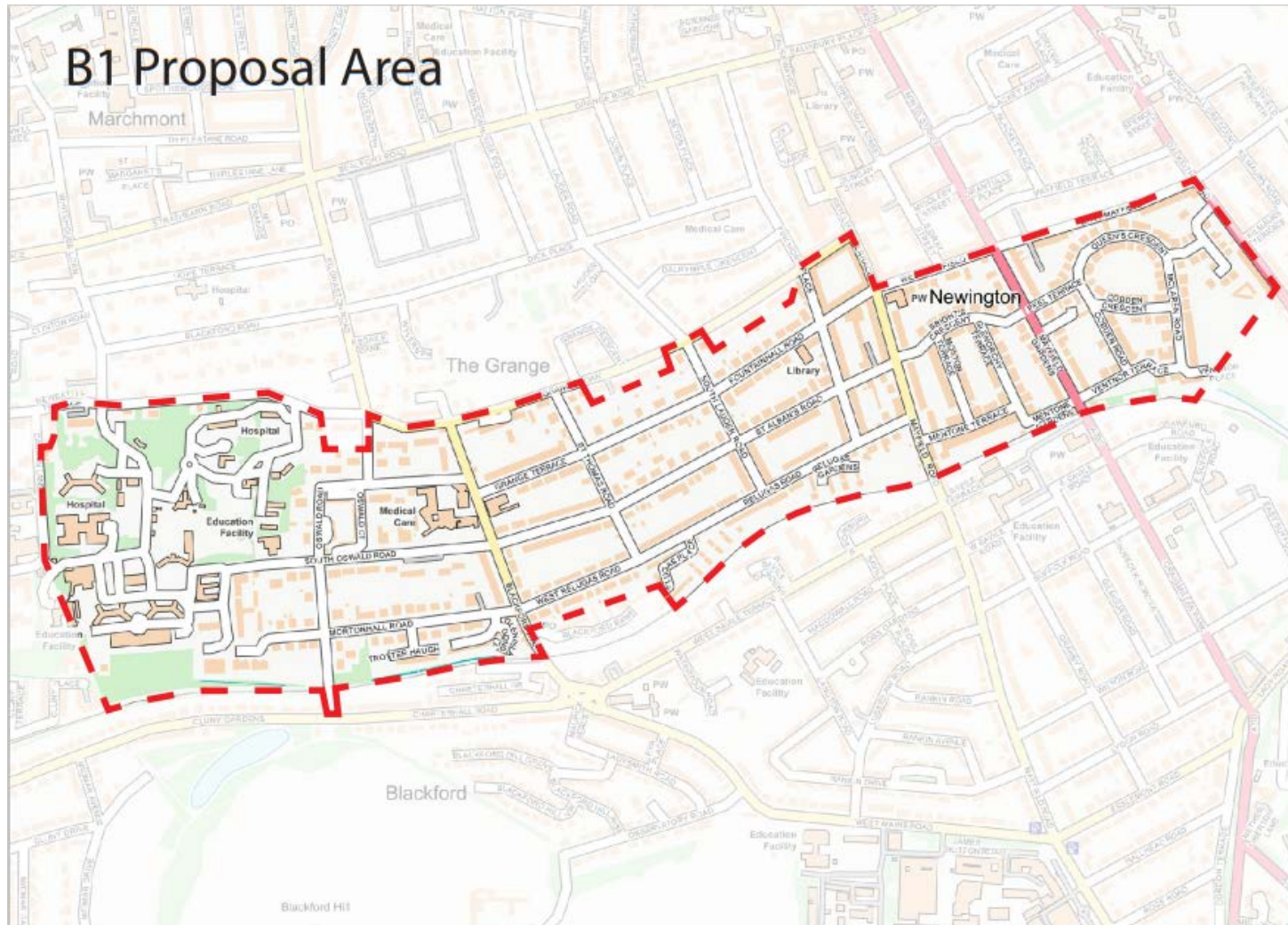
Engagement Area Maps and Leaflet

1. **ENGAGEMENT AREAS**

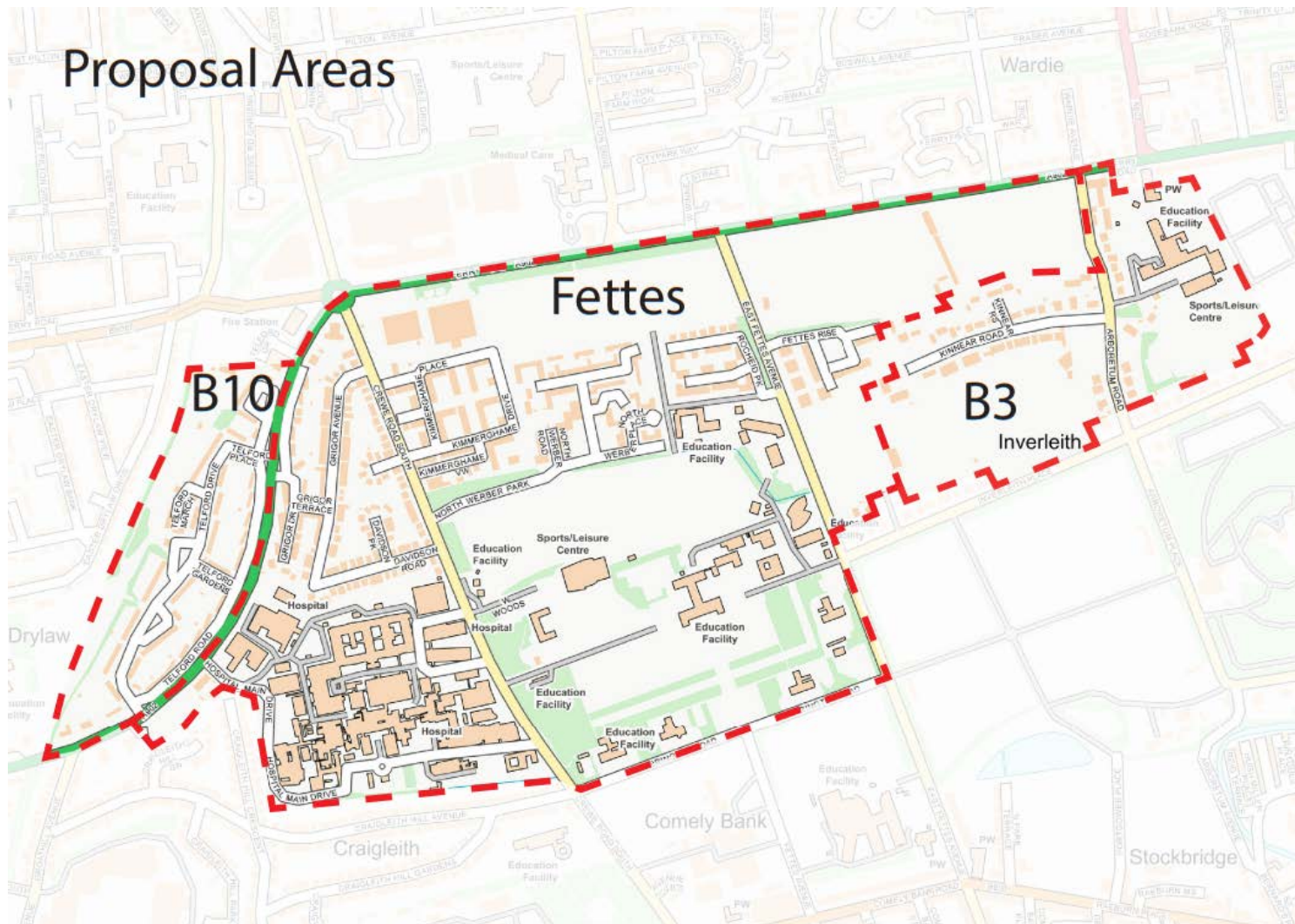


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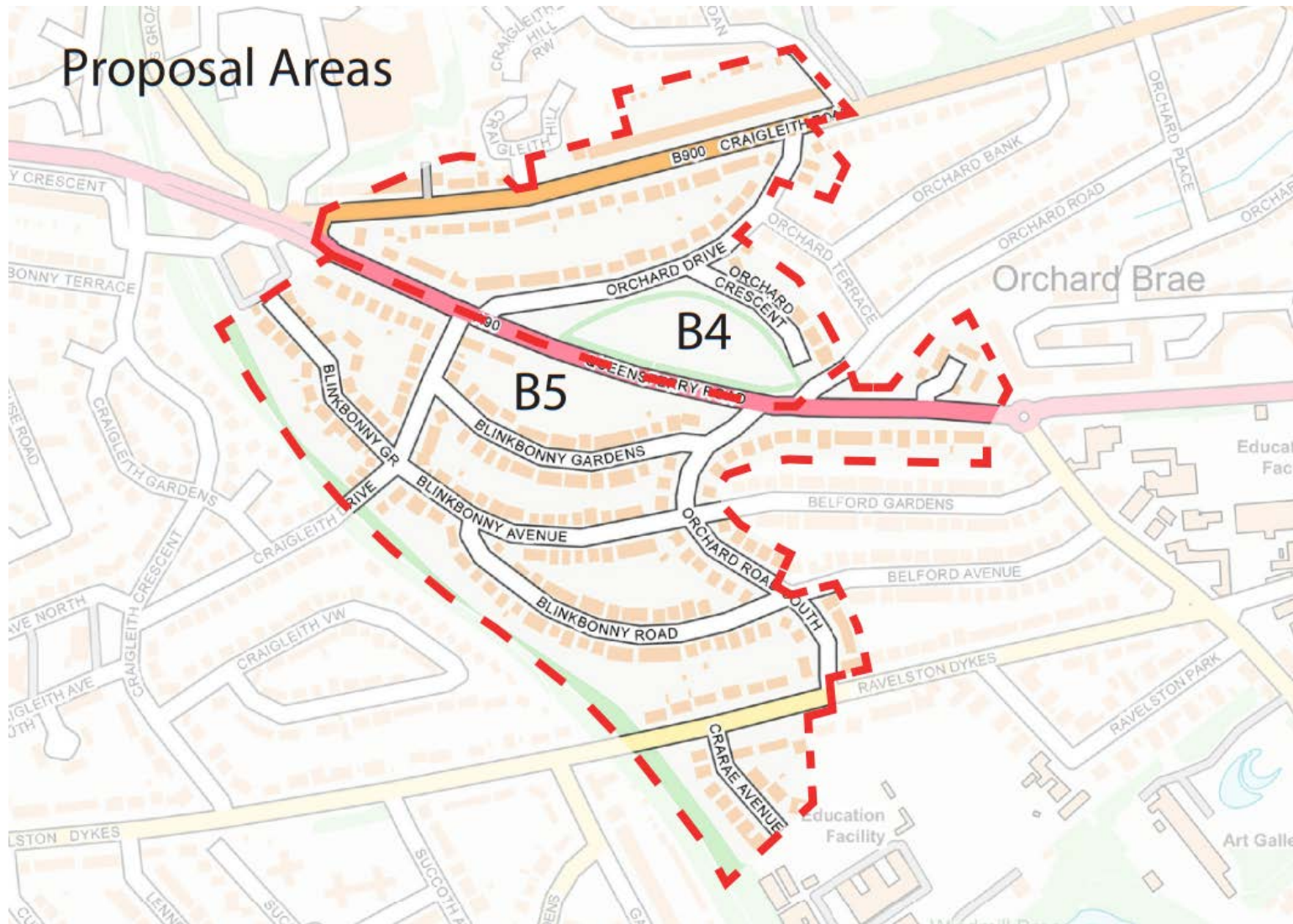
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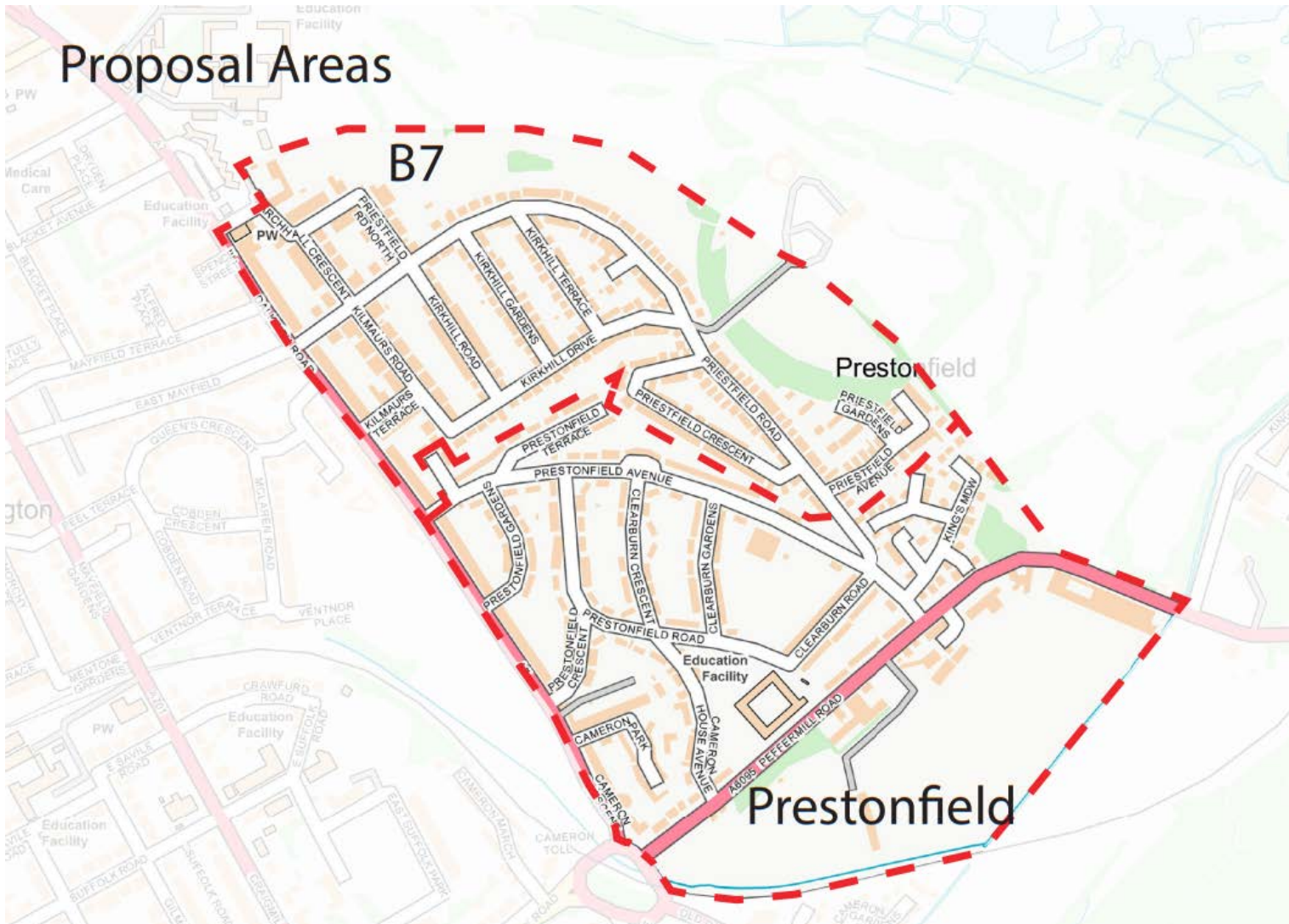
1.2 **B3, Fettes and B10**



1.3 B4 & B5



1.4 B7 & Fettes



2. ENGAGEMENT LEAFLETS

Controlled Parking Zone (CPZ) Engagement B1 AREA



Introduction

The City of Edinburgh Council is looking at measures to address parking pressures in your area. As part of early engagement, we want to know what difficulties you experience with parking in your area, as well as your views on what is being proposed. Feedback from this engagement will inform our decision making and designs. Amends, where possible, will be made to reflect these comments.

Background

The Council has seen a recent increase in requests from communities across the city, asking them to take action to tackle the issues caused by non-residential parking. In particular, residents have expressed concern that the lack of parking controls is impacting on their ability to park near to their own homes.

In response to those concerns, the Council took the decision to undertake a citywide assessment of parking pressures. This review took a strategic, proactive approach to address increasing parking pressures across the city.

The review split the city into 124 areas, with surveys undertaken in every street in each area to measure parking availability. The results were then used to create the proposals within this engagement.

Proposals

We are now proposing parking controls in several areas where we believe they would provide benefits not only to residents but also to visitors and businesses.

The third phase of these proposed parking controls includes the B3, B4, B5, B10, Fettes in the north and B1, B7 and Prestonfield areas in the south.

You can get this document on audio, in Braille, large print and various computer formats if you ask us.

Please contact Interpretation and Translation Service (ITS) on 0131 242 8181 and quote the reference number 20-6918A. ITS can also give information on community language translations.

Have your say

Your views on parking and parking issues in your area are important to us. You can have your say by providing your feedback through our online survey. You can also use the interactive maps on each of the area pages.

Please note that this is not a formal consultation and written objections aren't required at this stage. Should the proposals move forward to TRO, we would advertise the legal notice and invite any objections to be raised formally.

Share your views online at consultprojectcentre.co.uk/parkingph3

If you would like a hard copy paper survey, please call 0131 3644 606.

Attend a virtual meeting

We are also holding virtual public meetings where we will go through the proposals and staff will be on-hand to answer your questions.

- Microsoft Teams, Monday 26th April at 1pm
- Microsoft Teams, Wednesday 28th April at 6pm

Tickets to sessions will need to be booked in advance. Please see the website for further info.

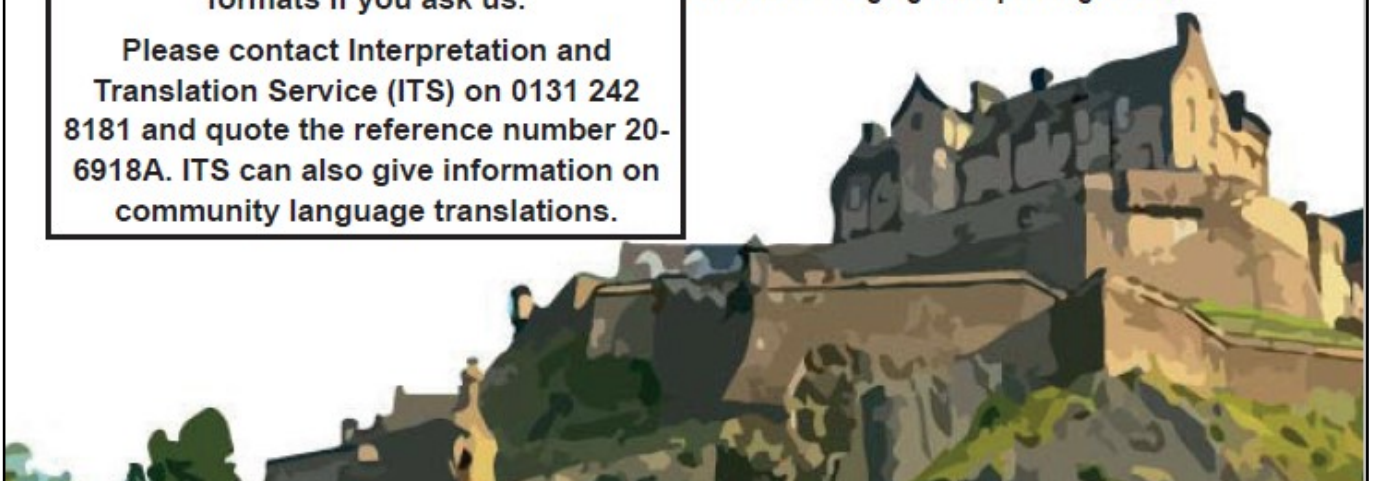
If you have any questions on how to access the webpage, interactive map or anything else, please email us at

edinburgh.consultation@projectcentre.co.uk

This engagement will close on Sunday 30 May 2021 at midnight.

What happens next?

The results of this engagement will be reported to a future meeting of the Transportation and Environment Committee, so that the Council can consider your views and comments. For updates and further information visit, www.edinburgh.gov.uk/parkingreview



What is a CPZ?

A CPZ is an area where all available space is controlled. Kerbside space is either allocated as parking places, or is controlled by yellow lines. In a CPZ there will be no uncontrolled parking space.

How do CPZs work?

CPZs work by managing how the available space is used. A combination of different types of parking places help people who live and visit the area to find places to park, allow loading while yellow lines keep traffic moving and create safer conditions for pedestrians, cyclists and other road users. Parking controls can also deter commuting by private vehicle, encouraging non-residents to consider how they travel into the city and encouraging them to use more sustainable forms of transport.

What parking would be available?

Parking will mainly consist of either permit holder parking or shared-use parking, both of which can be used by permit holders. Shared-use parking can also be used by pay-and-display customers, upon payment of the relevant charge. There may also be some pay-and-display parking places near to shops. Existing disabled parking places and city car club spaces will not be affected by the proposals.

When would a CPZ operate?

The times during which parking controls apply vary across the city. The basic hours of restriction are Monday to Friday between 8:30am and 5:30pm. However, the results of this consultation will help the Council decide the hours and days of control in each area.

Am I eligible for a permit?

To be eligible for a resident's permit you must both live and have a vehicle registered at an address within a CPZ. Permits are available for most vehicle types, provided that the vehicle is not more than 2.5m in height. Each household would be entitled to up to two permits, but only one permit can be issued to any individual.

Would I have to buy a permit?

If you are a resident and wish to park your vehicle on-street during the hours of control, then you may need to buy a permit. For short periods you would be able to pay-and-display, but for longer periods residents would find it beneficial to have a permit.

How much will permits cost?

No decision has been made on what the cost of permits might be in your area. Costs will be dependent on a number of factors, including the proposed hours and days when parking controls apply as well as your vehicle's emissions. Details of current permit prices in existing CPZs can be found on the Council's website at www.edinburgh.gov.uk/parking.

How will CPZ affect my visitors?

Your visitors will be able to make use of pay-and-display parking. However, each household within the CPZ would also be entitled to buy an annual allocation of visitor permits. Each permit allows 90 minutes of parking and is a cheaper alternative to pay-and-display.

How will CPZ affect blue badge holders?

Blue badge holders who are resident in a CPZ can obtain a permit at no cost. Blue badge holders also receive an increased number of visitor permits at reduced cost. All blue badge holders can park for free, and without limit of stay, in any shared use or pay-and-display parking place.

Would I still be able to have tradesmen visit?

Yes. You can issue tradesmen with visitor permits or they can use pay-and-display parking. They can also apply to the Council for a Trades Permit.

What parking will there be for businesses?

Certain business types can obtain permits if they can show that there is a business need for their vehicle. Otherwise, all non-residential parking will be subject to the lengths of stay and charges that apply at pay-and-display parking places. The scheme is designed to discourage commuting to work by private vehicle, so options for long-stay parking are likely to be limited.

**For a full list of FAQs, please visit
consultprojectcentre.co.uk/parkingph3**

Priority Parking Area (PPA) Engagement Prestonfield PPA



**Survey open from
19th April 2021**

Introduction

The City of Edinburgh Council is looking at measures to address parking pressures in your area. As part of early engagement, we want to know what difficulties you experience with parking in your area, as well as your views on what is being proposed. Feedback from this engagement will inform our decision making and designs. Amends, where possible, will be made to reflect these comments.

Background

The Council has seen a recent increase in requests from communities across the city, asking them to take action to tackle the issues caused by non-residential parking. In particular, residents have expressed concern that the lack of parking controls is impacting on their ability to park near to their own homes.

In response to those concerns, the Council took the decision to undertake a citywide assessment of parking pressures. This review took a strategic, proactive approach to address increasing parking pressures across the city.

The review split the city into 124 areas, with surveys undertaken in every street in each area to measure parking availability. The results were then used to create the proposals within this engagement.

Proposals

We are now proposing parking controls in several areas where we believe they would provide benefits not only to residents but also to visitors and businesses.

The third phase of these proposed parking controls includes the B3, B4, B5, B10, Fettes in the north and B1, B7 and Prestonfield areas in the south.

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Please contact Interpretation and Translation Service (ITS) on 0131 242 8181 and quote the reference number 20-6918H. ITS can also give information on community language translations.

Have your say

Your views on parking and parking issues in your area are important to us. You can have your say by providing your feedback through our online survey. You can also use the interactive maps on each of the area pages.

Please note that this is not a formal consultation and written objections aren't required at this stage. Should the proposals move forward to TRO, we would advertise the legal notice and invite any objections to be raised formally.

Share your views online at consultprojectcentre.co.uk/parkingph3

If you would like a hard copy paper survey, please call 0131 3644 606.

Attend a virtual meeting

We are also holding virtual public meetings where we will go through the proposals and staff will be on-hand to answer your questions.

- Microsoft Teams, Tuesday 27th April at 6pm
- Microsoft Teams, Thursday 29th April at 1pm

Tickets to sessions will need to be booked in advance. Please see the website for further info.

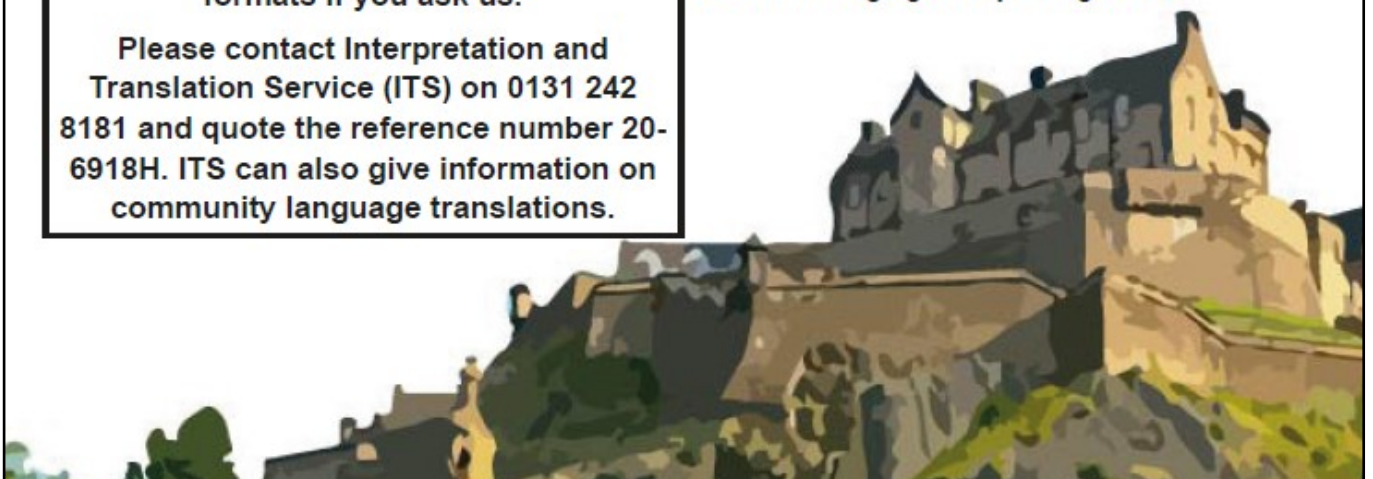
If you have any questions on how to access the webpage, interactive map or anything else, please email us at

edinburgh.consultation@projectcentre.co.uk

This engagement will close on Sunday 30 May 2021 at midnight.

What happens next?

The results of this engagement will be reported to a future meeting of the Transportation and Environment Committee, so that the Council can consider your views and comments. For updates and further information visit, www.edinburgh.gov.uk/parkingreview



What is proposed in my area?

We are proposing that your area could become a Priority Parking Area (PPA).

How does a PPA work?

PPAs work by controlling only part of the available space, and for only a 90 minute period of the day. The controlled spaces are designated for use by permit holders only, while the remaining space is uncontrolled. This gives priority to residents who have permits, allowing them to park in the designated spaces. Non-residents cannot park in such areas throughout the day, helping to ensure that residents with permits can park near to their homes.

What parking would be available?

Parking will mainly consist of permit holder parking places. Existing disabled parking places and city car club spaces, for example, will be unaffected by the proposals.

When would a PPA operate?

PPAs tend to operate Monday to Friday, for a 90 minute period. The results of this consultation will help the Council to decide the best time for that 90 minute period.

Am I eligible for a permit?

To be eligible for a resident's permit you must both live and have a vehicle registered at an address within a PPA. Permits are available for most vehicle types, provided that the vehicle is not more than 2.5m in height. Each household would be entitled to up to two permits, but only one permit can be issued to any individual.

Would I have to buy a permit?

If you are a resident and wish to park your vehicle on-street during the hours of control, then you may need to buy a permit. If you decided not to purchase a permit, you could park in an uncontrolled area.

How much will permits cost?

No decision has been made on what the cost of permits might be in your area. Costs will be dependent on a number of factors, including the proposed hours and days when parking controls apply as well as your vehicle's emissions. Details of current permit prices in existing PPAs can be found on the Council's website at www.edinburgh.gov.uk/parking.

How will a PPA affect my visitors?

Your visitors will be able to make use of visitor permits. Each household within the PPA would be entitled to buy an annual allocation of visitor permits. Each permit allows 90 minutes of parking and is a cheaper alternative to pay-and-display. Alternatively, visitors may park in any nearby, uncontrolled roads.

How will a PPA affect blue badge holders?

Blue badge holders who are resident in a PPA can obtain a permit at no cost. Blue badge holders also receive an increased number of visitor permits at reduced cost. All blue badge holders can park for free, and without limit of stay, in any shared use or pay-and-display parking place.

Would I still be able to have tradesmen visit?

Yes. You can issue tradesmen with visitor permits or they park in any nearby, uncontrolled roads. They can also apply to the Council for a Trades Permit.

**For a full list of FAQs, please visit
consultprojectcentre.co.uk/parkingph3**

Appendix B

City of Edinburgh Council Controlled Parking Zones

Interactive map comments and analysis

1. SUMMARY

A total of seven interactive maps were made available for responders to drop pins on and leave a comment. Each of the maps showed the proposed lines and bays that would form the Controlled Parking Zone (CPZ). The maps also showed any existing bays and markings as well as dropped kerbs and bus stops.

Responders were able to choose a pin theme of “I like this”, “I do not like this” and “I am neutral to this” and were then able to leave a free text comment. The comments listed as they appear with the tag that was chosen for them. They were then assigned themes for the comment content which has also been analysed.

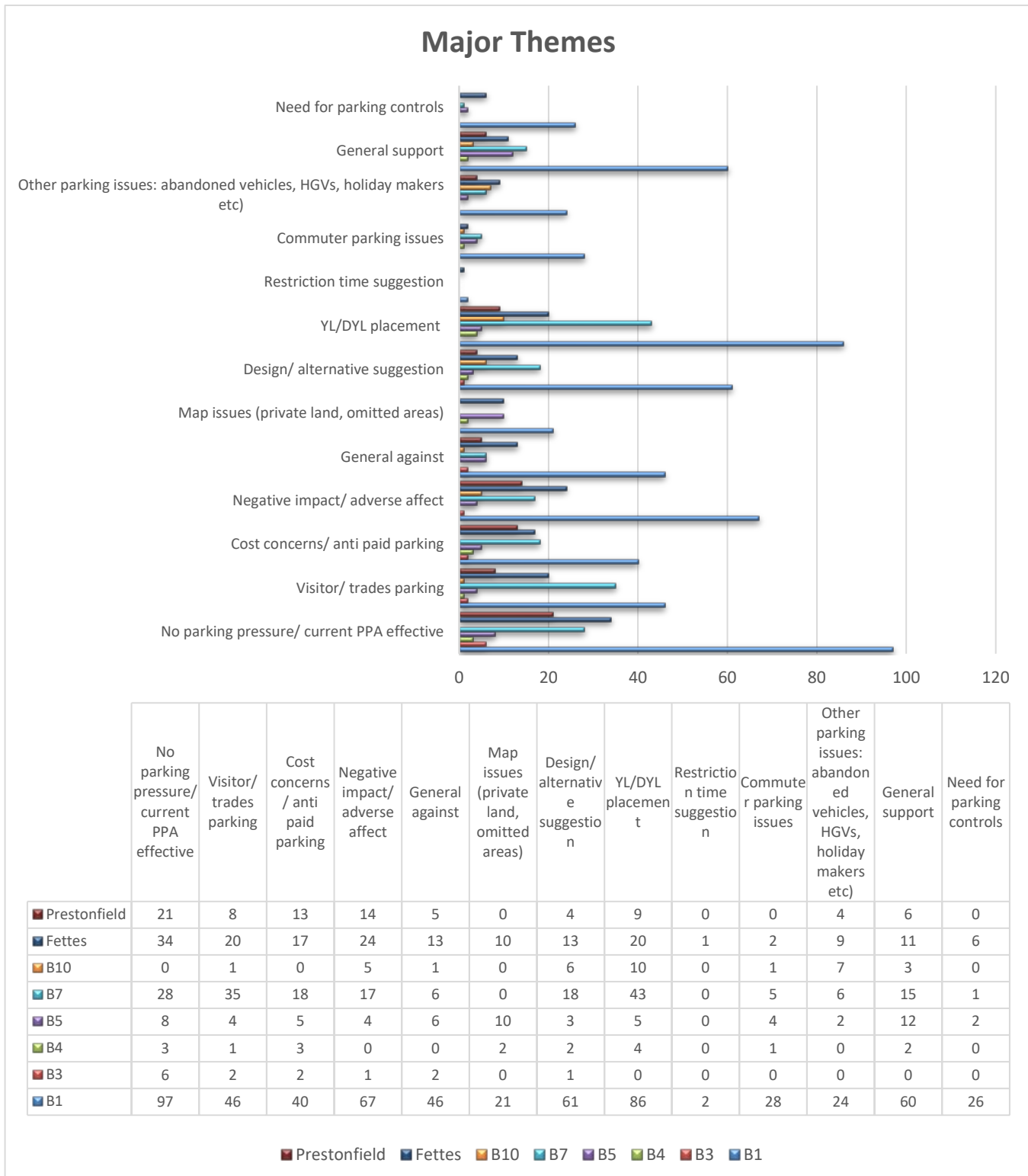
The number of pins dropped is not correspondent with the number of comments as people were able to drop pins with a tag and no comment and people were able to drop more than one pin.

| | Number of Locations Plotted | Number of Comments | Number of Responders | Anonymous Comments/ Plots |
|------------------|-----------------------------|--------------------|----------------------|---------------------------|
| B1 | 395 | 388 | 278 | 7 |
| B3 | 10 | 9 | 9 | 1 |
| B4 | 12 | 12 | 11 | 0 |
| B5 | 45 | 41 | 40 | 4 |
| B7 | 116 | 111 | 84 | 5 |
| B10 | 20 | 20 | 17 | 0 |
| Fettes | 105 | 101 | 89 | 4 |
| Prestonfield PPA | 60 | 58 | 44 | 2 |
| Total | 762 | 740 | 572 | 23 |

2. COMMENT SUMMARY

In total there were 751 comments pinned across the seven maps. In this section of the report the comments have been analysed and sorted into a series of major themes and minor themes. Some comments covered multiple themes, which is why the number of marked themes exceeds the overall total of comments within each area.

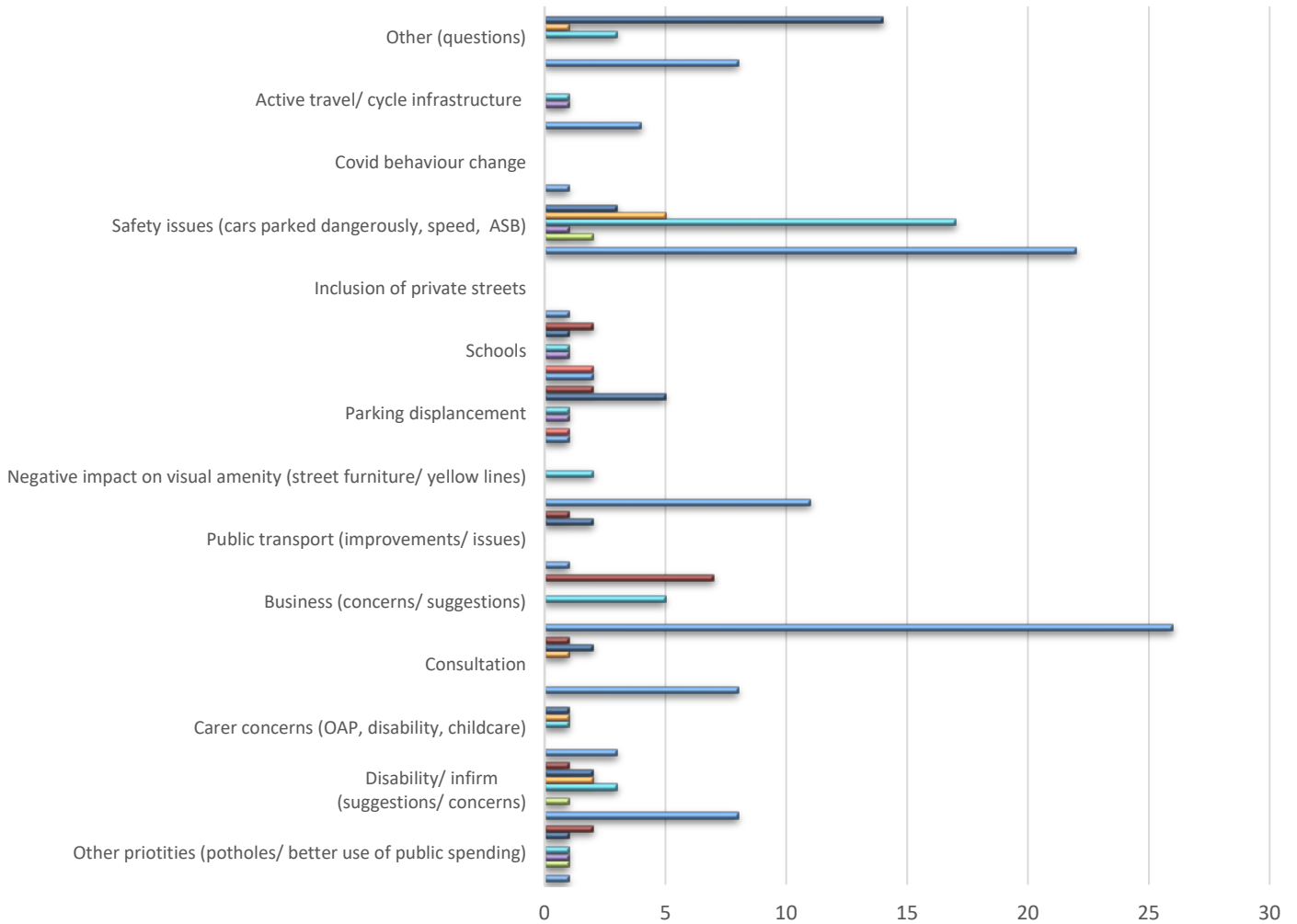
2.1 Major Themes (all)



- 2.1.1** The criterion for major themes in this section was any theme that exceeded 30 comments.
- 2.1.2** The most common major theme was the suggestion that parking was not an issue.
- 2.1.3** Other frequent comments included the placement of single yellow and double yellow lines, the possibility for the proposals to have a negative or adverse effect, impact on visitor or trades parking, general support, and alternative suggestions. Alternative suggestions included any comments that suggested either alterations to components of the scheme, or suggestions to expand the scheme to alternative areas.

2.2 Minor Themes

Minor Themes



| | Other priorities (potholes / better use of public spending) | Disability / infirm (suggestions/ concerns) | Carer concerns (OAP, disability, childcare) | Consultation | Business (concerns / suggestions) | Public transport (improvements/ issues) | Negative impact on visual amenity (street furniture/ yellow lines) | Parking displacement | Schools | Inclusion of private streets | Safety issues (cars parked dangerously, speed, ASB) | Covid behaviour change | Active travel/ cycle infrastructure | Other (questions) |
|----------------|---|---|---|--------------|-----------------------------------|---|--|----------------------|---------|------------------------------|---|------------------------|-------------------------------------|-------------------|
| ■ Prestonfield | 2 | 1 | 0 | 1 | 7 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| ■ Fettes | 1 | 2 | 1 | 2 | 0 | 2 | 0 | 5 | 1 | 0 | 3 | 0 | 0 | 14 |
| ■ B10 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 |
| ■ B7 | 1 | 3 | 1 | 0 | 5 | 0 | 2 | 1 | 1 | 0 | 17 | 0 | 1 | 3 |
| ■ B5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 |
| ■ B4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| ■ B3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| ■ B1 | 1 | 8 | 3 | 8 | 26 | 1 | 11 | 1 | 2 | 1 | 22 | 1 | 4 | 8 |

■ Prestonfield ■ Fettes ■ B10 ■ B7 ■ B5 ■ B4 ■ B3 ■ B1

- 2.2.1** The criterion for minor themes was any theme that received less than 30 comments.
- 2.2.2** The most frequent minor theme was 'other'. This category included any comment that was not mentioned frequently enough to be a theme in its own right, as well as comments that were personal to the individual respondent. Some of the themes within this category included emergency vehicle access, electric vehicle infrastructure and parking for Western General Hospital.
- 2.2.3** 'Disability/ infirm' was another key minor theme. These comments included suggestions or concerns about the retention of and suggested improvements to disabled or elderly vehicle access.

3. B1

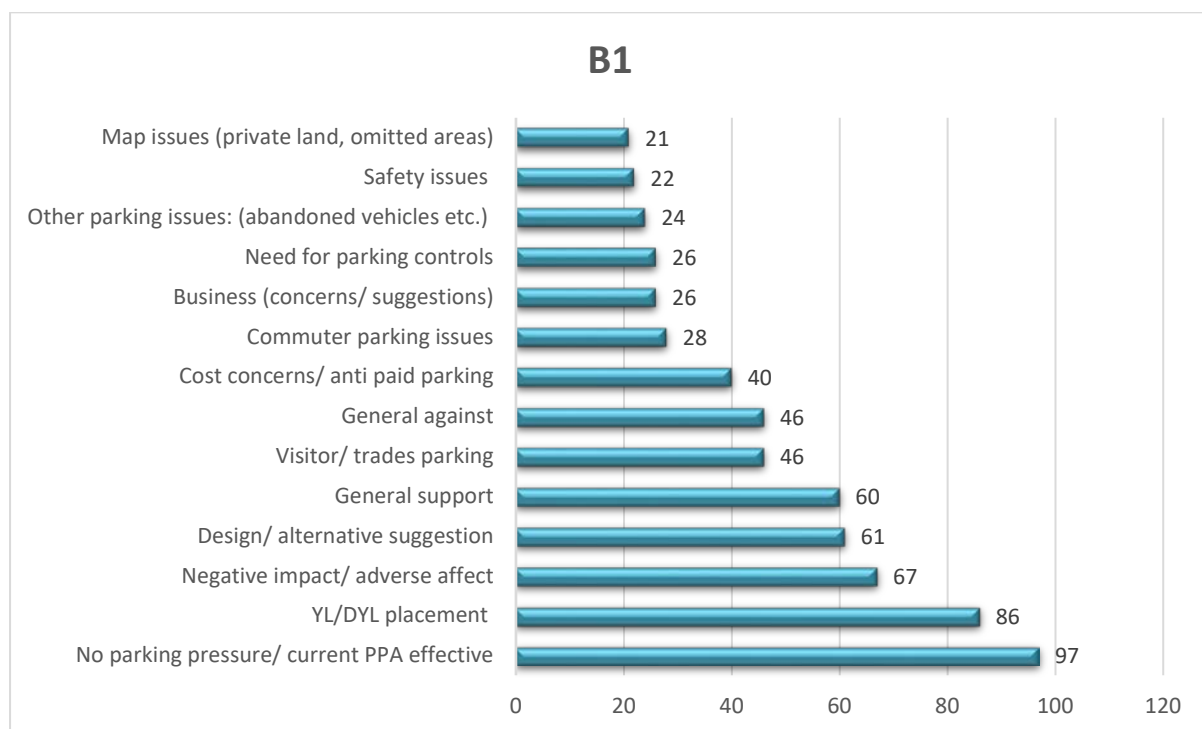
3.1.1 278 people dropped 395 pins on the interactive map

3.1.2 Of those, 388 had comments and 7 were left blank

3.1.3 Out of 388 pins dropped, 285 (74%) said 'I don't like this', 86 (22%) said 'I like this', while 17 (4%) said 'I'm neutral about this'.

3.1.4 Of the responses received, 94% were from people who stated they were a resident of the area. 1% of the responses came from those who stated that they were visitors to the area. The remaining 5% comprised of business owners, commuters and respondents who selected 'other'.

3.2 Major Themes



3.2.1 The criterion for major themes in the B1 area was any theme that received over 20 comments.

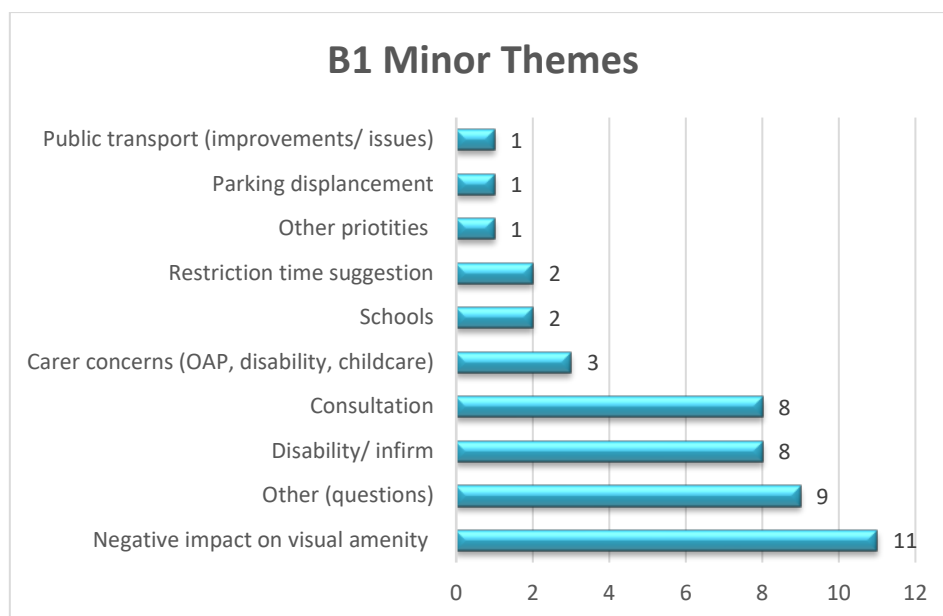
3.2.2 The highest frequency major theme was the suggestion that there is no parking pressure (97, 25%). These comments included suggestions that the existing PPA is effective and that due to the location, there is not a high level of commuter parking.

3.2.3 Yellow lines and double yellow lines (YL/ DYL) were also a high frequency theme (86, 22%). These comments largely made note of the proposed placement of YLs. Some respondents were supportive of the proposed YLs, whereas other respondents felt that the introduction of YLs would cause rat-running, due to the absence of parked cars, which reduces traffic speeds.

3.2.4 Comments within the 'design/ alternative suggestions' category included alternative permit suggestions, alternative placement of YL/DYLs, suggestions for traffic calming measures and suggestions for safety features.

3.2.5 Comments about map issues largely centred on Regulas Gardens and Regulas Place, as respondents noted that the area is privately owned and therefore the Council does not have jurisdiction to adopt the area within the CPZ.

3.3 Minor Themes



3.3.1 The criterion for minor themes in this section is any theme that received less than 20 comments.

3.3.2 The criterion for minor themes within the B1 area was any theme that received fewer than 20 comments.

3.3.3 The highest frequency minor theme was the suggestion that the proposals would have a negative impact on the visual amenity of the area. This included comments about the YL/DYLs, as well as the parking metres and signs.

3.3.4 Comments classified as 'other (questions)' included enquiries about the adoption of certain areas, environmental suggestions, as well as concerns about emergency service or maintenance vehicle access.

| I am a... | Category | Comment | X | Y |
|-----------|-------------------|---|----------|----------|
| Resident | I like this | These proposals are long overdue and very welcome! | 55.92882 | -3.19135 |
| Resident | I like this | This is terrific news. Can't come soon enough | 55.92981 | -3.18887 |
| Resident | I like this | I constantly have difficulty exiting and entering drive due to commuter cars being parked too close to the entry. Even worse is the fact that delivery vehicles and tradesman cannot park close by due to commuter cars being parked during the working day. | 55.92738 | -3.19478 |
| Resident | I like this | Commuters and camper van owners currently prevent residents from parking outside their own homes - really problematic for elderly like my mum. She lives around the corner from me and I often can't get parked close enough to get her to hospital appointment | 55.92994 | -3.18845 |
| Resident | I don't like this | I think the priority parking is working fine and there is no need for all day permits. | 55.9321 | -3.18075 |

| | | | | |
|-----------------|------------------------|--|----------|----------|
| Resident | I don't like this | The parking works well in Relugas Road, Findhorn Place etc. Why has this come out of the blue? You will make life more difficult for us, not easier, with visitors tradesmen etc all having to pay for parking.. | 55.93062 | -3.17857 |
| Resident | I don't like this | We already have a perfectly working system of permits for Residents and 1 1/2 hours where non permits can't park but allows visitors including workmen to park at other times. Don't change it | 55.9319 | -3.18156 |
| Resident | I like this | This will help me a lot with parking. One minor point; it would be good to have the colour code on the map; I had to explore to find it. | 55.93026 | -3.18232 |
| Resident | I don't like this | No need current restrictions for 90 minutes a day mid morning works very well, now that sick kids closed much more parking available and not sure pay and display needed | 55.93026 | -3.18653 |
| Resident | I don't like this | The proposed permit holder bay appears to encompass private land that belongs to Relugas Gardens residents. Only part of land shaded on the map is public. | 55.93032 | -3.17873 |
| Resident | I don't like this | At the moment we have a mixture of free on street parking and timed permit bays. I believe this system works very well as since it was implemented, I have never had any issues parking at the front of my house. sick kids hospital is now closed reducing car | 55.92847 | -3.18527 |
| Resident | I don't like this | The current system addresses resident's needs. No need for extension of hours. Pay and display more centrally is already widely under utilised. Surely your bicycle road closures will be a bigger deterrent to cars driving into city. | 55.93025 | -3.18651 |
| Resident | I don't like this | I do not wish any more permit bays as we do not have trouble parking our car in our street. There are less commuters due to home working and sick children's move to new site and therefore adequate parking. This is a money making venture only | 55.92833 | -3.18569 |
| Resident | I don't like this | I do not see any need to change the existing parking zones. | 55.9293 | -3.18276 |
| Resident | I like this | I would welcome the extension of the B1 parking zone. This would deter commuter parking and also level the field across residents. Half the street is permitted. I pay for residents parking, but other residents who live on the other side of street don't pay | 55.93008 | -3.18749 |
| Resident | I don't like this | There is no parking problems in Oswald Court at present. There are no ugly road marking either. This will create traffic problems where there are currently none and make the street look horrible. | 55.92927 | -3.1924 |
| Resident | I don't like this | Proposed permit holder parking is partially owned by the residents of 12-20 Relugas Gardens, as stated in our Title Deeds. | 55.93023 | -3.1784 |
| Resident | I like this | Yes would love to see more resident restricted parking on findhorn place especially between fountainhall rd and relugas rd. These 2 blocks are terrible as the bus stop is only 1 block away. The amount of commuters parking on this street is intense. | 55.93211 | -3.17894 |
| Resident | I don't like this | Current system of 90 minute restriction works perfectly. It stops commuters dumping cars but friends, family and tradesmen can still visit and park easily. Please don't change it. | 55.93184 | -3.18149 |
| Resident | I'm neutral about this | No real impact for our household as already a permit holder, but where can visitors or tradespeople park now? Is that what 'shared use' parking is for? | 55.93032 | -3.18628 |
| Resident | I don't like this | No need to include Glenisla Gardens. There isn't a parking problem down here. We don't want lines painted all over our road. | 55.92725 | -3.1896 |

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|-----------------|------------------------|--|----------|----------|
| Resident | I like this | I'd rather have a residents permit outside our house, but assuming I've understood correctly the shared use bay will only allow pay and display or permit holders. Currently impossible to park outside our house after 7.30am and often cars obscure drive. | 55.93052 | -3.18566 |
| Resident | I like this | This is a great idea. Too many people are storing cars long-term on these streets. | 55.93114 | -3.18101 |
| Resident | I like this | Great idea. Fed up of our road being used as a commuter car park and storage park for motor homes and work vans. | 55.92882 | -3.19117 |
| Resident | I like this | great idea - shall stop large vehicles from stopping here for months and stop commuter cars | 55.92882 | -3.19117 |
| Resident | I like this | | 55.93204 | -3.18065 |
| Resident | I don't like this | As a local resident we have never had problems parking in our area due to non-resident/visitor vehicles and do not think it necessary to add additional parking restrictions to this area. | 55.92888 | -3.18285 |
| Resident | I'm neutral about this | Will the parking restrictions be taken in to Rekugas place - a private estate? | 55.92893 | -3.18293 |
| Resident | I don't like this | This is totally unnecessary in this area. We have no problems parking, but the proposal will cause no end of disruption to residents in this area with many pay and display only areas and single yellows needlessly in place | 55.92878 | -3.18478 |
| Resident | I don't like this | I don't think it is fair to have single yellow lines on the road directly outside my flat that I currently use for parking. | 55.9287 | -3.18338 |
| Resident | I like this | I think the Grange generally is an area that is swamped with non-resident cars parked - I would pay more for more restrictions including weekends | 55.9282 | -3.18821 |
| Resident | I don't like this | Not enough parking as it is. Ludicrous money making idea | 55.92867 | -3.18344 |
| Resident | I like this | My street (Newlands Park) is not on the list of streets when I tried to purchase a permit recently. Can you ensure that all streets in the zone are included? | 55.93269 | -3.1724 |
| Resident | I like this | I support the introduction of Pay & Display Parking as a way for the Council to generate revenue from commuters and B&B visitors | 55.93329 | -3.17174 |
| Resident | I like this | A double Yellow Line between 2 & 3 Cobden Crescent seems unnecessary as the road at this point is quite wide. More sensible for the double yellow line to be placed outside 1 Cobden Crescent where the road is much narrower + near a busy junction. | 55.93311 | -3.17154 |
| Resident | I don't like this | You are creating problems where none exist. The parking arrangements in the side streets around Mayfield Road are sufficient. There is no problem with commuter parking. There is already a good mix of Permit and non-Permit spaces. | 55.93083 | -3.17752 |
| Resident | I like this | St Thomas Road between St Albans and Relugas road is extremely busy with commuters. Another problem is non-residents leaving vans and recreation vehicles parked sometimes for months without moving them. | 55.9293 | -3.18492 |
| Resident | I like this | | 55.9311 | -3.1735 |
| Resident | I like this | I strongly support the extension of the restricted zone. South Lauder Rd is used as car park by commuters and by people from elsewhere to park vans. | 55.93117 | -3.18217 |
| Resident | I like this | Strongly support extension of zone as street is used as commuter car park and to park camper vans etc by non-residents of area | 55.93021 | -3.18574 |
| Resident | I don't like this | We find that the present system works well + object to double yellow lines outside our entrance to 90/88 St Alban's Road. | 55.92923 | -3.1871 |
| Resident | I don't like this | There is no need to introduce double yellow lines on Moston Terrace. The current parking restrictions are adequate | 55.93181 | -3.17544 |

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|-----------------|------------------------|---|----------|----------|
| Resident | I don't like this | | 55.93167 | -3.17114 |
| Resident | I don't like this | No change required | 55.93055 | -3.18519 |
| Resident | I don't like this | This map shows double yellow lines across my drive | 55.93204 | -3.1697 |
| Resident | I don't like this | Why are you removing 6 perfectly reasonable parking spaces - another revenue opportunity ??? | 55.93204 | -3.16971 |
| Resident | I don't like this | The existing mix of parking restrictions works perfectly well. | 55.93014 | -3.18758 |
| Resident | I don't like this | I rarely experience difficulty in parking here. I've noticed no significant change in pressure on spaces in the last few years. I see no need to change the existing arrangements. I would like to see the results of the survey into parking availability. | 55.93172 | -3.17381 |
| Resident | I'm neutral about this | Disabled space no longer required as disabled resident sadly died recently and new residents do not require disabled space. Parking is busy so extra space could be created | 55.9317 | -3.17543 |
| Resident | I don't like this | Commuter and long-stay parking is the big problem. It could be sorted by making all of B1 subject to the current 10 - 1130 resident permit system. It is effective and cheap to enforce. A CPZ will make life worse. for visitors and | 55.93029 | -3.18732 |
| Resident | I like this | I proposed this many years ago and delighted CPZ has come to fruition. The times should be 0930 - 1730 Mon- Friday and one stay parking. | 55.93153 | -3.18147 |
| Resident | I don't like this | The double yellow lines immediately outside 6 & 7 Ventnor Terrace should be changed to Permit (Resident) parking bays. Two cars park here now with no issues (as long as double yellows are maintained on opposite corner, which is the plan) | 55.93206 | -3.1698 |
| Resident | I don't like this | Too many shared spaces - esp as current plans will displace residents parking currently on the proposed double/single yellow lines. Move some shared spaces to Cobden Cres, where many houses have drives. | 55.93175 | -3.17071 |
| Resident | I don't like this | Some of these spaces could be "Shared" as many houses have drives and the street is relatively "quiet". This would allow south Ventnor Terrace to have more "Resident only" parking spaces | 55.93291 | -3.17092 |
| Resident | I don't like this | Re Fountainhall Road. I suggest the bays at numbers 11, 13, are swapped with the library. ie have permit only bays at 11 and 13, the residential area, and shared bays at the library, the more public area. | 55.93247 | -3.17943 |
| Resident | I don't like this | I suggest swapping the shared bays here with the permit bays at the library, ie have permit bays beside the houses 11,13 and shared bays in the public area at the library. | 55.93245 | -3.17959 |
| Resident | I don't like this | | 55.92856 | -3.19152 |
| Resident | I like this | | 55.93106 | -3.18001 |
| Resident | I like this | We have an approved driveway, but the lines outside haven't been brought up to date. It appears on the map that there is a parking bay across our driveway. I realise this is old data, as the previous owners put it in a year or more ago. | 55.93106 | -3.18001 |
| Resident | I don't like this | This seems to be a retrograde step. Not long ago the current setup was agreed and seems to be working okay. I am all for fewer cars in the city. Please find better alternative ways to achieve this. | 55.93137 | -3.18657 |
| Resident | I like this | Should hopefully ameliorate the issue of daytime commuters using spaces in the street as a free car park and improve the environment and amenity | 55.93117 | -3.1748 |
| Resident | I'm neutral about this | I am concerned that commuters will still try to park on the private road servicing the garages belonging to the residents of Ventnor Place. What can be done to deter this? | 55.93168 | -3.16822 |
| Resident | I like this | Anything to reduce car commuters is positive | 55.93186 | -3.17373 |

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|-----------------------|------------------------|--|----------|----------|
| Resident | I don't like this | Proposed double yellow lines on Burgess Terrace ought to be either permit holder or shared used bays. | 55.93349 | -3.16796 |
| Resident | I like this | There is no way to park for the residents indeed | 55.92774 | -3.18844 |
| Resident | I don't like this | The parking on blackford avenue should be taken away to help the flow. And bike lanes considered for students and kids to cycle to schools. Paid parking outside the shop will put more pressure on spaces for residents and visitors | 55.9273 | -3.18825 |
| Resident | I'm neutral about this | I have a dropped curb for our driveway but there is a yellow line drawn across it which I don't think is correct. However I do not want anyone parking over our driveway at any time so this needs to be made clear. | 55.9312 | -3.18206 |
| Resident | I don't like this | Parking on Glenisla Gardens is not regulated and there is no problem. Most residents are retired or work from home and park all day. The road is narrow, a dead end and curved so visitors rarely attempt to park here. | 55.92736 | -3.18951 |
| Resident | I don't like this | The present scheme is fine. No change needed | 55.93257 | -3.17469 |
| Resident | I don't like this | I would like to see the unrestricted parking (in brown) on the two northern sections of South Lauder Road categorised as pay to park as currently it is being used as a long term dumping area for campervans, car dealers overspill, and abandoned miscellany | 55.93085 | -3.18185 |
| Commuter | I like this | Ensure parking provision on Mayfield Road is compatible with retention of Spaces for People cycle infrastructure: http://www.spokes.org.uk/wp-content/uploads/2021/03/2103-SfP-Mayfield-Road-maps.pdf | 55.93238 | -3.17733 |
| Resident | I don't like this | Please don't make the whole area cpz, not every single street, give us some flexibility. | 52.5032 | 13.58211 |
| Resident | I like this | Overall the proposal is good, but there is an urgent unmet need to promote greener forms of transport. In particular to support cycling there needs to be far more bike locking stations throughout the city and in residential areas too. | 55.93214 | -3.17252 |
| Resident | I like this | We like the proposed increase in permit parking but would prefer the chargeable hours to be limited so that commuters are deterred but visitors are still welcome. | 55.93258 | -3.17107 |
| Resident | I don't like this | There is no need for permit/meter parking in this area. There is always plenty of space. There is no problem with non residents parking and no need to prevent them doing so. There is no reason or need to charge residents to park outside their home. | 55.93034 | -3.18129 |
| Business owner | I don't like this | Nothing like enough paid parking to share between 3 shops.n | 55.92797 | -3.1874 |
| Other | I don't like this | I am a live in carer for a gentleman with advanced parkinsons who lives on queens crescent. 1 work with him 3 weeks each month living in and need to be able to park my car close to the house which I will not be able to do without extreme cost . | 55.93403 | -3.17086 |
| Resident | I don't like this | I have carers on a daily basis for 2 hours at a time to relieve live in carer they need to be able to park without huge cost . | 55.93403 | -3.17086 |
| Resident | I don't like this | To give a proper view we need to understand the policy with regards to costs of permits. There also need to be proper consideration to the needs of local business such as Brakesafe who need proper arrangements to facilitate their customers cars | 55.93119 | -3.18001 |
| Resident | I don't like this | This piece of kerb/road appears to have no designation allocated and indeed it appears to be the only such piece of road in the whole of the B1 area. Needs to be a Single Yellow line to prevent parking and allow access and egress from drives opposite | 55.93043 | -3.18219 |

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|-----------------------|-------------------|--|----------|----------|
| Resident | I like this | This comment applies to every Shared Use Bay on St Alban's Road. This is the narrowest road in Area B1. Suggest making all these as Resident Only and moving Shared to areas which are currently Resident Only on Grange Terrace. | 55.93053 | -3.18201 |
| Resident | I don't like this | X-Refer comments from St Alban's Road. This road is huge with massive houses with driveways and parking and low usage by residents. Suggest make all Resident Only bays on this road as Shared and making Shared on St Alban's Resident Only | 55.93081 | -3.18457 |
| Resident | I don't like this | I am not sure that converting a CPZ is the best idea for this area. The parking currently works well with the current restriction for a limited period of time Monday to Friday | 55.93128 | -3.17331 |
| Resident | I don't like this | There was a fairly recent change in the parking near us. It seemed to work really well. We don't have any problems parking near our home. The proposed changes ignore problems thrown up by the last consultations. | 55.91756 | -3.24557 |
| Business owner | I don't like this | We are a dental practice (36 years). Patients need to be able to park a car without further charging. It is not fair to raise money this way. | 55.93858 | -3.17695 |
| Resident | I don't like this | Under the proposed amendments to the parking rules, the addition of a double yellow line between 4 and 8 Burgess Terrace would prevent any of the residents being able to park near their home and also in the street elsewhere as there no spare spaces. | 55.93358 | -3.16776 |
| Resident | I don't like this | The location marked on the map is made up as and used as a parking bay. The Roads Adoption plan online shows this as carriageway. The proposal for the area in an extended CPZ is double yellow lines. I believe it should remain a parking bay. | 55.9272 | -3.19012 |
| Resident | I like this | Commuters and long term parking a major problem. | 55.92875 | -3.19211 |
| Resident | I don't like this | We would lose 4 or 5 parking spaces in our street and we don't want that. CPZ B1 works really well here and change is unnecessary | 55.93345 | -3.16749 |
| Resident | I don't like this | The proposal for double yellow lines in Burgess Terrace is unworkable given the number of residents and their cars. In the lower/southern part of the Terrace there are six houses and three proposed parking spaces. More permit parking is needed here. | 55.93335 | -3.1677 |
| Resident | I don't like this | Shared parking mitigates against resident permit holders | 55.93419 | -3.16967 |
| Resident | I don't like this | The present system with residents parking for 1 1/2 hours in the morning works very well - residents can find parking spaces and carers for my elderly mother, tradespeople and visitors can park at other times. This is a solution in search of a problem. | 55.93201 | -3.16898 |
| Resident | I don't like this | Currently the resident parking bays do not include outside house numbers 13 upwards on this side of West Relugas Road. This has meant that a t benefits of the parking bays currently in place are negated as vehicles park in the non restricted parts of the | 55.9282 | -3.18676 |
| Resident | I like this | I am a bit uncertain about what is happening about the off road parking within Grange Manor which runs from 7-15 South Oswald Road inclusive. Many thanks. | 55.92852 | -3.18965 |
| Resident | I don't like this | The lower part of Relugas Place is privately owned by several households. CEC has no jurisdiction putting in a yellow line. I can supply a registered deed of ownership. | 55.92823 | -3.1835 |
| Visitor | I don't like this | opposed to further extension of parking restrictions, which will impact the ability of people to visit the area for shopping or leisure, and push commuter traffic further out | 55.93174 | -3.17825 |

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|-----------------------|-------------------|--|----------|----------|
| Resident | I don't like this | 2 spaces outside of numbers 8 and 10 Relugas Road that have been used as parking spaces for ever are being proposed to have single yellow lines instead. I think at least they should be moved to permit parking if not left as free parking. | 55.93055 | -3.17911 |
| Resident | I don't like this | No need for change to current scheme - 10.00-11.30 restrictions work well here | 55.9317 | -3.17568 |
| Resident | I like this | Although I have indicated I like the proposal I feel that the north side of Ventnor Terrace from the junction with Cobden Road to McLaren Road should be shared parking rather than single yellow line. | 55.93201 | -3.17059 |
| Resident | I like this | In principle I like the proposal but strongly feel that there should not be a single yellow line in front of the garage at 13 Cobden Road & the courtyard. | 55.93226 | -3.17085 |
| Resident | I don't like this | I do not like that the north side of Ventnor Terrace from Cobden Road to McLaren Road is single yellow line but should be shared parking in my view. | 55.93201 | -3.17008 |
| Commuter | I don't like this | Working in this area and travelling from Fife and then - Having to put for parking!!! Insanity! | 55.92741 | -3.18728 |
| Other | I don't like this | As a longstanding client of the Cat Clinic veterinary surgery I am concerned that it could become very difficult and costly to park when I need to visit the surgery. | 55.92677 | -3.18637 |
| Other | I don't like this | | 55.92735 | -3.18743 |
| Other | I don't like this | I strongly believe the current 2 shared bays at the Cat Clinic & shops on Blackford Avenue should NOT be changed to pay & display. I am a regular visitor to the Cat Clinic and most times only need to drop off & pick up my cat. | 55.92744 | -3.18746 |
| Business owner | I like this | Most of us in the business travel by car and cannot get public transport. having the streets paid parking means that when we work long shifts that we have no where to park or have to pay a huge amount of money. This would seriously affect our business. | 55.92763 | -3.18757 |
| Commuter | I don't like this | I commute from Falkirk everyday to my work in Blackford Avenue and have done so for 17+ years but I would have to give up my work should these parking changes be implimented as my job can sometimes involve unsocialable hours. | 55.92734 | -3.18749 |
| Resident | I don't like this | I can see no obvious improvement in either the parking or traffic flow. Apart from money-making I see no merit in it. | 55.92729 | -3.18958 |
| Other | I don't like this | My cat has to visit the cat clinic and being disabled I need to be able to park close by. Carrying his cat box is extremely difficult for me, and parking close by is essential. | 55.92754 | -3.18593 |
| Resident | I like this | This is great, can't wait to see it implemented. Just worried about the permits costs. There is one mistake in Relugas Place, the yellow line should extend stright down from the location I put on the map below rather than going into private land. | 55.92837 | -3.18357 |
| Commuter | I don't like this | Free parking is essential to customers coming to the cat clinic! Stop enforcing paid parking! Parking should be free! Also not everyone lives locally! The cat clinic is very busy and cats are distressed enough. | 55.92744 | -3.18746 |
| Resident | I like this | Thank you for this amazing proposal. This will eliminate random cars, vans, cambervans been parked for weeks or months, while local residence can't find parking. The double yellow line should be extended until the location point I placed on the map. | 55.92887 | -3.18299 |
| Resident | I don't like this | The current system works well, and allows for spaces for visitors and tradesmen, who may need to park for longer. We have no problem in parking near our house | 55.93173 | -3.1755 |

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| Resident | I don't like this | Hi I have always found a space to park on Mortonhall Road. Never ever been a problem. If it isn't broken don't try to fix it. PLEASE! | 55.92762 | -3.19148 |
| Resident | I'm neutral about this | Not really identified a series problem, of course Covid will have restricted the "day trippers". Perhaps homes with 2 or more cars should be "targeted". Not sure which is the problem; commuters, residents in Marchmont parking for free or 2 car homes | 55.92972 | -3.18917 |
| Resident | I don't like this | Relugas place parking seems to work quite well for the residents just now, but there are more cars than spaces. Adding yellow lines will just increase demand for fewer places with little positive benefit | 55.92887 | -3.18291 |
| Resident | I don't like this | The current parking system has worked well and there is no reason to change it in Waverley Park. The 1.5 hour restriction works well to deter commuters without the need for ticket machines. | 55.93407 | -3.1708 |
| Resident | I don't like this | The disabled slot shown outside 33 Queens Crescent is no longer active. It should be a resident place. | 55.93407 | -3.17096 |
| Resident | I don't like this | The planned double yellow lines in Queens Crescent will merely speed up through traffic. Parked cars keep that down. A No Right Turn restriction on Mayfield Gardens would reduce rat runners. | 55.93401 | -3.17121 |
| Resident | I like this | We are desperate for our B1 streets to become a CPZ. Non-residents use our streets like a Long Stay Car Park. | 55.93072 | -3.18497 |
| Resident | I like this | I live at 62 Fountainhall Road, flanked by South Lauder Road and St. Thomas Road. All 3 of our roads are plagued by non-residents dumping their cars here. It's totally unfair to residents and has increased crime in the area. | 55.93066 | -3.18616 |
| Resident | I like this | Residents have difficulty finding parking as cars are left indiscriminately because there are no penalties. | 55.93168 | -3.18258 |
| Resident | I like this | I am concerned that there will not be enough space for visitors to park as sometimes i have 3 people coming to my house all with cars. What provision would there be for visitors coming on holiday for example. I am over 70 as are many of my visitors and t | 55.9301 | -3.17987 |
| Resident | I don't like this | This will drive further traffic into West Savile Terrace, which is already heavy. There is already a lot of parking in the area and to remove the free parking spaces from The Grange area, where many houses have drives, doesn't make sense. | 55.92876 | -3.18236 |
| Commuter | I don't like this | No need for more restricted parking. | 55.92882 | -3.19118 |
| Resident | I don't like this | I have two cats and use the cat clinic. I need to be able to park near the entrance of the shop. I have to carry two cats into the vets. | 55.92831 | -3.18814 |
| Commuter | I don't like this | This would have a considerable affect on me and my colleagues as we work at the Cat Clinic in Blackford Avenue. This would also affect our clients, making it much harder for them to access the clinic, especially in an emergency! | 55.92739 | -3.18748 |
| Resident | I don't like this | I am an OAP and this is effectively going to cut me off from being able to see friends & family even more than lockdowns. | 55.93426 | -3.17074 |
| Resident | I don't like this | I am a regular client of the Cat Clinic at 38 Blackford Ave. It is the only cat only vet in Edinburgh so I drive across town to get to it. The proposals provide very limited options for parking whilst visiting the vet. | 55.92677 | -3.18637 |
| Resident | I don't like this | Double yellow lines will increase car speed and reduce parking capacity- also outside our house (12 Queens Crescent) that is used as an hon consulate we need a designated space for parking for the H Gen Consul | 55.93419 | -3.17042 |

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| Resident | I don't like this | I have absolutely no problem parking outside my house. Commuters are deterred by the 2 hr morning restriction and I do not want to have to pay more to park outside my house. I make no use of the permit anywhere else in the B1 area. | 55.93389 | -3.16936 |
| Resident | I don't like this | Current arrangements are working fine in my area - a mix of resident parking only spaces and free parking for all. Even though I'm a resident I use the ample free parking. Please don't go ahead with these proposals! | 55.9316 | -3.18169 |
| Resident | I don't like this | I live at 34 Queen's Crescent I object very strongly to double yellow lines outside my house and a single yellow line over my driveway. Parked vehicles slow down the "rat runners" who already drive too fast along this street. | 55.93395 | -3.17106 |
| Other | I don't like this | Another negative blow for small businesses in the area. Already hit by covid, don't hit them with more difficulties. | 55.92763 | -3.18757 |
| Resident | I like this | In favour; but there has been an increase in commercial traffic (online deliveries eg Amazon, contract hire taxis) using Queen's Crescent as a conduit between Minto Street (A701) and Old Dalkeith Road. Please install speed humps on Queens Crescent | 55.93371 | -3.17179 |
| Business owner | I don't like this | I have worked at The Cat Clinic (Blackford Avenue) for 8 years and travel to work by car, I have children to drop off/collect from school and if I am unable to take car I will not be able to work (my husband works abroad so is often not home to help) | 55.92739 | -3.18753 |
| Resident | I don't like this | I live on West Savile. My street is a nightmare for parking at the moment. People who work in town park and get their bikes out their boots or jump on a bus. People who work at the hospital park here and jump on the 38/24 bus. Camper vans and white vans! | 55.92702 | -3.18383 |
| Resident | I don't like this | There are double yellows outside 35 QC - I strongly object and would parking permit bays instead. I don't think cars should be encouraged to speed around Queens Crescent due to children and pets. | 55.93384 | -3.17115 |
| Resident | I like this | I live on west Savile terrace and would like for permit parking to be added to our street . it is already difficult to park during the week with commuters also the new house on Watertoun Road will add to parking difficulties | 55.92922 | -3.17749 |
| Resident | I don't like this | The current parking restrictions Work. There are no benefits of a CPZ. You will be actively encouraging commuters employers of our businesses and tourists and visitors to park further out of the CPZ. Very concerning for the local economy and tourist indu | 55.93131 | -3.1739 |
| Resident | I don't like this | There is no need for parking restrictons in teh Grange.laudeer Road area. There is always plenty of empty space. Where do the council propose that people who live in the surrounding area who are not eligible for a permit should park their cars? | 55.93052 | -3.18138 |
| Other | I don't like this | I am a Vet working at The Cat Clinic. These proposals will massively impact parking for our staff and people attending the clinic. Carrying an unwell cat a long distance in a cat box on foot is far from advisable | 55.92734 | -3.18754 |
| Resident | I don't like this | Parking is not an issue in St.Alban's Road since the introduction of the limited permit (operating between 10 - 11.30)Creating more permit holder spaces and shared bays will only increase costs for residents and for visitors when it is not necessary. | 55.93087 | -3.18046 |
| Resident | I don't like this | The implementation of these plans is going to create a problem of residents unable to park reasonably close to their house. By reducing the residential spaces there is no provision for tradesmen/ deliveries. It's not possible to park off street here. | 55.92635 | -3.1893 |

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| Resident | I like this | In relugas place parking spaces would become fewer with the yellow line coming in to the estate. Could we have permit bays added? Parking is a nightmare in the estate and these plans would help alleviate inconsiderate parking | 55.92902 | -3.18278 |
| Resident | I like this | In relugas place could permit spaces be added instead of the yellow lines? | 55.92882 | -3.18296 |
| Resident | I like this | Could you adopt some of the residents association bays as council permit holders. I worry that these spaces will be monopolised by a small number of residents who have several cars. | 55.92875 | -3.18311 |
| Resident | I don't like this | There is ample parking space on Relugas Rd without this change. | 55.92897 | -3.18372 |
| Resident | I don't like this | There is enough allocated parking already on the street. | 55.9293 | -3.18276 |
| Visitor | I don't like this | My parents live in this street and I don't want to have nowhere to park when I come to visit them. Putting residents parking up and down the entire section of their street with paid for parking is going to change the current parking conditions hugely. | 55.93216 | -3.18058 |
| Visitor | I don't like this | Visiting my elderly parents in Blackford bank will be made impossible by this new proposal. I see no purpose in these changes. By putting yellow lines in Blackford bank you not only make it impossible to visit disabled parents but impossible for resident | 55.92758 | -3.18638 |
| Resident | I don't like this | I am actually happy with the current parking arrangements on my street and don't think it is really necessary for the council to spend more money on changing the current parking arrangements. | 55.92773 | -3.18895 |
| Resident | I don't like this | Putting yellow lines along Ventnor Terrace reduces the amount of parking spaces in this section, making it more difficult for residents to park. Add a few more permit spaces - but don't need a full CPZ. | 55.93198 | -3.16922 |
| Resident | I like this | Please ensure that controlled parking areas, permit or pay, are at least 3 metres from gateway entrances. There should be at least 3M of yellow line on each side of entrances. | 55.92877 | -3.19212 |
| Resident | I like this | Our street is now filled with commuters arriving and parking the whole day outwith the residents parking areas, (and in those areas outwith the houts of 10-11:30). It is impossible for 2 cars to pass without going into an open space, if available. Whi | 55.93111 | -3.18315 |
| Resident | I like this | Fully supportive of this initiative. | 55.93119 | -3.18317 |
| Resident | I don't like this | The section of in front of No2 Oswald Road/14 Kilgraston Rd should have no parking on the north side of the street. Only section of a narrow road with parking both sides. Forces traffic into middle and is hazardous for cyclists and is blind exiting No2. | 55.92993 | -3.19311 |
| Resident | I'm neutral about this | I'm happy with the proposal for McLaren Road if the permit/pay & display restriction is limited to the same 90 minutes Monday-Friday only and not extended to the whole day. I can't see any detail on this in the proposal. | 55.93354 | -3.16928 |
| Resident | I like this | I support the proposal p | 55.88793 | -3.18522 |
| Resident | I don't like this | The zone works for me.I am concerned that we are simply subjecting the streets at the periphery to the problems we had. | 55.93001 | -3.18297 |
| Resident | I don't like this | T arport.The adopted road is only 5.4 meters wide. and we do not have any problems with parking of unauthorised vehicles. | 55.9293 | -3.1925 |
| Resident | I don't like this | this is to express my strong objection to the proposal to introduce yellow lines in Oswald court. The committee of residents have communicated the reasons for not introducing a yellow line. | 55.9297 | -3.19288 |

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| Resident | I don't like this | I feel this is too much for the street we live on. The current arrangement could be extended slightly and any issues would be resolved. I like that friends/family/trades can park for free. They always find a space reasonably close by. | 55.93351 | -3.16928 |
| Resident | I like this | I would support the introduction of extended CPZ in my area. | 55.93215 | -3.18065 |
| Resident | I don't like this | Yellow lines will only increase both the traffic flow through QC and the speed of movement leading to further accidents. | 55.93395 | -3.1713 |
| Resident | I like this | I like the proposal to extend B1 zone further south. However, in this particular location along st Albans road would make more sense swap shared bays to south side of street where no accesses to houses, leaving permit holders in front of 44, 46, 48. | 55.93072 | -3.18127 |
| Resident | I like this | Existing B1 controls in our street have been successful as previously it was very difficult to get a parking space. | 55.93112 | -3.17842 |
| Resident | I don't like this | I believe the current proposals for Glenisla Gardens contradict the purpose of the initiative as, in their current form, they will negatively impact the ability of residents of Glenisla Gardens to park near to their own homes. | 55.92736 | -3.18951 |
| Resident | I don't like this | I live in Waverley park conservation area and the proposed extension of the controlled parking will have a detrimental effect with increased pavement furniture. Leave parking controls as they are. | 55.93416 | -3.16847 |
| Resident | I don't like this | The current PPA is effective at reducing commuter parking in the Waverley Park area. Expanding its hours would counter increased pressure if a CPZ is introduced in neighbouring areas. No need for CPZ in Waverley Park. | 55.93182 | -3.17068 |
| Resident | I don't like this | Request for 24 hour visitor permits. Households often have visitors stay for weekends and it seems ridiculous to expect guests to pay for multiple days parking where there will only be permit or shared use parking. | 55.93117 | -3.17408 |
| Resident | I don't like this | Cars only on 1 side way to few spaces. Cars speed through already, this speed will increase. What happens at end of Ventnor Terrace. | 55.93194 | -3.16927 |
| Resident | I don't like this | By introducing yellow lines at bottom of Ventnor place 3/4 spaces will be removed meaning residents can't park at own homes and impact on other residents in other streets. Loading and insurance not being in own street also then issues. | 55.93187 | -3.16821 |
| Resident | I don't like this | One of the stated aims in the doc is to aid residents to park near their homes. The proposal to remove all free parking and replace with double yellow lines at Burgess Terrace will have the opposite impact on residents. Preference to keep as is. | 55.93347 | -3.16795 |
| Resident | I don't like this | The present priority system and extent generally worked very well even before the Covid. The road beside the shop is used only by very short-term loaders, and controlled parking is completely unjustified | 55.92764 | -3.18766 |
| Resident | I don't like this | Cars already race through Queen's Crescent & with less parked cars on both sides - this will only increase. Residents have a hard enough time parking, throughout the day, with commuters parking in the zoned areas as if they were short term parking | 55.93403 | -3.17086 |
| Resident | I don't like this | We have been very satisfied with the current arrangements, that does protect resident parking while making parking accessible to visitors etc. The proposals will make it very difficult when we want to have visitors or tradespeople park near by. | 55.93176 | -3.17101 |
| Resident | I don't like this | The existing PPA is the correct strategy. In residential areas it is not turnover parking but commuters from outside the city using residential areas for all day parking that is the issue. The PPA should be reviewed before a CPZ is implemented. | 55.93293 | -3.17055 |

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| Resident | I don't like this | The highlighted for a parking permit bay in Relugas Gardens includes land privately owned by residents. The actual area would only be large enough for two vehicles. Further consultation is required to make this possible. | 55.93025 | -3.17847 |
| Resident | I don't like this | Numbers 12-20 Relugas Gardens is a pedestrianised curl-de-sac meaning we have no driveways and are reliant on parking at the end of our cul-de-sac. If a single yellow line is implemented to the north of the cul-de-sac we will lose daytime car parking. | 55.93033 | -3.17847 |
| Resident | I don't like this | If yellow lines are implemented, this will deprive parking to residents of our cu-de-sac which has no facility for parking in drives. Also the garages are not big enough for modern vehicles. Make permits for this area exclusive to residents. | 55.93031 | -3.17844 |
| Resident | I don't like this | 12 to 20 Relugas Gardens is a pedestrianised cul de sac and lock ups are too small for modern cars. We are reliant on street parking so would appreciate parking permits being restricted to Relugas Gardens residents. | 55.93023 | -3.17851 |
| Resident | I don't like this | I don't think residents should be charged for parking outside their own homes nor restricted in being able to have visitors without penal charges. If restrictions are to be extended, residents should be given free or low cost permits and visitor permits | 55.93337 | -3.1719 |
| Resident | I'm neutral about this | Cost to residents is undesirable, although i understand the broader intention | 55.92835 | -3.19339 |
| Resident | I don't like this | The plans for Oswald Court will create considerable obstruction and danger, particularly for children, whose homes open directly to the street | 55.92927 | -3.1924 |
| Resident | I don't like this | I'd welcome an extension of the hours to the current scheme and some further residents' bays but a full CPZ seems excessive and disproportionate to the problem. | 55.93245 | -3.17088 |
| Resident | I don't like this | The purple shaded in Relugas Gardens is privately owned by the homeowners and confirmed in Title Deeds so please revise your plan. | 55.93084 | -3.17672 |
| Resident | I don't like this | Your plan is incorrect as the area shaded purple in Relugas Gardens is owned by the homeowners as confirmed in Title Deeds of properties. | 55.93026 | -3.17849 |
| Resident | I don't like this | The Title Deeds for Nos 12-20 Relugas Gardens show the area designated in purple is privately owned by these home owners. | 55.93027 | -3.17853 |
| Resident | I don't like this | The Title Deeds for Nos 12-20 Relugas Gardens show the area designated in purple is privately owned by these home owners. | 55.93027 | -3.17853 |
| Resident | I don't like this | The area shown in purple for Relugas Gardens is actually owned by the home owners Nos 12-20 and this is confirmed in our Title Deeds | 55.93025 | -3.17848 |
| Resident | I like this | Can you please make the block on Relugas Rd between S Lauder & Relugas Lane resident permit holders only. I can rarely get parked near my house because of commuters. | 55.92955 | -3.18203 |
| Resident | I don't like this | We have a dropped kerb and drive in at this location. | 55.92907 | -3.18463 |
| Resident | I don't like this | The proposals do not pay heed to actual situation at present - missing out an exiting parking bay - introducing permit bays that will be unfair to some of the residents in the development, in a location that is hidden from any passing traffic. | 55.92723 | -3.19013 |
| Resident | I don't like this | There are double line proposed to go across drive ways. Nos 1 & 2 Trotter Haugh have reduced size drives and cannot park with out overlapping pavement and road. | 55.92718 | -3.19033 |
| Resident | I don't like this | The 2 permit bays in Trotter Haugh will be unfair to some residents of development that park there. Most bays shown | 55.92717 | -3.19143 |

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| | | as permit free. There should be free spaces enough for all residents of development.. | | |
| Resident | I don't like this | The 2 permit bays (10 spaces) shown in Trotter Haugh are hidden from passing traffic that would ever know or consider parking there. Why have them? Unfair to residents of devopment that park there at present. | 55.92729 | -3.19014 |
| Resident | I don't like this | There are some obvious changes which would increase safety for road users and pedestrians in B1 which could be implemented at minimal cost with little impact on parking space available.st | 55.92906 | -3.19366 |
| Resident | I don't like this | Avery dangerous junction.Double yellow lines need extending on both sides Also a parking bay immediately opposite the junction. | 55.92873 | -3.19112 |
| Resident | I don't like this | The current arrangement serves public and residents(many elderly) well. Pay/Display will disadvantage residents and deter trade | 55.92746 | -3.18743 |
| Resident | I don't like this | Not against CPZ but you must create a sub sone (eg.B1rg) so that Relugas Gardens residents get priority to park as near to their homes as possible with enough spaces being made available for these permits to use in. | 55.93023 | -3.17846 |
| Resident | I don't like this | Dangerous junction. Parking bay too close; 2 bus stops; double yellow lines too short; parking on 2 sides of SORblocks entrance Blind exiting. | 55.92892 | -3.18861 |
| Resident | I don't like this | I do have any problems with the parking within our street for ourselves or visitors. We have the parking bays where time is restricted for a short duration during the day. This prohibits most of the commuters to park all day. | 55.9275 | -3.19018 |
| Resident | I don't like this | My mother is 92 years old and we have carers currently twice a day - this will probably increase as time goes on. There are a number of "mature" residents in a similar situation and we need the carers to have easy access. | 55.92756 | -3.19026 |
| Resident | I don't like this | The current situation seems to work well. It also helps support visitors to Astley Ainslie when their car park is full. It is not an easy hospital to access via public transport. | 55.92757 | -3.19024 |
| Resident | I don't like this | We have not experienced any issues with either tradesmen or visitors unable to find a parking space outside the property. | 55.92755 | -3.19026 |
| Resident | I don't like this | We usually use the parking at the back of our property. On occasions, we are unable to due to visitors or trades using the space so we park at the front. Everyone is flexible and amenable to making it work. | 55.92755 | -3.19024 |
| Resident | I don't like this | Currently there is no parking issue in our street. On street parking is for many residents the only option available, especially those with children or access issues. By removing on street parking would create huge problems. | 55.92749 | -3.18646 |
| Resident | I don't like this | Current parking control works well in Waverley park The proposal increases difficulty &expense for visitors &tradesmen.Residents will be unable to park outside their houses.Traffic speed will increase.Increased street furniture will obstruct pavements | 55.93432 | -3.17033 |
| Resident | I don't like this | It is unfair on existing residents | 55.93247 | -3.1689 |
| Resident | I don't like this | This plan does not reflect our drive way - yellow lines are shown across the access. I'm totally opposed to having a mix of single and double yellow lines, effectively this is a loss of at least 12 "parking spaces" for residents - even if we have permits | 55.93202 | -3.16973 |
| Resident | I don't like this | pressure on VT parking spaces is already increased because residents from Newington Road are accessing due to Spaces for People restrictions | 55.93202 | -3.16973 |

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| Resident | I don't like this | It is unfair that this comment field is restricted - not allowing residents to fully express their views | 55.93202 | -3.16973 |
| Resident | I don't like this | At least 10 existing resident parking spots in Ventnor Tce being removed in these plans. No access shown for our drive. Unsafe for residents | 55.93202 | -3.16973 |
| Resident | I don't like this | There is already permit parking on Mentone Terrace and the surrounding streets and it is sufficient. At no point have I ever had a problem parking in a non permit area at any time of the day on any day of the week. I strongly object to what is proposed | 55.9311 | -3.17424 |
| Resident | I don't like this | I strongly object to this proposal. Current parking restrictions on our street are sufficient. We are not in the city centre so friends & family should not have to pay when they visit our home. | 55.92937 | -3.18707 |
| Other | I don't like this | I represent the Bowling Club and would like the parking restrictions to remain as they are. It is difficult enough as it is to get parked without making it more difficult. We are not classed as residents so can't get residents parking bays or permits . | 55.93246 | -3.17099 |
| Resident | I don't like this | The current parking is quite adequate, never have a problem. This will make it inconvenient for visitors, sole traders. Don't mess with something that works. We have enough street furniture, lines and signs without this. A money making racket. | 55.93219 | -3.16879 |
| Resident | I like this | I welcome this development for the street where I live. I'm 80 and, although still mobile, have difficulty carrying shopping etc. from the car if I can't park by my gate. - which is often not possible during the day in non-Covid times. | 55.92752 | -3.18949 |
| Resident | I like this | Must be free (time-limited) parking by shops. Avenue Store is vital support for area - free delivery for housebound etc, lifeline during illness, lockdown etc; their income comes from drivers, local and passing through, who won't stop if have to pay. | 55.92767 | -3.1877 |
| Resident | I don't like this | EAdding yellow lines to Relugas road will simply reduce parking availability and exacerbate the existing problems. I would back expansion of the existing limited parking boxes but as our car is shared with another household we would not be eligible for a | 55.92871 | -3.18359 |
| Resident | I don't like this | That section of Burgess Terrace is only used by the residents who do not have any off-road parking, and this significantly reduces the available spaces | 55.9327 | -3.18156 |
| Resident | I don't like this | By increasing the amount of double yellow lines along the curves, the traffic will speed up. Police have always said traffic will slow if there are cars PARKED on both sides of the road. Emergency vehicles and dustcarts can still easily get through | 55.93395 | -3.17119 |
| Resident | I don't like this | Every time there is an additional street marking, there has to be additional signage and many more pay machines, which would be against all the principles of a Designated Conservation Area, the | 55.93391 | -3.16882 |
| Resident | I like this | Every new yellow line across a driveway (and there are many within the Waverley Park Conservation Area) reduces the available spaces for residents, tradesmen, or visitors for loading or unloading | 55.93381 | -3.16872 |
| Resident | I don't like this | The CEC survey was carried out in mid-2019, since which the road usage has changed considerably. Scottish Widows building near the Commonwealth Pool is now empty, so commuters no longer park in our street. There is NOT a problem with parking | 55.9339 | -3.16857 |
| Resident | I like this | I strongly support the proposal to introduce a CPZ in the B1 area to remove the uncontrolled parking that blights the area | 55.93202 | -3.18298 |

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| Resident | I like this | I suggest replacing the proposed parking bays on the West side of South Lauder Road with yellow lines, between St Alban's Road and Grange Loan, as this is part of Quiet Route 6 (northbound), to support and improve safety for cycling to school. | 55.93206 | -3.18304 |
| Resident | I don't like this | Moving the bins from their present location at the W end of Mentone Terrace and putting them partially in front of No 18 is ridiculous. These bins are a total eyesore anyway, but at least their current location doesn't blight the outlook from No 18. | 55.93089 | -3.17555 |
| Resident | I don't like this | All day parking restrictions are excessive and are not required based on current use. The current 90 minute restrictions are perfectly adequate. | 55.92906 | -3.18352 |
| Resident | I don't like this | There are no issues with un restricted parking on this street. Parking restrictions are not required. | 55.929 | -3.1846 |
| Resident | I don't like this | There are no issues with unrestricted parking in this area. Restricted parking is not required. | 55.92888 | -3.1838 |
| Resident | I don't like this | There are no issues with unrestricted parking in this area. Restricted parking is not required. | 55.92896 | -3.18468 |
| Resident | I like this | I live in the first unzoned street and the density of parking feels unsafe for children accessing the library and children's reporter. We often have to park in the next block. | 55.93216 | -3.18058 |
| Resident | I don't like this | concentrating pay/mixed use parking in one single segment of McLaren road would generate substantial traffic and noise for the residents while also reducing space for resident parking. | 55.93351 | -3.16928 |
| Resident | I don't like this | | 55.93188 | -3.18052 |
| Resident | I'm neutral about this | I quite like it, but not all day restrictions. The current 10:00-11:30 works well. There are just not enough spaces for B1 permit holders. | 55.93195 | -3.18045 |
| Resident | I like this | It would be good to be able to find a car parking space outside our house these are often taken currently | 55.93199 | -3.18102 |
| Resident | I don't like this | I am happy with the current management of parking in Fountainhall Road | 55.93193 | -3.17853 |
| Resident | I don't like this | There is already residents permit spaces, that are rarely filled. No need to make the whole street permit. | 55.93286 | -3.1786 |
| Resident | I like this | Please do what you can to remove camper vans stored in our streets. Height restriction? Commuters are polluting us and are already served by 'park and ride'. Further mid day time limits? | 55.93001 | -3.18845 |
| Resident | I don't like this | Yellow lines in Oswald Court are based on an erroneous traffic survey of the Court and should be reconsidered in that light. | 55.92966 | -3.1933 |
| Resident | I don't like this | I object to these new proposals and would like the parking to remain the same Thank you | 55.92713 | -3.19074 |
| Resident | I don't like this | Our street wasn't contacted until this week. The information sent out is incorrect. I'd prefer permit parking for residents and our visitors rather than yellow lines as I'm Worried commuters will park in residents spaces unless they are clearly marked | 55.92766 | -3.18544 |
| Resident | I don't like this | Glenisla Gardens is a terrace of 15 houses and the street is a cul-de-sac. At the moment, there is sufficient parking for all residents and as the saying goes, 'if it ain't broken, don't fix it'. Further comment sent to consultation project center | 55.92743 | -3.18897 |
| Resident | I don't like this | Pay & Display on Grange Terrace reduces parking access to residents of Terrace. Would be better to move round the corner to Blackford Avenue. The free parking here slows traffic - pay & display implemented here could serve the same safety function | 55.92983 | -3.18847 |

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| Resident | I don't like this | Loosing 3 parking spaces in front of 86 to 92 St. Albans Road to single and double yellow lines when visitors and contractors are able to use at present with the remainder of the street having very minimal such parking. | 55.92925 | -3.18705 |
| | I don't like this | Why not a simple permit holders space here? | 55.92925 | -3.1871 |
| Resident | I don't like this | Regarding Relugas Gardens east spur - on the south section there will only be a maximum of two spaces book-ended by privately owned ground so it is suggested that parking permits for these two spaces be restricted to the residents of Relugas Gardens. | 55.93024 | -3.17849 |
| Resident | I don't like this | The map shows a block of spaces in Relugas Gardens - east spur. In fact only two spaces (turn-out) come under the Council - with those either side in private resident ownership. I request that any residents parking permits be allocated exclusively to | 55.93025 | -3.17848 |
| Resident | I don't like this | The Council map erroneously shows in purple several parking spaces in Relugas Gardens - east spur. In fact only two possible spaces (turn-out) exist while the spaces either side are privately owned parking permits should be allocated to RG residents. | 55.93026 | -3.17848 |
| Resident | I don't like this | Relugas Place and Gardens and 71-91 Relugas Road have access to private estate roads and parking/and should not be allowed CEC permits. | 55.92909 | -3.18342 |
| Resident | I don't like this | Bays should be limited to stay of 10-15 minutes and not Pay and Display. The latter will bung the spaces up for what is a busy shop and PO | 55.92763 | -3.18768 |
| Resident | I don't like this | There should be more pay and display bays for visitors and tradespeople, but still stop dumping of cars, buses and camper vans for days to years | 55.92891 | -3.18395 |
| Resident | I like this | People commuting to Edinburgh for work/leisure are using the parking directly outside our property on Grange Terrace because the spaces are not controlled which makes our parking difficult and increases through traffic in a residential area | 55.9301 | -3.18725 |
| Resident | I don't like this | Residents parking is not an issue here. General amenity of the conservation area would be severely diminished by increase of street furniture, ticket machines, etc. Current restrictions work well for residents and visitors alike | 55.93296 | -3.17 |
| Resident | I like this | Object to big vans (often lived in) blocking the roads and lines of sight. Also object to work related parking. | 55.92842 | -3.19617 |
| Resident | I like this | Wld suggest that restrictions to deter CAMPERS and COMMUTERS are necessary and that this cld be achieved better with more time restricted spaces which still leaves flexibility for residents and their visitors | 55.92983 | -3.18836 |
| Resident | I don't like this | The introduction of double yellow lines anywhere within the development other than to maintain sight-lines at the entrance is in my view unnecessary. Single yellow would suffice. | 55.92724 | -3.1908 |
| Resident | I don't like this | Our development has a mix of publicly adopted parking bays and private bays. With this in mind, I believe the development would benefit from control as a "Permit Parking Area". | 55.92728 | -3.19082 |
| Resident | I don't like this | I think all of South Oswald Road should be resident permit holders only to discourage car commuter parking which causes pollution | 55.92781 | -3.19618 |
| Resident | I don't like this | The proposal for Glenisla Gardens, which is a cul-de-sac will destroy the satisfactory and harmonious existing situation in which ALL residents are able to park their cars in the street. The proposals significantly reduce the number of parking s | 55.92732 | -3.18939 |

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| Resident | I don't like this | The 'Shared Use Bay' information appears to be worded incorrectly. Should it read that Anyone who holds a permit (resident and visitor) can 'PARK IN A SHARED USE BAY' but these are also available to pay and display users? | 55.93123 | -3.17385 |
| Resident | I don't like this | There are no problems with non-residential parking in Oswald Ct, despite our being in a commuter-parking area. The parking proposals will increase the existing tendency of drivers to use our service road as a rat-run. See my e-mail explanations. | 55.92932 | -3.19238 |
| Resident | I don't like this | Retaining parking on both sides of Oswald Rd west of its junction with Kilgraston Rd reduces the road to single-track & creates a bottleneck which encourages drivers heading west to use the Oswald Ct service road as a rat-run (as at present). | 55.92985 | -3.19293 |
| Resident | I don't like this | Oswald Ct houses open directly onto the service road without a pavement, so residents leaving home (or car-ports/garages) have no sight-lines. Yellow lines will make the service roads look like through roads and increase their use as a dangerous rat-run. | 55.92916 | -3.19236 |
| Resident | I'm neutral about this | As we are fortunate enough to have an off-street garage, we don't have strong feelings. It would be nice to have a yellow line across the gate, but honestly I think those inclined to park across the gate would continue to do so. | 55.93253 | -3.16914 |
| Resident | I don't like this | Dropped kerb: this and all of these, if possible, should remain with white line | 55.9312 | -3.1796 |
| Resident | I like this | I support the southward CPZ extension. My street, Trotter Haugh, is a cul de sac which would be an ideal candidate for an autonomous, self-contained CPZ. | 55.92713 | -3.19074 |
| Resident | I don't like this | The residents in this area, need the space to park their cars otherwise there will be additional burden to the council and residents to park these cars somewhere else and occupying the parking area elsewhere | 55.92759 | -3.18528 |
| Resident | I don't like this | Yellow lines will stop 4 owners from parking outside their houses at any time, and will prevent others from parking for part of the day. Such restrictions are not needed as there is no problem with outsiders parking: they see it would block car-ports etc | 55.92881 | -3.19296 |
| Resident | I don't like this | Dropped kerb: strongly wish this and all other accesses to garden run-ins if possible to remain with white line, or with Visitors permit | 55.93111 | -3.17983 |
| Resident | I don't like this | Currently, people staying the area generally park their cars on the inside road. Also other people coming for nearby shops and Post office can park vehicles here. Thus please keep this road parking as it is now, which is free. | 55.9275 | -3.18647 |
| Resident | I like this | Trotter Haugh is a candidate for a self-contained mini CPZ like Monkwood Court off Kilgraston Road. This would allow the street to have resident permit parking without painting yellow lines or marking spaces. | 55.92718 | -3.1908 |
| Visitor | I don't like this | I can park vehicle here/ on this road, when i come for shop or post office, thus it is convenient for me to park for short time here. Please do NOT include single yellow line here. | 55.92754 | -3.18635 |
| Resident | I don't like this | The proposed single/ double yellow line will ONLY create kios, as people wont be able to park cars on the road, whereas there is no benefit of this yellow line, as this road is not in much use by regular road traffic anyway as it's dead end ahead. | 55.92766 | -3.18544 |
| Resident | I don't like this | cannot understand any benefit of having single yellow line on this road, causing cars on this road to go elsewhere and occupy space there.... and keeping this road empty, which anyway is not a through road so yields less traffic. | 55.9275 | -3.18668 |
| Resident | I don't like this | Don't see any benefit of this proposal rather problems for the residents. | 55.92756 | -3.18605 |

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| Resident | I don't like this | The danger of Oswald Court's service roads being used as a rat-run by speeding drivers is already being addressed by owners through their Councillor. Any parking proposals should take these ongoing discussions into account. | 55.92889 | -3.19239 |
| Visitor | I don't like this | As a visitor, i can park vehicle for short time in this lane, would like to keep this as it is. Otherwise, it would need additional fuel wastage for me to go and park elsewhere for short time purpose. I strongly oppose this proposal. | 55.92757 | -3.18608 |
| Resident | I don't like this | No roadside markings for the Blackford Bank please. Consider these as mews parking and residents here can atleast park their vehicles causing less burden on permit parking elsewhere. I strongly oppose this proposal. | 55.92777 | -3.18485 |
| Resident | I don't like this | Blackford Bank is a small cul-de-sac street on the southern edge of the B1 area. It currently has no parking restrictions. In nearly 11 years of living here we have experienced no issues, however the current proposals are likely to create some. | 55.92764 | -3.18528 |
| Resident | I don't like this | I strongly wish to retain the white line across my front gate opening | 55.9312 | -3.1796 |
| Resident | I don't like this | I feel these changes are unnecessary | 55.93321 | -3.1711 |
| Resident | I don't like this | I feel these changes are unnecessary. | 55.93317 | -3.17117 |
| Resident | I don't like this | The rationale for DYL here is unclear. The result would be only 4 spaces in this part of the street which has 5 properties w/o driveways. Would prefer controlled parking bays instead of DYL to allow for visitors & tradesmen. | 55.93357 | -3.16782 |
| Resident | I'm neutral about this | The narrative about the CPZ mentions increasing options for residents, but no explanation is given for the addition of new DYL in the area. What is the rationale? There seem to be several places on Queens Crescent with new DYL. Why are these proposed? | 55.93401 | -3.17116 |
| Resident | I don't like this | To help support local shops / cat clinic these bays should be 'loading' or '30 minutes' only (ie no change to current position) | 55.92759 | -3.1876 |
| Resident | I like this | As a resident of Blackford Bank I welcome the extension of the double yellow lines further into the street to discourage day long parking on the corner which currently poses a problem | 55.92748 | -3.18689 |
| Resident | I don't like this | No dropped kerb ways noted on the plan - there are several. Don't see the need for yellow lines the length of the street and believe that 'mews status" may be more suitable for our needs | 55.92756 | -3.18581 |
| Resident | I like this | Welcome the extension of double yellow lines into street but in over 30 years I have yet to witness any enforcement even though there is regular parking on them. | 55.92754 | -3.18736 |
| Resident | I don't like this | Apalled that Blackford Bank residents not informed of these proposals before virtual meetings therefore unable to seek clarification on points of concern. | 55.92754 | -3.18736 |
| Resident | I don't like this | Blackford Bank residents received belated notice of these proposals (14/5), too late for meetings, the leaflet still shows Blackford Bank as lying outwit the proposal area - NOT the case. | 55.92754 | -3.18736 |
| Resident | I don't like this | Trotter Haugh is a development block, with off street parking, which is one reason I bought the property. The council should not be able to change off site parking bays to pay to use in a development. This is unacceptable. | 55.92736 | -3.19087 |
| Resident | I don't like this | Your proposals include bays on land I and my neighbours own | 55.93025 | -3.1785 |
| Resident | I don't like this | The residents of Relugas Gardens do not wish yellow lines, restrictions or bays within the close. | 55.93027 | -3.17876 |

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| Resident | I don't like this | Consultation is skewed to CPZ with 0 on the merits of existing RPP, cheaper & more flexible in operation & less clutter in conservation areas | 55.9311 | -3.17422 |
| Resident | I don't like this | It's getting harder and harder to get a space in zone 7. This is the next overflow area but I can't use it if you put more restrictions in. You've put a massive student residence in and no new parking. The pressure is massive. Also think of the library! | 55.93268 | -3.17927 |
| Resident | I don't like this | I live on Oswald Court. From observation, with one exception all the housing on Oswald Road and South Oswald Road have off-street parking. There is no need for further restrictions. Proposal would increase rogue parking in developments like ours. | 55.92917 | -3.19251 |
| Resident | I don't like this | Please do not put a yellow line outside our house. It would be very difficult to off load goods from cars etc. and it is quite acceptable as it is! | 55.92912 | -3.19242 |
| Resident | I'm neutral about this | no 17 still. the Blue badge space which I requested in July 2019 is not there. I have a severely disfigured and practically useless hand because of the lack of a blue badge space at no 5. | 55.93038 | -3.18705 |
| Resident | I don't like this | I object to having a single yellow line in front of my house, thus taking away a perfectly serviceable parking space. | 55.93049 | -3.17911 |
| Resident | I don't like this | We live at 27 QC. You show a double yellow line right along our property, except across our driveway, we need at least one parking place. Nine of the houses between 27 and 39 have a run in for one car. We therefore need less resident spaces and more shared | 55.93377 | -3.16949 |
| Resident | I don't like this | Why is it necessary to have a double yellow line in front of the WHOLE property at 27 Queen's Crescent? Why is there no single yellow line in front of the driveway at 27 Queen's Cres? Why are there NO shared use or pay and display bays in Queen's Cres? | 55.93381 | -3.16949 |
| Other | I don't like this | I live close to B1 and work in B1. Consultations on nearby areas should be notified as changes will affect areas. Consultations seem to be a formality only as Sunday city parking was still introduced! | 55.92783 | -3.18782 |
| Resident | I don't like this | There is not enough controlled parking on the west side of Cobden Road. In comparison, Cobden Crescent has complete coverage of controlled parking. | 55.93283 | -3.17144 |
| Resident | I like this | | 55.93279 | -3.16895 |
| Other | I don't like this | The parking spaces here are well used and have a high rate of turnover. The introduction of paid parking is unnecessary and highly objectionable as it would be detrimental to the adjacent businesses. | 55.92764 | -3.18766 |
| Resident | I like this | I think that the proposals for the Waverley Park area, and in particular Queen's Crescent, are excellent. They accommodate the needs of residents while discouraging park and riders. | 55.93402 | -3.17124 |
| Resident | I don't like this | I am very happy with the current scheme, which is imaginative and benefits all. I can always park outside my house or nearby. Visitors (personal or business) can work round the restriction 10-11.30 weekdays, which prevents long term commuter parking. | 55.93039 | -3.18669 |
| Resident | I don't like this | Very confusing for Trotter Haugh to have both private bays and permit holders bays for the residents and visitors. Less confusing to make it either all private or all permit | 55.92713 | -3.19074 |
| Resident | I don't like this | The current situation with restricted parking between 10-11.30 works well and discourages the vast majority of commuters. Making most streets so there is much less uncontrolled parking spaces would solve issues around commuters/abandoned vehicles. | 55.9301 | -3.18725 |

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| Resident | I don't like this | Making driveway openings yellow lines is unnecessary and counterproductive. There is not an issue with people parking over driveways and they are useful extras spaces for these owners. Making them yellow lines will mean fewer spaces for all. | 55.93 | -3.18787 |
| Resident | I don't like this | I am astounded that I won't be able to park in my own street without a permit. We pay road tax and council tax and now I have to pay to park on my street. Makes it difficult for visitors and workmen. I would like all permits removed. | 55.9301 | -3.18765 |
| Resident | I like this | We've had park and ride vehicles restricting access to our drive for too long. | 55.92868 | -3.19268 |
| Resident | I don't like this | We could do with a few more B1 parking bays as people have got disabled spaces and built driveways since it was first introduced where parking bays were originally but I like the free spaces for visitors/workmen. | 55.93199 | -3.18107 |
| Resident | I don't like this | Absolutely no need to change the existing arrangement. Plenty of room for residents without increasing the amount of money that we already pay to park in the street for no reason. | 55.9324 | -3.17911 |
| Resident | I don't like this | There are no parking issues at present. Elderly residents, families with young children, tradespeople etc need to be able to park kerbside - which they can't do on a yellow line. | 55.92746 | -3.18544 |
| Resident | I don't like this | Residents need kerbside parking | 55.92758 | -3.18608 |
| Resident | I don't like this | There needs to be parking available at the shop and post office, particularly for the elderly and disabled | 55.92751 | -3.1875 |
| Resident | I don't like this | Mews status could be an acceptable alternative, but no parking is not an option I would like | 55.92764 | -3.1854 |
| Resident | I don't like this | There are double yellows up to here just now, that are never enforced. The double yellows and singles will just push people round the corner to the singles when visiting the shops | 55.92755 | -3.18709 |
| Resident | I don't like this | This is a turning circle for residents | 55.92783 | -3.18466 |
| Resident | I don't like this | Visitors/tradespeople also need access to residents houses, otherwise they could be parking streets away. | 55.92757 | -3.18605 |
| Resident | I don't like this | Mews status could be considered for Blackford Bank as a way of 'residents only' being able to retain ability to park on the street outside their houses | 55.92753 | -3.18636 |
| Resident | I don't like this | An option for parking at the shop and post office could be free parking spaces for a max 30mins | 55.9274 | -3.1875 |
| Resident | I don't like this | Regardless of parking controls implementation, commuters will park in the nearest area without controls, only moving the issue elsewhere | 55.92758 | -3.18588 |
| Resident | I don't like this | There are numerous driveways with dropped kerbs on this street with yellow lines across them on the map | 55.92756 | -3.18609 |
| Resident | I don't like this | On the map, yellow lines are continuous along the whole street across all of the dropped kerbs at resident's driveways | 55.92758 | -3.18612 |
| Resident | I'm neutral about this | Residents Parking at Pin location (grey area opposite No.41) and in front of No.11 (white triangle). If we wanted to hand control to the council, how would we do this? Contact: mcmillanphil@hotmail.com | 55.92873 | -3.18312 |
| Resident | I don't like this | Current Parking Control in West Relugas Road is Permit Holders only 10:00-11:30, Mon-Fri. This manages almost all non-resident parking in this area. Why is this system not being proposed as an effective but less expensive approach for the B1 area? | 55.92809 | -3.18687 |
| Resident | I don't like this | Really annoyed at the prospect of restrictions in a cul de sac. As a group of neighbors we all work together no restrictions here please.. leave well alone. There to my mind no issue | 55.92845 | -3.18291 |

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| | | here , just the council trying to make money .. disgusting actually. | | |
| Resident | I like this | We are in favour of the proposed changes. As residents we are often inconvenienced by cars and vans parked right up to our gate. | 55.93083 | -3.17699 |
| Resident | I don't like this | The proposals for a change to the current parking restrictions have been causing me significant anxiety. I feel they unfairly and unnecessarily discriminate against the home owners from number 5 to 13 Ventnor Terrace with no parking. | 55.93206 | -3.1698 |
| Resident | I like this | This yellow line will keep the traffic flowing along a fairly narrow street. Parking on both sides of the street makes it awkward for bin lorries and emergency vehicles. | 55.93201 | -3.1701 |
| Resident | I like this | This residents parking bay should be retained whatever the outcome of the survey. If there is no CPZ introduced then the priority parking time should be extended to much longer than 1.5 hours per day. | 55.93205 | -3.17053 |
| Resident | I don't like this | In our experience the present system of priority parking has been working well with parking demand matching availability, and we do not see any reason for changing it. (More to follow in an email.) | 55.93218 | -3.17452 |
| Resident | I don't like this | At present, there is no parking problem on the internal roads within Oswald Court. These proposals would create problems. All our garages and car ports open directly onto the internal roads, making them completely unsuitable for public parking. | 55.92967 | -3.19326 |
| Resident | I don't like this | | 55.93072 | -3.18356 |
| Resident | I'm neutral about this | Concerned re. our privately owned parking space according to the title deeds. Non residents often park in Blackford Bank which makes things difficult. We would consider mews status if the majority of the residents felt it was for the best. 3rd | 55.79754 | -3.15044 |
| Resident | I don't like this | I'm very happy with the situation in the present Priority Parking scheme and do not want to see the area changed into a CPZ. | 55.93028 | -3.187 |
| Resident | I like this | I am in favour of Parking Charges in B1 I have already purchased a Parking Permit because I have struggled to park in my own street for 18 years | 55.92965 | -3.18156 |
| Resident | I don't like this | I feel the proposal for double yellow lines into a single track road is unnecessary and the loss of our visitor bays is going to be difficult for workman | 55.92697 | -3.19664 |
| Resident | I like this | I think this is an excellent proposal. How soon can you implement it? | 55.92993 | -3.18055 |
| Resident | I don't like this | This unnecessary double yellow line removes three parking spaces used by residents. It would be good if there were two or three permit holder bays there. | 55.92769 | -3.1884 |
| Resident | I don't like this | Adding unnecessary double yellow lines will remove three parking spaces used by residents. The separate turning area is sufficient to allow vehicles to turn, and it has never been an issue that residents park outside #14. | 55.92731 | -3.18975 |
| Resident | I don't like this | The unnecessary double yellow outside #1 will force residents to park further down the road, reducing spaces for residents. | 55.9276 | -3.18845 |
| Resident | I don't like this | I have concerns about the proposal to put double yellow lines in this area at the end of the street. Currently 3 cars can park here so introducing double yellows will increase parking pressure for residents on the street. | 55.9273 | -3.18975 |
| Resident | I don't like this | Currently cars park in this location with no negative impact on traffic entering or leaving the Glenisla Gardens. Making this area double yellows will reduce parking availability and increase parking pressure for Glenisla Gardens residents | 55.9277 | -3.1884 |

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| Resident | I don't like this | Glenisla Gardens Lane is usually chained to prevent access. Any traffic coming out of the lane only ever needs to turn right so there is no need to double yellow this area, where a car can currently park. Doing so only reduces parking for residents. | 55.92759 | -3.18845 |
| Resident | I like this | I support CEC's desire to have a greener safety city, with less pollution for our children and grandchildren. The yellow line adjacent to our property should help children cross the road more safely, rather than squeeze between commuter cars as they curr | 55.93201 | -3.17016 |
| Resident | I like this | The current parking restriction of 10.00-11.30 is no longer practicable. part-time office working, commuters now know that can park afternoons and evenings. A CPZ 8.30-17.30 would support CEC's plans to reduce vehicles coming into the city. | 55.93201 | -3.17043 |
| Resident | I don't like this | We would like to park in our driveway but the camber of the road prevents us doing so without scraping the bottom of our car. What can be done about this? We do have a dropped kerb but are unable to use our driveway because of the road camber. | 55.92805 | -3.18688 |
| Resident | I like this | shared parking is ok here | 55.93194 | -3.17014 |
| Resident | I don't like this | Why are our neighbours diagonally across the road from just having yellow lines preventing parking outside there properties which will mean that we are having to share permit spaces outside our property at number 8. | 55.92825 | -3.18651 |
| Resident | I don't like this | We aren't currently troubled with commuters parking in our street , and are able to park over our driveway if we cannot get a space directly outside our property at number 8 West Relugas Road | 55.92817 | -3.1869 |
| Resident | I don't like this | The yellow line proposed is across a dropped kerb and would impede access to our drive | 55.93309 | -3.17168 |
| Resident | I don't like this | non residents parking in Trotter Haugh or Mortonhall Rd is not a problem. It has never happened that non residents park in Trotter Haugh except for legitimate friends, family or tradesmen going about their lawful business from time to time | 55.92713 | -3.19074 |
| Resident | I don't like this | The proposals set out will result in a loss of several parking spaces on our street and worsen rather than improve the parking pressures; and residents will have more difficulty parking outside their home. I object to these proposals on those grounds. | 55.9319 | -3.17888 |
| Resident | I don't like this | The white courtesy line outside 51 Findhorn Place should not be changed to a yellow line. I object to these changes outside our home as it will negatively impact our ability to find a parking space near our home. | 55.93182 | -3.1789 |
| Resident | I don't like this | Double yellow lines in Trotter Haugh unnecessary and unsightly and lproposales don't reflect current parking layout outside number 1 | 55.92635 | -3.18922 |
| Resident | I don't like this | Parking situation in Trotter Haugh and Mortonhall Rd works well at present. No yellow lines single or double to Trotter Haugh. No permit holder bays to Trotter Haugh. Mortonhall Rd does not need permit bays but limited times if introduced 11.30 - 13.00. | 55.92719 | -3.19074 |
| Resident | I don't like this | Proposals in this engagement process have not been properly considered. I challenge the survey results as mentioned for this street. Details are hard to access especially those unable to access internet. Proposals are not clear from leaflet. | 55.92721 | -3.1904 |
| Resident | I don't like this | I don't understand why a yellow line is proposed to be introduced here and why the few uncontrolled parking spaces in this section of Findhorn Place are proposed to | 55.93101 | -3.1844 |

| | | | | |
|-----------------|------------------------|--|----------|----------|
| | | become shared. i feel these should remain available as present . | | |
| Resident | I don't like this | I think some of the adding restrictions are unnnecessary and create additional problems. Why introduce a yellow line here?? What is the purpose other than further reducing parking? I am having difficulty using this form. | 55.93275 | -3.17942 |
| Resident | I don't like this | Blue Badge Holder deceased so disabled place no longer necessary. | 55.93221 | -3.16892 |
| Resident | I don't like this | I find it surprising that so many people request the change of use of existing free car par to Shared-Use Bay. it's only a small part that is currently not available to residents solely. parking hasn't been an issue. | 55.92945 | -3.18592 |
| Resident | I don't like this | This part of McLaren Rd which leads to Ventnor Place needs to be controlled space for residents. | 55.93219 | -3.16893 |
| Resident | I don't like this | The Ventnor Terrace shared area from the south west side of Cobden Road to the bend leading into Ventnor Place should be permit holder parking available to VT residents at 6,7,8,9,10 and 11. | 55.93195 | -3.17014 |
| Resident | I like this | This is very good idea. It is necessary to control the use and numbers of cars in a time when we are all trying to reduce carbon emissions and also just making too many vehicles and wasting resources. | 55.93422 | -3.17139 |
| Resident | I don't like this | I live at 1 Queen's Crescent and I do not want anything to change. One of the reasons for buying our house 2 years ago was the fact that family could park nearby without having to pay. | 55.93335 | -3.172 |
| Resident | I don't like this | I feel the current arrangement works well | 55.93337 | -3.1719 |
| Resident | I'm neutral about this | We understand the area indicated by the pin is a Turning Area for Bin Lorries etc. Is a single yellow line the normal parking control for a Turning Area? If so, where do Bin Lorries etc. turn if the area is occupied by parked vehicles? | 55.92842 | -3.18344 |
| Resident | I'm neutral about this | The area indicated by the pin is a Turning Area for Bin Lorries etc. Is a single yellow line the normal parking control for a Turning Area? If so, where do Bin Lorries etc. turn if the area is occupied by parked vehicles? | 55.9284 | -3.18347 |
| Resident | I don't like this | Absolutely no problem with current ppa system... no justifiable reason for change... other than obvious money grabbing !! | 55.93365 | -3.16929 |
| Resident | I don't like this | These single yellow lines should be replaced with loading bays / 30 minutes no return to help local businesses / stop cars parking in Blackford Bank or double yellows when shopping | 55.92772 | -3.18759 |
| Resident | I don't like this | There should be a disabled bay outside the Post Office for access | 55.92737 | -3.18712 |
| Resident | I don't like this | I fully object the proposal and the idea of increasing control over parking in the area. There are parking spaces and the residents would rather see the controls reduced in the adjacent S1 zone. | 55.93401 | -3.18346 |
| Resident | I don't like this | Blackford Avenue near the post office and Avenue Store is a narrow and dangerous part of the road, especially for cyclists, in bad weather. Make both sides double yellow line. Cat Clinic customers can park round the corner. Store has local clientele. | 55.92767 | -3.18767 |
| Resident | I don't like this | CPZ level of control and extra charge would be very unwelcome. If you want to help, create free spaces in S1 zones, which is empty anyway. | 55.93261 | -3.18556 |

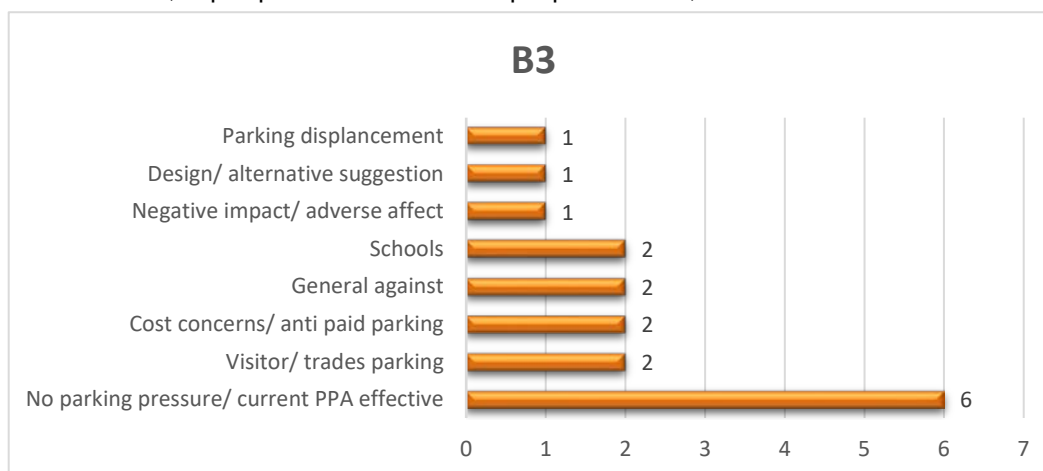
| | | | | |
|-----------------|------------------------|--|----------|----------|
| Resident | I don't like this | Proposal appears to make it impossible for me to park in front of my own garage & car port at times- other schemes with garages, north of the proposed new area, do not have yellow lines across them. If no lines the likelihood of someone park'g is zero! | 55.92952 | -3.19249 |
| Resident | I don't like this | I do not like these proposals as they are too restrictive and will cost residents more money in an already heavily taxed area. The existing restrictions for a couple of hours a day have been working well and could be extended further instead of full CPZ. | 55.93215 | -3.18043 |
| Resident | I don't like this | Leave some free parking! You made Dick Place controlled parking and now nobody parks there and people drive far too fast down the deserted street. (And no, we don't want speed humps putting in - we just want you to stop trying to control everything). | 55.93106 | -3.18643 |
| Resident | I like this | The area highlighted is a turning point for vehicles but currently being abused by some residence by parking there. This area should have a double line and a cross to make sure it is not being used for parking, even after hours. | 55.92843 | -3.18345 |
| Resident | I like this | We need this to be double yellow line as if any car parked here will block the access to garages and driveways. | 55.92868 | -3.18343 |
| Resident | I like this | This is a turning area and should be marked as so, and no parking to be allowed 24/7 | 55.92842 | -3.18349 |
| Resident | I like this | The mark point should be a double line except the driveways which would be a single line. | 55.92847 | -3.18367 |
| Resident | I like this | The marked area should be a double line (except for driveways) in order to allow cars to enter/exit garages and driveways and not block them. also to keep the road open for emergency vehicles.. | 55.92868 | -3.18343 |
| | I'm neutral about this | This is a private courtyard. | 55.9282 | -3.18365 |

4. B3

4.1.1 9 people dropped 10 pins on the interactive map

4.1.2 Of those, 9 had comments and 1 was left blank

4.1.3 Out of these, 5 people were within the proposal area, while 5 were not.



4.1.4 Comments within the B3 area were not consolidated into major and minor themes owing to the limited number of responses.

4.1.5 The highest frequency theme within the B3 map comments was the suggestions that there is no parking pressure 6 (60%).

4.1.6 The comment that was classified as 'design/ alternative suggestions', suggested that timed parking should be introduced to reduce the parking pressure caused by school traffic.

| I am a... | Category | Comment | X | Y |
|-----------|-------------------|---|----------|----------|
| Resident | I don't like this | There are no problems at this end of Kinnear Road, the scheme put in place with agreement of our Councillors a few years ago works fine. | 55.96774 | -3.21964 |
| Resident | I don't like this | The current scheme works fine here with part day restrictions agreed with our councillors a few years ago. | 55.96781 | -3.21947 |
| Resident | I don't like this | The proposal potentially penalises apartment owners guests staying for a few days who will have to run constantly to a machine or gobble up free short term passes quickly. Could you consider a discounted visitor pass that covers say 3-5 days ?? | 55.96768 | -3.21939 |
| Resident | I don't like this | Bad idea round here | 55.95495 | -3.24538 |
| Resident | I don't like this | The existing arrangements are fine and work well, they prevent lots of commuters and give flexibility to residents, their visitors and tradesmen. A change to more stringent controls will only disadvantage Residents. | 55.9678 | -3.21942 |
| Resident | I don't like this | Why do this - Aboretum Road is generally not busy or difficult to park on apart from during school run. Doing this will not encourage parents who have to drive to walk, you just push the problem out into other quiet zones, e.g. East Fettes, Trinity etc. | 55.96871 | -3.21503 |
| Other | I don't like this | I park here to drop off and pick up my child from Edinburgh Academy School. I see no need for these changes. Even with the current rules there are plenty of spaces, especially along Inverleith Place where even now there is no need for the charges. | 55.96833 | -3.21512 |

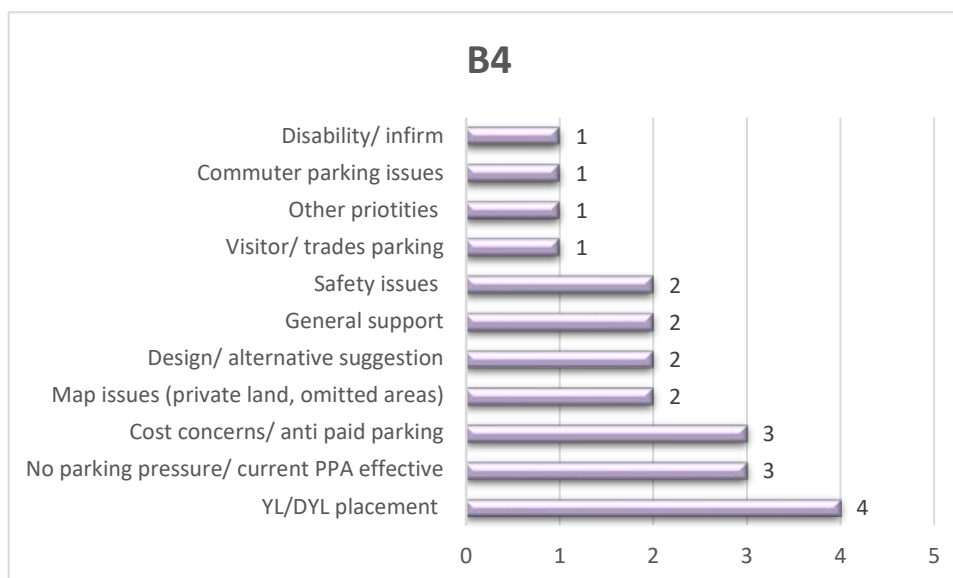
| | | | | |
|-----------------|------------------------|--|----------|----------|
| Resident | I don't like this | Totally unnecessary. Never any issues with parking in this area. Just a cynical money grab. | 55.96997 | -3.21591 |
| Resident | I'm neutral about this | I think most of the problem is school run. The Academy is expensive, so people all over the city will come here. No parking between certain hours would be more effective. | 55.96836 | -3.21554 |

5. B4

5.1.1 11 people dropped 12 pins on the interactive map

5.1.2 Of those, 12 had comments and 0 were left blank

5.1.3 Out of these, 10 people left were within the proposal area, while 2 were not.



5.1.4 Comments within the B4 area were not consolidated into major and minor themes due to the limited number of responses.

5.1.5 The highest frequency theme for the B4 area was YL/DYL placement. These comments included suggestions for DYLS, due to narrow roads, as well as issues with YLs being placed in front of dropped kerbs.

Comments classified as ‘design/ alternative suggestions’ included a suggestion for shared use bays to be installed instead of YLs and a request for bollards to be installed on Orchard Crescent to prevent cars parking on the grass verge.

| I am a... | Category | Comment | X | Y |
|-----------|------------------------|---|----------|----------|
| Resident | I'm neutral about this | Proposed single yellow line on the south-west side of Orchard Crescent should be changed to double yellow line, because the road is too narrow for there to be space for parking on both sides of the road (parking bays and on yellow line) | 55.95516 | -3.23421 |
| Resident | I'm neutral about this | On-road parking restrictions will encourage off-road parking on the grass verge on the south-west side of Orchard Crescent (which is already a problem). This should be prevented through installation of bollards, an earth berm or similar | 55.95544 | -3.23473 |
| Resident | I don't like this | Too restrictive. As an elderly resident who often has friends or relatives to stay overnight for a few nights, the yellow line in front of my drive means that they could not park their car in front of my drive, and all the parking bays would be controlled | 55.95553 | -3.23851 |
| Resident | I'm neutral about this | I'd suggest that the area outside 152/154 is a permit bay as opposed to double yellows as there's no reason for cars not to park here as they currently do. | 55.95655 | -3.23726 |
| Resident | I don't like this | We have adequate parking spaces without the council imposing more restrictions and charging more for the privilege. You have wasted so much money putting in shocking restriction across Edinburgh with the pretense its better for cyclists and walkers. | 55.95648 | -3.2405 |

| | | | | |
|-----------------|-------------------|--|----------|----------|
| Resident | I like this | Please could this include double yellow lines on the park side opposite the the houses in orchard Crescent. vehicles are being parked everywhere in this street including on the park,it creates a hazard, and causes flooding when rain water isn't absorbe | 55.95537 | -3.23445 |
| Resident | I don't like this | The parking restriction already in place on Craigleith Road work very well - they do not need changing. I specifically object to having a permit holders only bay added outside our house (no 103); this is entirely not needed. Shared use has worked well. | 55.95702 | -3.23519 |
| Resident | I don't like this | Why is it necessary to change the system that is in place. Despite my initial cynicism, the short term restrictions work well in preventing commuter parking in the area. There is no justification for the change, which will increase costs. | 55.95672 | -3.23727 |
| Resident | I don't like this | There are 2 B4 parking bays after the bus stop outside numbers 89 and 87 Craigleith Road which don't appear on the map proposal. Probably just an oversight but I hope they will remain as permit bays. Thank you. | 55.9572 | -3.23404 |
| Resident | I don't like this | There are 2 parking spaces in B4 outside 89 and 91 Craigleith Road which are not shown on the map or appear to be assumed to be in N5 | 55.95737 | -3.23436 |
| Resident | I don't like this | As recognised in FAQs, this proposal is an error in placing a yellow line across a dropped kerb. Error repeated for other residents with dropped kerbs. | 55.95634 | -3.24148 |
| Resident | I like this | Currently Orchard Drive is effectively a "park and ride" site, with cars arriving daily before 7a.m. The curvature of the road makes high-density parking a hazard, particularly to children. | 55.95575 | -3.23694 |

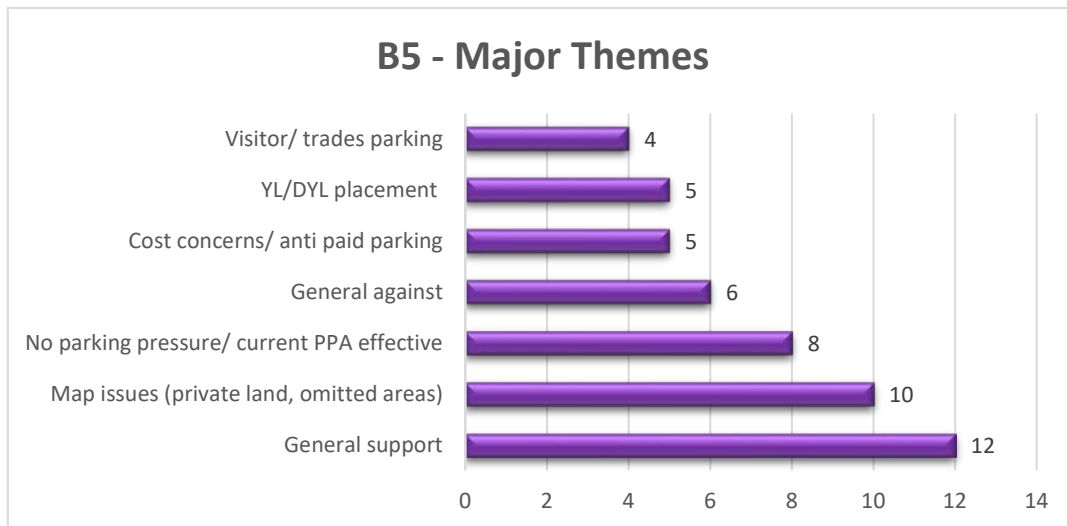
6. B5

6.1.1 40 people dropped 45 pins on the interactive map

6.1.2 Of those, 41 had comments and 4 were left blank

6.1.3 Only one comment was outside the boundary area

6.2 Major Themes



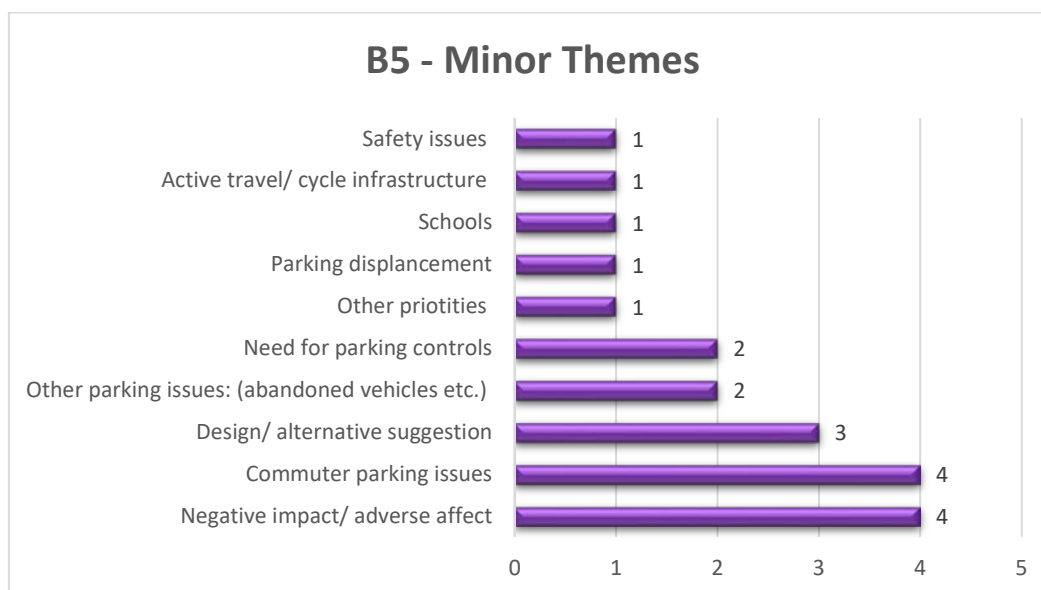
6.2.1 Comments within the B5 area were not sorted into major and minor themes due to the limited theme variation.

6.2.2 The highest frequency theme within the B5 area was general support (12, 27%).

6.2.3 The second highest frequency theme was map issues (10, 22%). These comments all centred on Orchard Toll, which is a private area. Residents emphasised that they own shares in the area and the Council do not have the jurisdiction to implement CPZ measures.

6.2.4 Comments classified as 'design/alternative suggestion' included the suggestions for CPZ extensions, suggestions surrounding the placement of shared parking on Blinkbonny Grove and suggestions for pedestrian safety measures.

6.3 Minor Themes



6.3.1 The criterion for minor themes was themes with less than five comments.

6.3.2 The highest frequency minor themes were commuter parking issues and the suggestion that the proposals may have a negative impact on the B5 area.

6.3.3 The alternative suggestions for B5 included comments about improvements to pedestrian links, measures to improve junction safety and the extension of controlled parking in certain areas.

| I am a... | Category | Comment | X | Y |
|-----------|------------------------|--|----------|----------|
| Resident | I don't like this | The 16 residents have legal title to all the parking bays but the Council have proposed making two areas into permit holders areas. This cannot be done in terms of property law. be done in terms of property law and needs to be chang | 55.9547 | -3.23207 |
| Resident | I don't like this | I don't understand the double yellow line across my driveway. I often park in front of my driveway rather than using it as it is quite narrow and modern cars are wider, making it hard to open car doors. | 55.95253 | -3.23531 |
| Resident | I like this | It is unclear why double yellow lines are in certain (it seems random) places. | 55.95303 | -3.2373 |
| Resident | I don't like this | I appreciate the underlying ethos of managing parking in residential areas and support it. We have however had a very successful Residents Priority Scheme for some time now and I see no need for further control which will create little if any improvement | 55.95271 | -3.23675 |
| Resident | I don't like this | | 55.95448 | -3.24109 |
| Resident | I don't like this | The two permit parking areas belong to Orchard Toll which is a private estate. | 55.95505 | -3.23159 |
| Resident | I like this | I think this would help road safety in Orchard Road South | 55.95288 | -3.23481 |
| Resident | I don't like this | Orchard Toll is a private estate and should be excluded as it is private land!!! | 55.95488 | -3.23185 |
| Resident | I like this | Any changes to the existing arrangements should apply throughout the zone. | 55.9544 | -3.24093 |
| Resident | I'm neutral about this | Pedestrian safety improvements to the narrow tunnel in Craighleith Drive should be included in these proposals. | 55.9538 | -3.24091 |

| | | | | |
|-----------------|------------------------|---|----------|----------|
| Resident | I like this | Totally supportive, street has become a car park - perhaps you could make good the road markings / road surface at the same time | 55.95366 | -3.23592 |
| Resident | I don't like this | Orchard Toll is a private estate and the areas on your map are legally owned by the 16 residents and the council has no authority to create parking areas as they do not own the land. | 55.95488 | -3.23165 |
| Resident | I like this | | 55.95224 | -3.23624 |
| Resident | I don't like this | The parking availability is not a big issue on our street and across the area. There are already parking restrictions (11:30am-13:30pm) on the street which work fine. Furthermore your CPZ proposal denies residents access to their own driveway. | 55.95265 | -3.23757 |
| Resident | I don't like this | Orchard Toll is private land owned by 16 residents. The council has no authority to place parking restrictions on private land. | 55.95482 | -3.23191 |
| Resident | I don't like this | This is illegal. This is private land. You have no right to place any restrictions within orchard toll. | 55.95476 | -3.23183 |
| Resident | I don't like this | The proposals include two parking bay areas within Orchard Toll. The area the parking bays sit on is land that is privately owned by the property owners in Orchard Toll. The City Council does not have authority to establish parking bays on this land. | 55.95503 | -3.23162 |
| Resident | I like this | I am supportive of the proposal. My only concern is the shared parking bay at the right-hand entrance to Blinkbonny Grove - this may be too close to the junction for parked cars. | 55.95422 | -3.24065 |
| Resident | I like this | Parking from commuters and students of ESM College is prolific and offend dangerous. Long stay parking is also a problem with non residents cars often parking for weeks/month. One parked half over our driveway for 3.5 months. Police could do nothing | 55.95275 | -3.23827 |
| Resident | I don't like this | Under this proposal, there would not be enough space for visitor parking and it will be too expensive. Since the introduction of the current system, we have experienced no problems with parking in our street and would like this system to remain. | 55.95404 | -3.2373 |
| Resident | I don't like this | By introducing these measures you will simply move the problem to adjacent streets which don't have restrictions. This can be clearly observed following the introduction of restrictions on Belford avenue and Belford Road with cars moving to Blinkbonny. | 55.95496 | -3.23982 |
| Resident | I don't like this | I object to a double yellow line across my driveway as I would like to be able to park there if needed. I would also like to know how visitors who stay with me for several days are going to be able to park if visitor permits only last 90 minutes? | 55.95308 | -3.23446 |
| Resident | I don't like this | We don't have a problem with parking at all in this road. It just seems a bit greedy to charge folks for parking permits. | 55.95511 | -3.24227 |
| Resident | I don't like this | There is no problem with parking on our street. People are respectful and there is plenty of room for residents and visitors. It looks like this proposal is money making scheme. I would support it if there was a need, but there is not. | 55.95513 | -3.24228 |
| Resident | I don't like this | About ten years ago I and a neighbour had a meeting at city chambers and as a result the same proposals as now we're withdrawn | 55.95492 | -3.23181 |
| Resident | I don't like this | Your proposal has 2 areas in Orchard Toll which are parking spaces legally owned by the 16 residents. This is clear on our Land Certificates. Your proposal cannot go ahead on this basis. The Council has no right to use this land for controlled parking.. | 55.9527 | -3.2058 |
| Resident | I don't like this | This is totally unacceptable that I should pay to park in front of my own house after over 30 years. I totally reject this so called proposal and yet another scam to drain money out of people....NO permit parking here. | 55.95474 | -3.24126 |
| Resident | I'm neutral about this | The current parking situation we have in our area B5 is perfectly adequate. Why does money need to be wasted changing this? If changes are made we would want permit holders outside our property as per map. Concerned about double yellows. Unnecessary. | 55.95396 | -3.23751 |
| Resident | I like this | | 55.95449 | -3.24152 |

| | | | | |
|-----------------|-------------------|--|----------|----------|
| Commuter | I don't like this | As a cyclist (and also a motorist) the whole design concept is wrong. Cycle routes that were previously fine are now perilous, illogical and take longer, while my less frequent car journeys take longer + are frustrating, waiting in queues. | 55.9544 | -3.23322 |
| Resident | I don't like this | I would like to have a non permit space outside my house to allow visitors and tradesmen to park all day. Our driveway is too narrow for us to use. | 55.9534 | -3.23759 |
| Resident | I don't like this | I live at 6 Orchard Road South and the proposals identify "School Keep Clear" in Blinkbonny Avenue and Orchard Road South outside our house. The result of this will be we will not be able to park near our house. | 55.95375 | -3.23624 |
| Resident | I don't like this | There is proposed shared parking both right up to our driveway and across from our driveway. As commuters park there. Monday to Fridays we have great difficulty getting into our drive. The Council needs to extend the controlled parking for the whole st | 55.95349 | -3.2364 |
| Resident | I don't like this | We have no issues with commuter parking in this street and this proposal is not required. This is nothing more than a cynical revenue raising plan and should not go ahead. | 55.9547 | -3.24157 |
| Resident | I don't like this | Orchard Toll is all privately owned by residents and the council cannot impose parking restrictions | 55.90221 | -3.26228 |
| Resident | I like this | It is very difficult to park here so I support these proposals. | 55.95372 | -3.23622 |
| Resident | I don't like this | I am neutral about the CPZ but it is not appropriate to prevent me parking (or anyone else I choose to let park) at any time in-front of my driveway (accessed by a dropped curb) by putting a yellow line in front of it. | 55.95267 | -3.23565 |
| Resident | I like this | | 55.95334 | -3.23778 |
| Resident | I like this | parking is increasingly difficult, and the nearby Spaces for People on queensferry Road has moved parking to our street. The current priority parking is helpful but limited spaces and more cars have permits. Needs 2 prohibited times per day. | 55.95335 | -3.23779 |
| Resident | I don't like this | Currently, the parking in the street is manageable and the restricted parking from 11.30am-1.00pm at various parts of the street work well whilst allowing homeowners to park outside/near their homes without incurring a charge if organised. | 55.95251 | -3.23628 |
| Resident | I don't like this | I am in favour of the overall proposal for a controlled zone. However siting a permit holder space in front of a house with 2 driveways leaves insufficient space for access to and from the driveways. | 55.95345 | -3.23691 |
| Resident | I don't like this | Allowing parking on both sides of the road in Blinkbonny Avenue leaves the road too narrow. Currently cars can park on both sides and the road is dangerously narrow. This is a problem at school drop off and pick up as the street is a rat run | 55.9542 | -3.23787 |
| Resident | I don't like this | Orchard Toll is a private estate. It is not a publicly owned road. The 5 spaces that you propose for controlled parking are legally owned by the 16 residents of Orchard Toll. This information can be found on our Land Certificates. | 55.95491 | -3.23185 |
| Resident | I don't like this | Your proposals are a disgrace. Residents already have space to park 2 cars in their drives and one across their white line in the road. Stop persecuting the workers that park cars in this area in order to get to the city centre by foot, bus or cycling th | 55.95514 | -3.23961 |
| Resident | I like this | Great, will stop all the untaxed vehicles and vehicles for sale are dumped for months at a time!! | 55.95285 | -3.23411 |

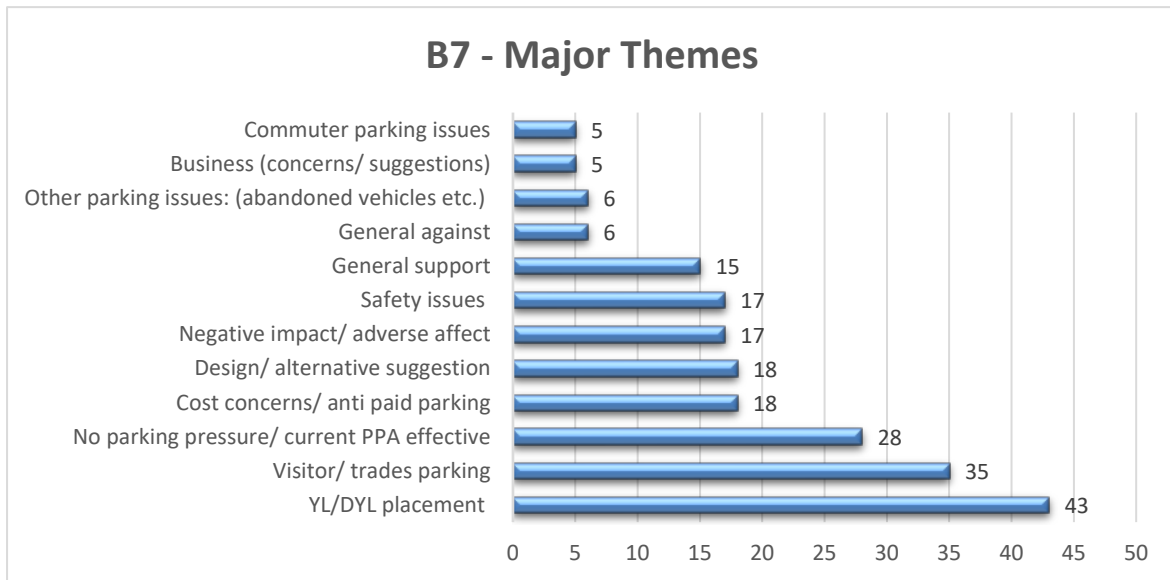
7. B7

7.1.1 84 people dropped 116 pins on the interactive map

7.1.2 Of those, 111 had comments and five were left blank

7.1.3 Out of these, 97 were within the proposal area, while 19 were not.

7.1.4 Major Themes

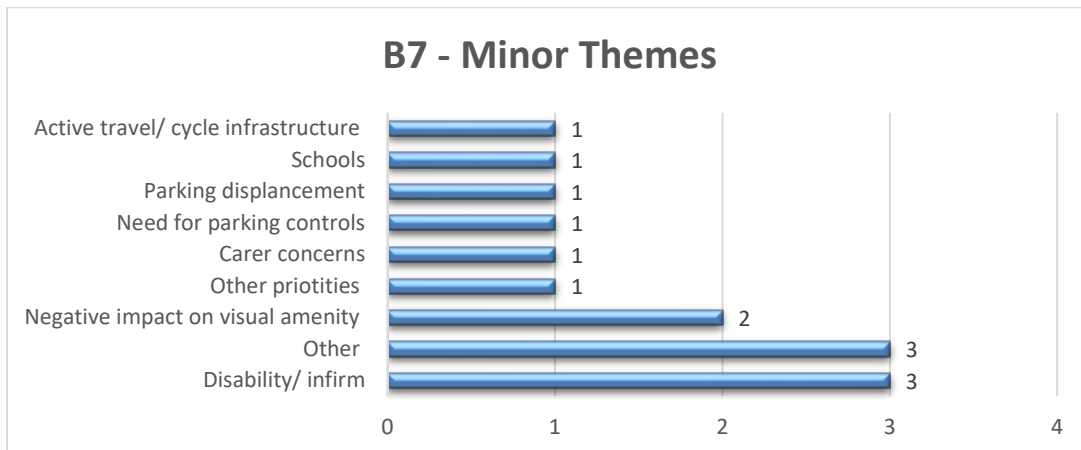


7.1.5 The criterion for major themes was themes that received over five comments.

7.1.6 The most frequent major themes was comments about yellow line placement within the B7 area. These comments were a mixture of concerns and suggestions based on the proposed placement of yellow lines throughout the B7 area.

7.1.7 Other high frequency major themes were concerns over the impact of the scheme on visitor and trades parking, and the suggestion that there is no parking pressure in the B7 area.

7.2 Minor Themes



7.2.1 The criterion for minor themes was themes that received fewer than five comments.

7.2.2 The highest frequency minor themes were ‘business concerns’ and ‘commuter parking’ issues. Comments classified as ‘business concerns’ were largely suggestions that the parking controls would have a negative impact on local businesses and may make it challenging for the disabled and elderly to access facilities.

7.2.3 Comments classified as ‘other (questions)’ included a comment on emergency vehicle access, an enquiry about work vehicle permits and a suggestion to install wider electrical vehicle infrastructure.

| I am a... | Category | Comment | X | Y |
|-----------|------------------------|--|----------|----------|
| Resident | I don't like this | Completely unnecessary in B7 area current restrictions work well. Commercial venture for the council - I can see that this will increase permit costs for residents and cause issues for visitors who will need to pay to park. | 55.93507 | -3.16531 |
| Resident | I don't like this | The current system works well for residents and visitors. This is simply a money making exercise in my view, at the expense of all involved. | 55.93556 | -3.16564 |
| Resident | I don't like this | Happy with parking restrictions during the day but not double yellows | 55.93588 | -3.16217 |
| Resident | I like this | This disabled space should be larger, so that it can fit a large van with a ramp behind it. It's currently very difficult to see around the corner due to where the van needs to park for access. | 55.93558 | -3.16712 |
| Resident | I'm neutral about this | Suggest this area be mixed use to allow for parking near the GP office on the corner of Dalkeith Road and Priestfield Road. | 55.93532 | -3.16793 |
| Resident | I don't like this | Please extend the double yellow line as it is difficult to see around cars and vans parked at the corner, plus this is a narrow road where cars often speed. | 55.9361 | -3.16606 |
| Resident | I don't like this | Please extend the yellow line here to allow for turning access into the drive. This is a narrow street and if cars are parked up against the drive and parked on both sides of the road, then there is no space for turning in and out of the drive. | 55.93652 | -3.16681 |
| Resident | I don't like this | This area of road is very narrow and thus there isn't really space for cars to park on both sides of the road, plus the road is 2-way traffic. Suggest this becomes an extended double yellow line. | 55.93653 | -3.16915 |
| Resident | I don't like this | Following the closure of the Scottish Widows office on Dalkeith Road there is no longer demand for non-resident parking on Priestfield Road and therefore expansion of the current bay scheme is not necessary. | 55.93667 | -3.16344 |
| Resident | I don't like this | Yellow lines at corner of Marchhall Place/Cres need extending further down the Cres. Narrow road; wide, badly-parked vehicles mean emergency vehicles struggle to get to nursing home, Marchhall House, at top of road | 55.93654 | -3.1692 |
| Resident | I don't like this | Unnecessary as parking for residents already protect ed.. Unwanted. Will make it difficult for visitors to stay | 55.93433 | -3.16789 |
| Resident | I don't like this | Derestriction both sides of road makes exit and entry of my garage dangerous, as cars parked both sides: affects cars, delivery and emergency vehicles passing through | 55.93654 | -3.16905 |
| Resident | I'm neutral about this | Is the PPZ scheme nor sufficient and effective enough in deterring commuters from parking while keeping permit costs low for residents? | 55.93513 | -3.16334 |
| Resident | I like this | Very supportive of this proposal. I am fed up with this area being used as a car park for non-residents who dont use the Park and Ride schemes | 55.93451 | -3.15971 |
| Resident | I don't like this | The measures already in place allow parking to be sufficiently controlled and as such I am against these additional proposed measures. | 55.93616 | -3.16812 |

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| Resident | I don't like this | we deliberately bought outside the CPZ 4 years ago. My partner is a delivery driver and comes home for lunch or before 5pm and needs to park his van at our house. As we already pay exorbitant council tax I don't think it reasonable to expect us to pay. | 55.93654 | -3.16502 |
| Resident | I don't like this | The current B7 Residents Priority zone is perfectly adequate and this does not require to be changed. It ensures there is an adequate number of prioritised parking spaces for residents and prevents long term space blocking by visitors. No need to change. | 55.93692 | -3.16956 |
| Resident | I don't like this | I am a resident of Priestfield Crescent. Your proposals for this street do not meet the required number of spaces already required for residents. The double yellow line extension is unnecessary and removes used spaces. | 55.93495 | -3.16034 |
| Resident | I don't like this | There are not enough spaces to have visitors. I object to street furniture and ticket machines, which will be out of keeping with the area. I have NO problem with commuter parking. This is a sledge hammer to crack a nut. | 55.93489 | -3.16055 |
| Resident | I don't like this | This can only harm the parking situation and reduce the availability of parking spaces to residents. I do not believe I should be charged in order to have less chance of being able to park outside or near my home | 55.93469 | -3.15939 |
| Resident | I don't like this | Purchased this house because of on street parking and pay enough in council tax to warrant parking outside my home. There is ample space for residents to park without having to pay extra. Having a family with more than 1 car this would impact greatly . | 55.93349 | -3.16147 |
| Resident | I don't like this | Priestfield Gardens consists of only 20 dwellings. With some households having more than one car, the plans indicate a decrease in the number of available parking spaces. At present, the number of spaces copes with the number of cars adequately. | 55.9344 | -3.15748 |
| Resident | I'm neutral about this | There are currently two disabled parking spaces marked in Priestfield Avenue. As far as I am aware one disabled resident has moved away and the other has died. Are redundant spaces taken into account in your deliberations? | 55.93388 | -3.15618 |
| Resident | I like this | We would be in favour of a CPZ in our residential area but any Parking system introduced should ensure that visiting tradesmen / delivery drivers are able to park without the constant problems existing at the moment. Double parking needs to be dealt with | 55.93408 | -3.16538 |
| Resident | I don't like this | The current restrictions are ideal and we'd prefer the status quo. We very much support the availability of free parking in the city for as many people as possible. | 55.93503 | -3.16506 |
| Resident | I don't like this | The double yellow lines across the drive at number 38 will reduce the number of parking bays. The parking bay should be extended at the tennis court end in order to compensate. This drive did not exist when the priority parking was set up to compensate | 55.93483 | -3.16482 |
| Resident | I don't like this | The proposed double yellow lines outside number 45 and 47 kirkhill road are a very strange proposal and not required | 55.9349 | -3.16476 |
| Resident | I don't like this | I am unclear why the double yellow lines are required outside the tennis club this is of no benefit to the tennis club players | 55.93553 | -3.16567 |
| Resident | I don't like this | Will I be able to park across my driveway? Will others be able to park across my driveway? The shared space at number 60 is unworkable as not enough space from end of double yellows to my gate/ driveway. please make 60/62 permit holders only not shared | 55.93527 | -3.16056 |
| Resident | I don't like this | Could we have some space for storing cycles - essential if CEC is serious about making them part of the green transport future of the city. They should also not cost more to use than a car parking space!! | 55.93518 | -3.16804 |
| Resident | I like this | My only concern is buying a permit for my work van which is my main vehicle. It is not registered at my address but presume I will | 55.93431 | -3.16446 |

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| | | still be able to purchase one as I'm the only user of it and it gets stored outside my house at night. | | |
| Resident | I don't like this | Present situation working well. Extremely concerned about family (3 young children and luggage) visiting for a week twice a year with nowhere in vicinity to park. Visitors permits will not cover this requirement..Unable for us to park across our driveway | 55.93674 | -3.16321 |
| Resident | I don't like this | I see no need for the changes - the current parking restrictions for part of the day adequately manage commuter parking and further restrictions are wholly unnecessary | 55.93515 | -3.16512 |
| Resident | I don't like this | The street is very narrow here and when a vehicle is parked poorly near these garages, it can partly block the street & definitely restricts sight of cyclists. Please make this a double-yellow line. | 55.9366 | -3.16918 |
| Resident | I don't like this | Please make this area for Residents parking as it is consistently occupied by local residents. | 55.93655 | -3.16686 |
| Resident | I'm neutral about this | Please consider splitting the B7 zone into 2 parts, so that residents in the orange/yellow zones who may disagree the CPZ proposal are not automatically brought into it, e.g. Kirkhill Terrace, the south half of Priestfield Road from about number 45+. | 55.93598 | -3.16312 |
| Resident | I don't like this | Change this space to become Mixed Use to accommodate parking for the multiple B&Bs in the area. | 55.936 | -3.1681 |
| Resident | I don't like this | Visitor parking should be allowed for at least 4 hour time blocks to allow use of local sporting clubs. | 55.93678 | -3.16745 |
| Resident | I don't like this | Why are the existing parking areas on Dalkeith Road north of the shops being removed and replaced with a single yellow line. The parking areas from Priestfield Rd to P'field Av are heavily used and were introduced to support local shopping areas. | 55.93367 | -3.16659 |
| Resident | I don't like this | 2 disabled spaces should be provided at 2 Marchhall Pl, the designated accessible entrance to the church. Activities happen on weekdays, eg community lunches, as well as Sundays. | 55.93651 | -3.16969 |
| Resident | I like this | | 55.93537 | -3.16112 |
| Resident | I don't like this | There was a need for this two years ago when Scottish Widows people parked in these streets during the day. As they have now left their site beside the swimming pool this is no longer necessary. The parking has diminished considerably since then. | 55.93365 | -3.15904 |
| Resident | I don't like this | Parking restrictions are not wanted and should not be implemented! | 55.93411 | -3.15967 |
| Resident | I don't like this | There are double yellow lines proposed directly outside our house. We normally park our car outside our house. This will be inconvenient for us. | 55.93403 | -3.15827 |
| Resident | I like this | I like the additional permit spaces however I don't understand why you would put a double yellow line in front of properties 45 & 47 - what is the reason for this & not just adding more permit spaces? | 55.93491 | -3.16476 |
| Resident | I don't like this | The corner of Kilmaurs and Kirkhill Drive is a dangerous corner due to the Childrens Nursery at No 28 Kilmaurs Road with parents ignoring lines and also double parking at pickup/drop off times. | 55.93414 | -3.16532 |
| Visitor | I don't like this | I live in Paisley and visit my sister when I have annual leave and at weekends . Often this involves an overnight stay this decision would prohibit these visits . I understand the current parameters work well for the residents. | 55.93496 | -3.16523 |
| Resident | I don't like this | I think the existing parking measures meet residents needs - disrupting commuter parking while providing residents with a flexible options for visitors. It seems to be more about the council raising revenue than addressing residents needs | 55.93036 | -3.18617 |
| Resident | I don't like this | There is no need for a CPZ - and the significant additional costs for residents and their friends/family visiting, who want to leave | 55.93635 | -3.1684 |

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| | | unpack their cars, then leave them for a day or two to take the bus into the centre and then repack their cars. | | |
| Resident | I'm neutral about this | I agree if for the restricted hours to dissuade commuters (who treat the roads as a race track) but allow service workers. | 55.9353 | -3.16523 |
| Resident | I like this | | 55.93638 | -3.16644 |
| Resident | I don't like this | The junction of Priestfield Road North When turning from PRN it is very difficult to see vehicles coming from either direction on PR with vehicles parked so near the junction. The double yellow lines on all four corners of the junction must be extended. | 55.93639 | -3.16641 |
| Other | I don't like this | I think the current restrictions are enough, without having to charge money. Not allowing people to park for a couple of hours (ie 10am to 11.30am) of the day means commuters can't park there, but visitors to residents can still come easily | 55.93524 | -3.16524 |
| Visitor | I don't like this | As a frequent visitor to old friends who residents, I oppose the changes to the parking restrictions in this area. The current ones are enough to prevent all-day (commuter) parkers - surely this is enough? | 55.93513 | -3.16511 |
| Resident | I don't like this | The entry and exit to Prestonfield golf club has a very poor visibility and I have narrowly avoided a collision on multiple occasions. In H&S terms this would be multiple near misses. Also the exit of Priestfield Rd North onto Priestfield Rd is severely poor | 55.93678 | -3.16724 |
| Resident | I don't like this | This area works perfectly well as it stands I object to this in its entirety. | 55.93433 | -3.16077 |
| Resident | I don't like this | We live at 49 Kirkhill Road. The new proposal changes the single white line across our drive to a double yellow line. This will make it very difficult for deliveries and for workmen to our house | 55.93465 | -3.16439 |
| Resident | I don't like this | Completely ridiculous to introduce pay to park in this zone. I regularly have family visitors who come from outside of Edinburgh to stay with me and need to park their car over several days - visitor passes are unworkable for this! | 55.9357 | -3.16587 |
| Resident | I don't like this | My family visit me from outside Edinburgh and will stay for several days at a time, the pay to park proposed bays make this impossible as you don't want meter feeders or provide all day visitor passes! | 55.93473 | -3.16467 |
| Visitor | I don't like this | My partner lives in this street and we have 2 homes. My car is not registered to this address and so I will now find it impossible to park my car during the restricted hours for any period of time | 55.93568 | -3.16587 |
| Resident | I don't like this | I am particularly concerned at the single yellow line going across the access to my drive. I think that I or any tradesman working for me should be able to park there for free. There is already a white line there which is sufficient. | 55.93436 | -3.1646 |
| Resident | I don't like this | The current parking restrictions of permit parking which were introduced a few years ago, have addressed & managed the parking issues we had appropriately. The proposals adversely affect the residents' access, parking and feel of the neighbourhood. | 55.93468 | -3.16453 |
| Visitor | I don't like this | This makes visiting my friend incredibly difficult and does not allow for leisurely socialising. Something we are all in dire need of. | 55.93507 | -3.16275 |
| Resident | I like this | Safety issue: Extend DYL at 13 Priestfield Road. 100% in favour of CPZ in Priestfield B7. Major issues even after Phase 2 of RPP in 2018. Safety issues, congestion, long-term parking, pollution, noise from commuters cruising for parking. email sent also. | 55.93612 | -3.1661 |

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| Resident | I don't like this | Parking in this zone is no longer a problem due to closure of Scottish Widows office and change of office working patterns during pandemic. These unnecessary changes will cause inconvenience and unwelcome costs for residents. | 55.93492 | -3.16089 |
| Resident | I don't like this | I don't see any need for yellow lines at this location. This is currently a space where 2 cars can be parked in the street outside of a residents home. This now reduces the car parking space available in the street rather than improves it. | 55.93521 | -3.16357 |
| Resident | I don't like this | There is no need for yellow lines at this location. This is currently available parking spaces for residents in the street and these yellow lines therefore reduce the available parking in the street! | 55.9355 | -3.16565 |
| Resident | I don't like this | completely unnecessary to put in pay to park bays or all day permit parking in a street where residents can always get parked. an extension of the limited parking permit bays would be sufficient if any change at all is made in Kirkhill Road. | 55.93574 | -3.16591 |
| Business owner | I don't like this | I own various flats in the area and sometimes have to call at the flats to carry out maintenance/talk to tenants/provide furniture etc. If I cannot park near the flat this will cause a problem. My tenants may not purchase a visitor permit | 55.93374 | -3.16244 |
| Resident | I don't like this | Please extend double yellow lines on all corners at this junction for safety reasons as it's difficult to turn out from and to any direction. | 55.93611 | -3.16607 |
| Resident | I don't like this | Extend double yellow lines at all corners of this junction as it is difficult to see around parked cars. | 55.93612 | -3.16602 |
| Resident | I don't like this | Please make this section Resident only as these spaces are constantly used by residents. | 55.93653 | -3.16683 |
| Resident | I don't like this | Please extend the yellow line in front of these garages as parked cars are known to partly block access and narrow the street so much so that it can be difficult to drive a car on the street. | 55.9366 | -3.16917 |
| Resident | I don't like this | It is very difficult to see around the disabled access van that constantly parks here (as it's in front of their house). Extend the double yellow line at this corner, and then extend the disabled space eastward to be long enough for both a van and ramp. | 55.93559 | -3.1671 |
| Resident | I'm neutral about this | Change to mixed use for the multiple local B&B guesthouses. | 55.93597 | -3.16805 |
| Resident | I'm neutral about this | Change to mixed use, as the GP office is here on the corner. | 55.93529 | -3.16787 |
| Resident | I don't like this | Increase the pay-per-use time to be around 4 hours for residents' guests and the local sport club members. | 55.93668 | -3.16715 |
| Resident | I don't like this | Existing scheme good. Parking not difficult. Most of area is houses with drives. Yellow lines will reduce available space. Owners should be able to park across their own driveways. Visitor permit scheme makes it less convenient for visitors/trades. | 55.93485 | -3.16497 |
| Resident | I like this | Double yellows need to be extended around the gold club entrance due to poor visibility when cars enter and exit. I've almost had 3 accidents | 55.93678 | -3.16739 |
| Resident | I'm neutral about this | We are looking for cheap permits for residents, their visitors and tradesmen. The main cost should be borne by commuters and long term parking not connected to residents. | 55.93611 | -3.16608 |
| Resident | I'm neutral about this | Double yellow lines at this corner (and all others) should be much longer. | 55.93617 | -3.16601 |

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| Resident | I'm neutral about this | I feel that Edinburgh parking permit charges are unreasonably high. I am also concerned that family and friends who visit for a day or several days may not be able to park near our house for a reasonable charge. | 55.93572 | -3.16458 |
| Resident | I don't like this | The area works well at the present and the golf course traffic will reduce when car sharing is allowed again do strongly object to yellow lines across our drive in | 55.93634 | -3.16672 |
| Resident | I don't like this | Strongly object to Yellow lines across driveway. At present if tradesmen come within parking restrictions times they can park across the driveway safely. | 55.9363 | -3.16664 |
| Resident | I like this | Current long term and commuter parking is very concerning. Often there is nowhere for visitors or myself when returning to home to park near my house.I am still mobile, but this may not always be the case.The corner where we live is very hazardous.r | 55.93613 | -3.16614 |
| Resident | I like this | Need longer yellow lines at this corner. Poor line of vision/sight line when exiting Priestfield Road Nth to Priestfield Road. Often long term camper vans parked at corner. | 55.93613 | -3.16611 |
| Resident | I like this | It will be helpful to have resident parking in Priestfield Road Nth as there is increased pressure of parking from the golf club users despite them having a car park | 55.93616 | -3.16634 |
| Resident | I like this | Hazardous corner , reduced sight line. Needs longer yellow lines on Priestfield Road. Children crossing to Tennis club and school/nursery. Road narrows, but traffic does not slow! | 55.93608 | -3.16611 |
| Resident | I like this | Please ,Please do something to calm the entry and exit, at speed, of people using the golf club car park! Perhaps a barrier at the entrance would help? | 55.93682 | -3.16733 |
| Resident | I don't like this | I stay on the West side of Dalkeith Road so I believe you would categorise me as a resident of area B1, but I park my car in area B7 as it is closer to my door. I have not found a problem in parking my car within reasonable walking distance. | 55.93346 | -3.16648 |
| Resident | I don't like this | I live at 99 Priestfield Road and have noticed that there my be double yellow lines outside my property but not along the whole road. I park on the road outside my property so this would be very inconvenient. Permit parking would be preferable. | 55.93396 | -3.15805 |
| Resident | I don't like this | A CPZ is not required for the majority of times during the day to deter parking & would be detrimental to the area. The current PPA works extremely well in deterring commuters, an expansion on this street would be easier to implement&monitor. | 55.93657 | -3.16273 |
| Resident | I don't like this | The current 90 mins scheme works very well. It would be simpler, cheaper and more effective to extend that by adding in more bays. The double yellows are unhelpful for residents' visitors and will enable further speeding due to increased road width | 55.93665 | -3.16267 |
| Resident | I don't like this | Visitors to our property no longer find parking an issue since Lloyds Banking Group closed its office at Dalkeith Road. I don't think any further controls are needed. | 55.93654 | -3.16819 |
| Resident | I don't like this | I am unhappy about the proposed use of so many double yellow lines to control local parking- it would overly reduce the amount of parking available to residents at all times. I would prefer the extended use of permit parking, | 55.93667 | -3.1625 |
| Resident | I don't like this | | 55.93589 | -3.16777 |
| Resident | I don't like this | On the map, there is a double and single yellow line drawn at my garage. I park in front of my garage but not on the road and this would make this impossible. Even a permit wouldn't allow this. Due to the size of the garage I can't park inside it. | 55.93422 | -3.15651 |

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| Visitor | I don't like this | I frequently help with essential child care for close family. | 55.93846 | -3.16987 |
| Visitor | I don't like this | I am a regular visitor to this area with my three children, so having imposed parking restrictions will be a significant impediment. | 55.93524 | -3.16524 |
| Resident | I don't like this | This will be inconvenient and costly to residents and is unnecessary | 55.9347 | -3.16327 |
| Visitor | I don't like this | I visit with a vehicle in the part of the zone and this will inconvenience me - the proposal is disproportionate and unwarranted | 55.93415 | -3.15525 |
| Visitor | I don't like this | Regular visitor to the area. This proposal would be troublesome for me. | 55.93525 | -3.16254 |
| Resident | I don't like this | These restrictions are penalising residents and their visitors. I object to having to pay to park outside my own home. Why should my visitors have to pay? It is victimising residents and their visitors. This is only going to move the problem elsewhere. | 55.93379 | -3.15841 |
| Resident | I don't like this | Double/single yellow lines at my garage mean I can never park there legally for maintenance/washing etc. Area in front of garage is not in the roadway, no one has ever blocked my garage. Why is this necessary? | 55.93422 | -3.15652 |
| Visitor | I don't like this | | 55.93517 | -3.16538 |
| Visitor | I'm neutral about this | 55.93503 | | -3.16506 |
| Visitor | I don't like this | I'm objecting to the planned full parking restrictions on this road on the basis I'm a frequent visitor visiting family and to help with the care of my great nephew | 55.93503 | -3.16506 |
| Visitor | I don't like this | I'm objecting to the planned full parking restrictions on this road on the basis I'm a frequent visitor visiting family and to help with the care of my great grandson | 55.93503 | -3.16506 |
| Other | I like this | I like this but would like it modified to include 2 disabled parking bays outside the church side door. | 55.93652 | -3.1697 |
| Visitor | I like this | I like the proposals for Priestfield as they will serve to discourage commuter parking and encourage the use of public transport | 55.93585 | -3.16368 |
| Resident | I don't like this | I don't want yellow lines right in front of my house where I've paid for a white line. I hope that's a mistake! | 55.9361 | -3.16589 |
| Resident | I don't like this | A yellow line immediately in front of my garage is not acceptable as it is the equivalent of a drive way as our houses do not have a street in front. This proposal is both unwanted and unwarranted and should be withdrawn. | 55.93422 | -3.15663 |
| Resident | I don't like this | No yellow line wanted. My family come from elsewhere in Scotland, the UK and Europe. They stay for many days. Visitor permits are useless. The pressure on parking is no longer there since the company whose employees parked in the road has moved elsewhere. | 55.93599 | -3.16607 |
| Resident | I don't like this | I want my dropped kerb kept. This is a residential street, most of whose owners have their own garages. There is no need to mark the street with parking zones, parking meters, signs etc. We need the speed restriction of 20mph to be respected. | 55.93599 | -3.16607 |
| Resident | I don't like this | We will have double yellows outside our property. We have an electric car, while the current space is understandably not | 55.93492 | -3.16468 |

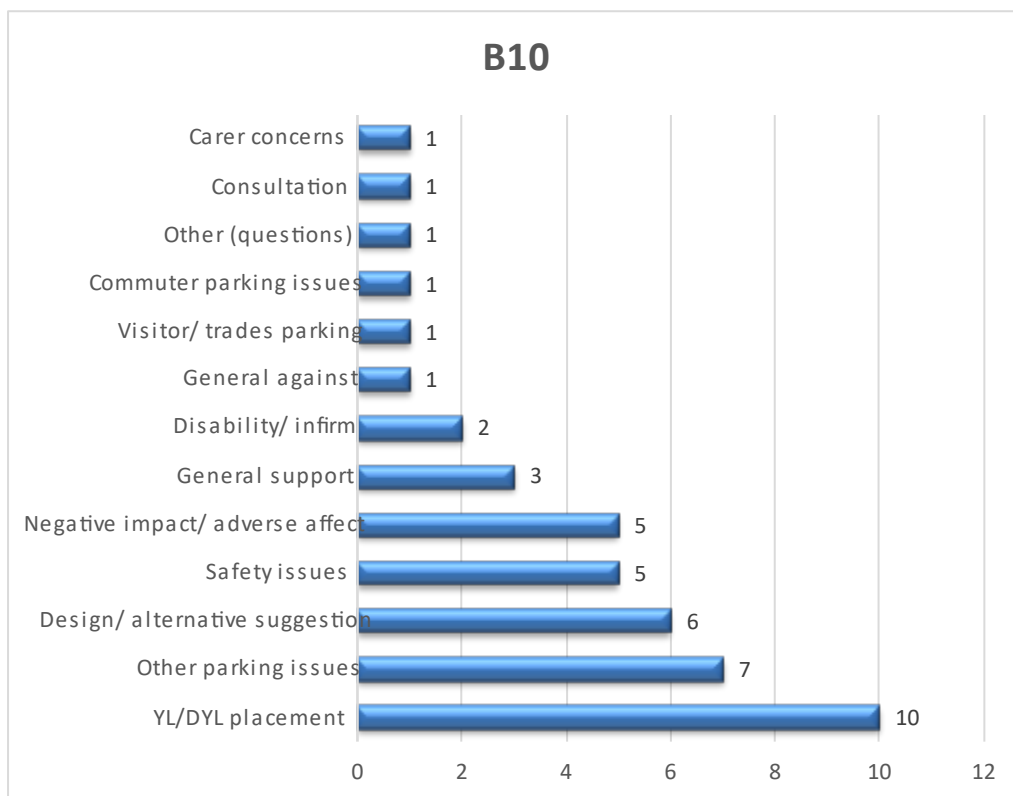
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| | | guarantee, we park there to charge our vehicle. For us, the proposed change would be terrible. Thanks. | | |
| Resident | I don't like this | As Kilmaurs Road residents we are fairly content with the current parking arrangements. However, more priority parking spaces are needed in our street (more permits than available spaces) and would suggest creating these by expanding the existing permit | 55.93498 | -3.16646 |

8. B10

8.1.1 17 people dropped 20 pins on the interactive map

8.1.2 Of those, all 20 had comments

8.1.3 Out of these, 16 pins left were within the proposal area, while 4 were not.



8.1.4 The comments for the B10 area were not consolidated into major and minor themes due to the limited response.

8.1.5 The highest frequency theme within the B10 area was YL/DYLs placement (10, 50%). Within this theme a number of comments were from residents of Telford Drive, who felt that the gap between yellow lines would be potentially dangerous as it reduces visibility.

8.1.6 Comments classified as 'design/alternative suggestions' were largely suggestions surrounding the placement of DYLS on Telford Drive.

8.1.7 The comment classified at 'other (questions)' suggested that should parking controls be introduced, residents may pave over their front gardens, which is not good for the environment.

| I am a... | Category | Comment | X | Y |
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| Resident | I don't like this | I do not want the council to introduce a controlled parking zone at my property. | 55.96583 | -3.23862 |
| Resident | I don't like this | The gap between the double yellow lines ending and the residents parking bay starting is enough for a vehicle to park on the pavement thereby blocking it for pedestrians? Why weren't the yellow lines taken up to the parking bay starts, it would be safer? | 55.96547 | -3.23968 |

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| Resident | I don't like this | The double yellow lines stop to early leaving a space big enough to park on the pavement here. it needs to be continued to where the parking bay starts | 55.96546 | -3.23968 |
| Resident | I don't like this | There does not appear to be any spaces for visitors as it is all permit spaces. How exactly does this work. There is not enough in the surrounding areas for those who have childcare/caring responsibilities. Given Covid family interaction is vital! | 55.9647 | -3.23854 |
| Resident | I don't like this | It appears that I have double yellow lines over my driveway? Why when all other driveways have single? Also why is there lines here? Does that mean I cannot park over my driveway anymore?? The plan is poorly described | 55.96468 | -3.2385 |
| Resident | I like this | This is great. I like that exclusive residents permits will be required around the flat where I live. The grassy island bay has been used for second cars, commuters and double yellow lines are good idea as well to stop parking on grass. | 55.96315 | -3.24095 |
| Resident | I'm neutral about this | Have you considered the side effects of placing parking restrictions in residential areas? People will choose to rip up their front garden and put in a driveway. To see an example of this, compare Drylaw - all pavement, no trees or birds, to West Pilton | 55.96259 | -3.24198 |
| Resident | I don't like this | IT NEEDS TO BE DOUBLE YELLOW ALL AROUND THIS | 55.96435 | -3.24005 |
| Resident | I like this | This needs put in ASAP (should have been done years ago). | 55.96391 | -3.24064 |
| Resident | I don't like this | PEOPLE PARK ON PAVEMENT HERE. | 55.96248 | -3.24206 |
| Resident | I don't like this | The space between the parking bay and the double yellows is enough for a car parking on the pavement, It results in the pavement being blocked and people having to use the grass verge or road to pass. it also reduced the width of the road | 55.96546 | -3.23968 |
| Resident | I don't like this | the gap between the yellow lines and the parking bay causes issues due to drivers parking their cars in the gap, more on the pavement than on the road due to the space being at an angle | 55.96546 | -3.23969 |
| Resident | I don't like this | The gaps at either end if the parking bay outside 55 Telford Drive are a hazzard. drivers are parking their cars on thee pavement at an angle and my kid is having to walk on to the road behind parked cars to pass | 55.96548 | -3.23969 |
| Resident | I don't like this | why was the space between the yellow lines and the residents parking left. My husband struggles to get in and out of our disable drive when cars park in the space | 55.96547 | -3.23968 |
| Resident | I don't like this | When motors use this space to park rather than have a permit they block the pavement and encroach on the road | 55.96547 | -3.23969 |
| Resident | I don't like this | Inconsiderate drivers are using this gap as a parking space, this impacts my dad who had mobility issues and is having to work his way round the motors (on the road as they are parked on the pavement) | 55.96547 | -3.23969 |
| Resident | I like this | Currently there is no restrictions over this path with the results cars park over the path meaning anyone with a pram/buggy has to go the long way round. The planned yellow line would solve this | 55.96648 | -3.23804 |
| Resident | I don't like this | The gaps at with on of the residents parking outside 53 - 57 are dangerous. Kids are having to walk on the road to get passed inconsiderately parked cars using the pavement at these gaps as parking spaces | 55.96576 | -3.23953 |
| Resident | I don't like this | My partner cannot get down the drive if cars are parked on the pavement at either end of the residents parking. as he uses a mobility scooter going in to the road to pass is dangerous | 55.96546 | -3.23968 |

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|----------|-------------------|---|----------|----------|
| Resident | I don't like this | Thot this would be double yellows due to the number of times cars have been towed for dangerous parking or blocking pavements | 55.96437 | -3.24004 |
|----------|-------------------|---|----------|----------|

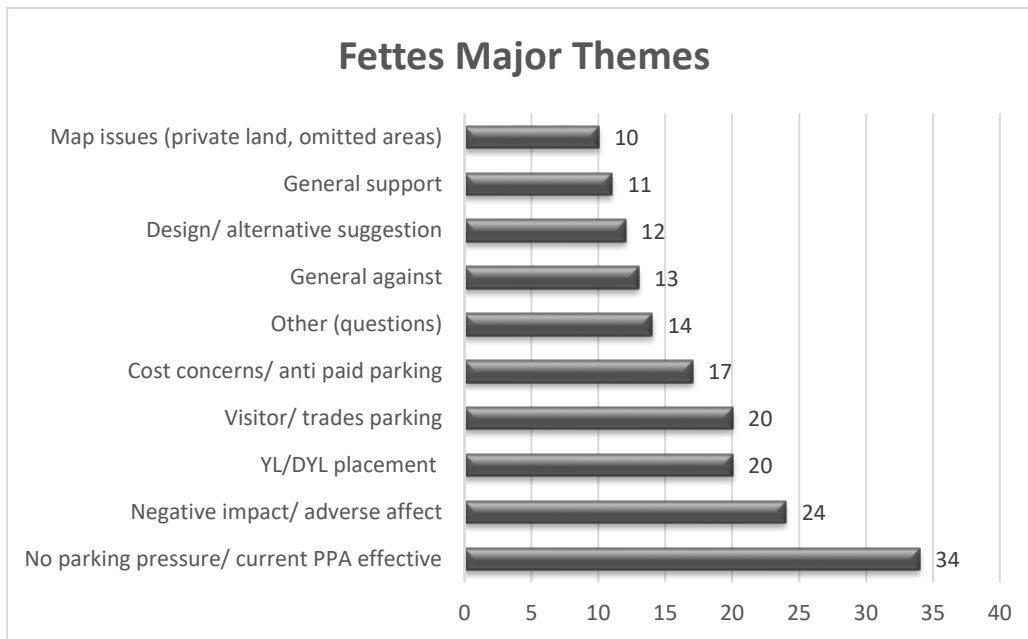
9. FETTES

9.1.1 89 people dropped 105 pins on the interactive map

9.1.2 Of those, 101 had comments and four were left blank

9.1.3 Out of these, 95 were within the proposal area, while 10 were not.

9.2 Major Themes



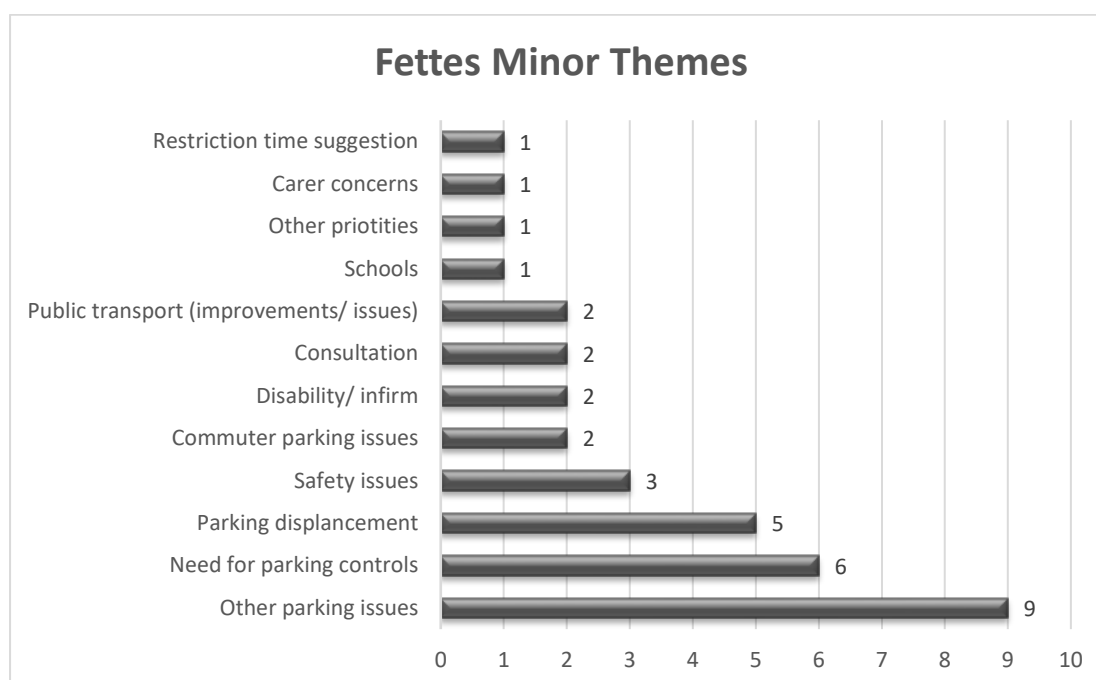
9.2.1 The criterion for major themes for the Fettes area was themes that received over 10 comments.

9.2.2 The highest frequency major theme for the Fettes area was the suggestion that there is no parking pressure (34, 32%).

9.2.3 Other high frequency major themes include the suggestion that the plans would have a negative or adverse effect, comments about yellow line placement and visitor and trades parking concerns.

9.2.4 Comments classified at 'design/alternative suggestion' included alternative suggestions for the distribution of the different parking types, suggestions for the placement of YL/DYLs and specific alterations to certain aspects of the proposals.

9.2.5 Comments classified as 'other (questions)' included comments surrounding hospital parking for Western General Hospital, emergency vehicle and service vehicle access, electric vehicle infrastructure and as suggestion for the provision of further car club facilities.



9.2.6 The criterion for minor themes was any theme that received fewer than 10 comments.

9.2.7 The highest frequency minor theme was comments about other parking issues, which included abandoned vehicles, holiday makers, camper vans and HGVs.

9.2.8 The need for parking controls and possible parking displacement were the other most common minor themes.

| I am a... | Category | Comment | X | Y |
|-----------|------------------------|---|----------|----------|
| Resident | I don't like this | The pressure on parking experienced in this area is as a direct result of there being inadequate/expensive parking provision for staff/visitors to the Western General Hospital. It is inconvenient for us residents, but parking control isn't the solution. | 55.966 | -3.2313 |
| Resident | I like this | | 55.96696 | -3.23391 |
| Resident | I like this | Only one comment; please consider the position of Car club members. I do not now own a car. I only need a car for a couple of hours, twice a month on average. So I joined the local car share club. I hope car club members will not be prejudiced here | 55.96713 | -3.23387 |
| Resident | I don't like this | There are no current problems with parking so why change it. I chose to live here as near work and parking came with flat. Good for residents to have stress free parking and for visitors when we were allowed visitors. No additional management required | 55.96772 | -3.22821 |
| Resident | I don't like this | There are no parking issues in our part of East Werberside Place. We are in the farthest corner of the development so never have any non-residents parking here. There are always plenty of spaces for residents. Also, I think this section is private road. | 55.96767 | -3.22807 |
| Resident | I'm neutral about this | This particular area with the proposed double yellow lines means there will not be sufficient parking spaces for residents of Rocheid Park | 55.9674 | -3.22505 |
| Resident | I don't like this | Short term parking creates far more traffic than the workers at the Western. They arrive at 6.30 before most residents leave. At the moment my visitors can park free | 55.96434 | -3.23653 |

| | | | | |
|----------|------------------------|---|----------|----------|
| | | and so can I, not possible with permits and shared parking. Money making scheme. | | |
| Resident | I don't like this | Our current parking arrangements work well, and allow flexibility for visitors etc. While we occasionally get non-residents parking and then leaving the estate. this is rare. The changes would actually make things worse rather than better. | 55.96702 | -3.23075 |
| Resident | I don't like this | The current uncontrolled zone in East Fettes Avenue and Fettes Rise function well. Proposed Yellow single and double lines will impact on the residents rather than ad hoc parkers. | 55.96723 | -3.22278 |
| Resident | I don't like this | In the West Werberside cul-de-sac there are 30 houses but only 20 parking bays. Additional double yellow lines, and permit holder bays elsewhere will just force people to park in already inadequate space. | 55.96702 | -3.23075 |
| Resident | I'm neutral about this | Bit concerned that you state vehicles car park across driveways outside restriction times. I thought this was not allowed per Highway Code? | 55.96647 | -3.23479 |
| Resident | I don't like this | I strongly object. There is no reason for residents to have to pay for a permit to park outside their own properties. It will also encourage people to park on the edge of the restricted area. | 55.96734 | -3.22887 |
| Resident | I don't like this | Kimmerghame Row is listed as mews in the legend. I do not understand what this means in relation to parking. People not resident use this place to park weekdays. Double yellow lines required to prevent this. | 55.96738 | -3.23457 |
| Resident | I don't like this | There are inaccuracies in the map. It is too restrictive for residents and will create difficulties for emergency and other service vehicles. We have an ageing population in Rocheid park | 55.96712 | -3.22664 |
| Resident | I don't like this | I object to single yellows outside my garage on Kimmerghame View at the rear of my Kimmerghame Drive property. The garages and car port areas are not large enough to accommodate a normal family car and this area is used by residents for parking. | 55.9658 | -3.23351 |
| Resident | I don't like this | I do not want a yellow line across my driveway. Can this not be a white driveway line? | 55.96588 | -3.23302 |
| Resident | I don't like this | I object to the yellow lining behind the garages on Kimmerghame Drive and double yellows in the turning area, nowhere else to park. All other properties have allocated parking | 55.96587 | -3.23324 |
| Resident | I don't like this | Could the parking bays outside 40 Kimmerghame Drive be changed to permits. The bedrooms for these properties look onto the street and would help reduce noise early in the morning from commuters parking | 55.96625 | -3.23167 |
| Resident | I don't like this | I don't feel there is a need for permit parking at this location | 55.96731 | -3.22963 |
| Resident | I don't like this | This will not work as the private areas of Fettes Village can not be closed off from the public roads. Why would anyone pay for a permit when they can park for free under the archway? | 55.96758 | -3.22887 |
| Resident | I don't like this | Any parking issues in this area are due to hospital staff & visitors. What we really need is more hospital parking provision, not to make life harder & more expensive for local residents. | 55.96378 | -3.23337 |
| Resident | I don't like this | On the whole I don't believe we have an issues with parking in Fettes Village that requires permits. A small no. of hospital staff park here but there are always spaces readily available. | 55.96673 | -3.22932 |

| | | | | |
|----------|-------------------|--|----------|----------|
| Resident | I don't like this | Parking restrictions placed outside my home as shown are totally unreasonable and inappropriate. Charging for parking outside the front of our home whilst restricting parking at the back is exorbitant especially given the council tax band of the property | 55.96589 | -3.23302 |
| Resident | I don't like this | Placing single yellow lines outside our houses means we cannot park our own cars (if we have a second vehicle) due to the limited amount of parking in the area, will also reduce ability for deliveries and visitors. Unacceptable | 55.96733 | -3.22288 |
| Resident | I don't like this | There is no need for this on East Fettes Avenue. Or at least put in permit parking for residents! Where would our guests park if it's all double yellow or pay and display? What's the point of yellow lines on 6-17 Fettes Rise? It's fine as it is!! | 55.96795 | -3.22213 |
| Resident | I don't like this | I don't think we need single lines here - if our visitors can no longer park on east Fettes avenue, they should be avow to park in our street as it doesn't disrupt traffic in any way. There are currently no parking problems here for residents | 55.96763 | -3.22306 |
| Resident | I like this | I believe it will alleviate inconsiderate parking in the street by non-residents. | 55.96387 | -3.23634 |
| Resident | I like this | There needs to be sufficient room for refuse lorries turning into street and any parking bays should be well spaced and not near corners. | 55.9671 | -3.23421 |
| Resident | I don't like this | My concerns are where would carers and visitors get parked. | 55.96748 | -3.22314 |
| Resident | I don't like this | There are no difficulties with resident parking in this estate. It seems to me that making residents pay in certain parts of the estate will in fact create a problem by in increasing pressure on spaces which are not charged. | 55.96721 | -3.22973 |
| Resident | I don't like this | I feel these are totally unnecessary in a no through road. It will also compromise any visitor parking and delivery parking. I do not agree with these proposals | 55.9675 | -3.22305 |
| Resident | I like this | Over the 30 years we have lived here we have seen parking in the street become more of a problem. We often have difficulty getting in and out of our driveway due to the careless and inconsiderate parking by others mainly non-residents. | 55.96425 | -3.23476 |
| Resident | I don't like this | Proposal to extend the current double yellow lines at no.s 19,20 & 36,37 would only serve to reduce by 4, the number of spaces currently available to residents. This would be pointless and not required as we have no parking issues in this area at present | 55.96721 | -3.23076 |
| Resident | I don't like this | I am a resident of Fettes village. These plans essentially propose a new tax for residents without a garage to park in the bays outside their own homes. If parking permits are to be introduced for residents these should be free. | 55.96742 | -3.23347 |
| Resident | I don't like this | What problem are you trying to fix in North Werber Park. There is no issues here. It's a private estate for residents only. | 55.96556 | -3.22852 |
| Resident | I don't like this | The existing restrictions in my street are perfectly adequate. I can't believe that you've received complaints from residents in The Grigor,Davidson area, your proposals are just another revenue gathering ploy. Will you be giving the residents a vote? | 55.96607 | -3.23628 |
| Resident | I don't like this | Proposals will decrease the availability for residents and visitors. On street parking on Crewe Road should be allowed, by having cycle lane on one side only as proposed for Grt Junction St | 55.96607 | -3.23628 |
| Other | I don't like this | I am a flat owner in the Fettes Grove development, the parking there is already controlled in a way that ensures | 55.96588 | -3.23031 |

| | | | | |
|----------|------------------------|--|----------|----------|
| | | residents have adequate parking. I don't believe further control measures are required, and would in fact be detrimental | | |
| Resident | I like this | Narrow street used by WGH parkers who pay scant/no regard to residents' access lines and park for 12 to 14 hours each weekday. Pavement recently beautifully repaired but bin lorries etc have no option but to drive on it because of the parked cars. | 55.96471 | -3.23462 |
| Resident | I like this | I very much approve of the proposal as it stands, both the parking-permit section outside our house and CPZ for our street/area. This is due to weekday commuters filling up the streets, arriving early and parking all day, regularly over the white lines. | 55.96395 | -3.23657 |
| Resident | I don't like this | I am totally opposed to paying for parking in this area. This is Edinburgh Council increasing areas to charge for parking by stealth. This area does not belong to Edinburgh Council and they have no right to try to impose charges on the residents here. | 55.96621 | -3.22729 |
| Resident | I don't like this | You've treated current resident parking for those in the same development differently. Some residents have had their parking spaces allocated as 'Private Road', whereas other properties, with the same type of resident parking have 'Permit parking'. Why?! | 55.96724 | -3.22907 |
| Resident | I'm neutral about this | My concern is where do friends and family park. It gets extremely expensive. Can residents buy temp vouchers for family members to use that are competitively priced to park over weekends etc? | 55.95923 | -3.22164 |
| Resident | I'm neutral about this | Has the council explored why people choose to travel by cars and park in these locations? This area in particular is not near a school, is served by strong transport links to both the city centre and Leith, and is near a hospital. Look at why people park | 55.96445 | -3.23397 |
| Resident | I don't like this | Adding parking controls around Fettes, especially on East Fettes Avenue and Carrington Road, is highly likely to increase folk parking within the grounds of our Rocheid Park, which they already do as they cannot find parking on East Fettes Av | 55.96716 | -3.2246 |
| Resident | I don't like this | We currently have no problems with parking, always many empty spaces. Therefore what is the purpose of these changes? | 55.96721 | -3.229 |
| Resident | I like this | I support all of the proposals to eliminate commuter parking , provision of spaces for traders and visitors which is nigh on impossible today Parking inconsiderately is also a major issue and these measure would exclude the people who do s at the moment | 55.96394 | -3.23654 |
| Resident | I don't like this | There are no parking issues on West Werberside. There is always plenty of space to park for residents and visitors. An advantage to living here is free parking. Charging for parking would benefit the council in income but not the residents. | 55.96702 | -3.23075 |
| Resident | I don't like this | I strongly object to this proposal. There is zero requirement for a parking zone on this street. There are car parks off E Werberside that are not included, which will result in people parking cars there. I can currently always park outside my home. | 55.96741 | -3.22868 |
| Resident | I don't like this | Why are some resident's private parking space being treated different to other private resident parking spaces? Some are being marked as private road and others are being marked as permit parking. Why are some residents being penalised? | 55.96752 | -3.22982 |
| Resident | I don't like this | The plans under provide permit holder parking for Rocheid Park. Although several of the blocks have underground parking it is unusable for modern cars. The dimensions of | 55.9674 | -3.2253 |

| | | | | |
|----------|------------------------|---|----------|----------|
| | | the spaces,internal pillars and entry heights are too restricted. | | |
| Resident | I don't like this | There is not currently a parking problem within north Werber park. Introducing a cpz will cause issues. | 55.96656 | -3.22811 |
| Resident | I don't like this | There is no need for permit zone parking at Block 10 or 11 | 55.96626 | -3.228 |
| Resident | I don't like this | The proposed "Permit Holder Bays" or "Shared Use Bays" adjacent to East & West Werberside and North Werber Park, are privately owned by the development ("Fettes Village"). The residents pay for these spaces' maintenance and we paid for them to be marked | 55.96726 | -3.22876 |
| Resident | I don't like this | We live in East Werberside. We note the reason for this is to 'address parking pressures'. We don't have any parking pressure and we don't believe the areas shown for permits etc are adopted. Please can the council provide evidence. | 55.9674 | -3.22907 |
| Resident | I don't like this | Can the council provide evidence that these parking bays are actually adopted? Lots of residents believe they are private and that previous attempts to implement residents parking failed to provide evidence. | 55.96727 | -3.22908 |
| Resident | I don't like this | If the council is aiming for carbon neutral in a number of years time why is there no provision for electric vehicle charging or bike storage? | 55.96722 | -3.22942 |
| Resident | I don't like this | The root cause of any parking issues in this area are staff/visitors to the WGH. Why are the council not working with them to find alternatives / encourage people not to drive to work? | 55.96273 | -3.23358 |
| Resident | I don't like this | There are currently no issues for parking in Fettes Rise and placing yellow lines would create more problems. | 55.96735 | -3.22283 |
| Resident | I don't like this | There is no issue with parking problems here and placing yellow lines would make things worse for residents and create pressure where there isn't any. | 55.96712 | -3.22263 |
| Resident | I don't like this | Putting double yellow lines here will further restrict residents' ability to park | 55.96717 | -3.23074 |
| Resident | I don't like this | | 55.96704 | -3.2307 |
| Resident | I'm neutral about this | Does not stop problems with driving on the pavement or getting out my drive. | 55.9648 | -3.23497 |
| Resident | I don't like this | Seems like a money grabbing exercise from the council. I've never had any issues with parking and find that there are plenty of free spaces by my home. I'm already struggling as it is financially without another tax! | 55.96648 | -3.22876 |
| Resident | I don't like this | | 55.96634 | -3.228 |
| Other | I don't like this | I don't understand the benefits of the overall proposal and wonder why it is being proposed | 55.98233 | -3.30085 |
| Resident | I don't like this | No issues with parking spaces around my property - don't feel permit parking is permitted | 55.96727 | -3.22955 |
| Resident | I don't like this | I own the flat at 4/8 North Werber Place, Fettes Village IV78JH. I do not want / object to any proposed City Council Parking Zones near the block. Illegal parking is caused by local hospital staff and office workers based at the Crewe Toll roundabout. | 55.96633 | -3.22812 |
| Resident | I don't like this | The area is a private residence and the council do not have any authority implementing parking restrictions here. In any event, this would not benefit the residents. | 55.96668 | -3.22774 |
| Resident | I don't like this | This would not benefit the residents of the area & the council do not have any authority for implementing this. | 55.96637 | -3.22727 |

| | | | | |
|----------|-------------------|--|----------|----------|
| Other | I don't like this | My mother has a flat at West Weberside & I am confused as to the purpose of introducing these permit bays. I am not aware of any parking issues in the area. Have the council confirmed adoption of the roads within this development? | 55.96749 | -3.23029 |
| Resident | I don't like this | Completely unnecessary to put restrictions on these roads. They are only used by residents and their visitors and this will only create unnecessary issues for those living here. My objection applies to the Fettes village proposal. | 55.9672 | -3.22944 |
| Resident | I don't like this | Utterly unnecessary and will just create problems for residents. Have lived here for 6 years and have never experienced any issues with parking anywhere on the estate. My objection relates to all proposed restrictions within Fettes Village. | 55.96702 | -3.23075 |
| Resident | I like this | I am very supportive of restricting parking in kimmerghame loan to residents of the street only and guests by way of mews parking as this will improve safety for residents and children by not allowing non residents who often park dangerously | 55.96662 | -3.23411 |
| Resident | I don't like this | I object to some areas being 'private' and some being 'shared use'. They should all be private. | 55.9663 | -3.22814 |
| Resident | I don't like this | This box is not big enough for all my comments! | 55.96724 | -3.22576 |
| Resident | I don't like this | I am against the proposal. Parking is used almost exclusively by residents of Fettes Village who park outside their property. There are no safety concerns, traffic congestion concerns or problems parking. There is no need for parking restrictions. | 55.96704 | -3.2307 |
| Commuter | I don't like this | This is impossible to justify except as a money making exercise. Due to the hours I work I can't get the bus,. This is the only parking available to public sector staff (police, NHS & school), this is a selfish and short sighted proposal. | 55.95989 | -3.21889 |
| Resident | I like this | Any measures that prevents long term parking by non residents would be welcome. Virtually all available parking spaces are gone by 8am weekdays and the street is completely taken over by non resident commuter parking. | 55.96685 | -3.2336 |
| Resident | I don't like this | I live in block 8 North Werber Pl, and there is no issue with parking in my area. The proposed shared use and permit holder spaces in my area are not needed. Given that there is no issue, I think forcing visitors and tradesmen to pay to park is absurd. | 55.96663 | -3.22797 |
| Resident | I don't like this | The suggested permitted parking doesn't make sense, since half of the parking spaces are marked as private property. My understanding was that the whole road is private. | 55.96724 | -3.22888 |
| Resident | I don't like this | This is currently used for parking and could safely be Shared Use Bays. | 55.96727 | -3.22467 |
| Resident | I don't like this | This area could safely be used for Shared Use Bays | 55.96785 | -3.22561 |
| Resident | I don't like this | Part of this area could be used for Shared Use Bays. | 55.96771 | -3.22683 |
| Visitor | I don't like this | This will make it impossible to park to visit friends and family. | 55.96522 | -3.23675 |
| Resident | I like this | Double yellow lines are required on the 2 corners itemised below | 55.96728 | -3.23399 |
| Resident | I don't like this | Very tight corner often causing one or more cars to reverse. Ideal to see the double yellow lines extended into | 55.96637 | -3.23133 |

| | | | | |
|----------|------------------------|---|----------|----------|
| | | the first 2 car parking spaces to aid traffic flow, environmental and emergency vehicle access. | | |
| Resident | I don't like this | Double yellow lines extended on corner of Kimmerghame Row & Place as corner too narrow when vehicles parked | 55.96641 | -3.23358 |
| Resident | I don't like this | This is private parking area and I have never found any issue with parking. There has always been ample parking. If council get involved then I actually see them creating a problem where it doesn't exist. | 55.96626 | -3.22897 |
| Resident | I don't like this | Concerned that there would be insufficient parking in K Drive. We currently park across our garage in K View. Maintaining this ability would enable EV charging. Would designating K View as Mews parking for relevant K Drive residents solve this issue? | 55.96589 | -3.23304 |
| Resident | I don't like this | The proposed install of single yellow lines behind garages on Kimmerghame View will deprive residents of parking behind their own garages. I would welcome instead the creation of a 'Mews' style parking area specifically for this area..r | 55.96582 | -3.23344 |
| Resident | I don't like this | To start charging for parking in this location when there are police and teaching staff is ridiculous. People are worried about losing their jobs, using public transport with COVID and having money worries. | 55.96853 | -3.22504 |
| Resident | I don't like this | The dropped kerb at Kimmerghame View should not be a single yellow line. There are garages there and parking is required outside each property. Electric charging is essential here, fed from Kimmerghame Drive houses. Parking outside garages is essential. | 55.9659 | -3.23288 |
| Resident | I don't like this | Existing double yellow lines should be retained to prevent obstruction of emergency access from Crewe Road South. | 55.96706 | -3.23494 |
| Resident | I don't like this | The deeds of this development state that no commercial vehicles incl. boats, caravans, taxis, campervans, tradesvans etc are to be parked here. Will this be enforced when issuing permits? | 55.96723 | -3.22902 |
| Resident | I'm neutral about this | | 55.96473 | -3.22752 |
| Resident | I don't like this | As a resident in the area, I am not aware of a parking problem. If restrictions are introduced they could well bring problems, so my view is that we should leave the position as it is. | 55.9666 | -3.2293 |
| Resident | I don't like this | Not required will create problems that currently do not exist for Fettes | 55.96622 | -3.21163 |
| Resident | I like this | Monday to Friday, c. 0630 to 1800, all free parking is taken up by commuters coming into the area to park up (many at the local hospital). That means much early morning traffic noise plus no parking for residents, tradespeople & delivery drivers. | 55.96746 | -3.23273 |
| Resident | I don't like this | I have no trouble parking in my area and we have more than one car, I see no advantage to my visitors or tradesmen with this and see it as a money raising exercise. Thank you. | 55.96607 | -3.23628 |
| Resident | I don't like this | Shared use bays will attract none residents to park within the development and proposed double yellow lines are excessive and in conjunction with parking bays will make parking for residents and their visitors difficult. | 55.96771 | -3.22561 |
| Resident | I don't like this | I reside at 15 West Werberside. The proposed restrictions are unnecessary. There is no problem with unauthorised parking within Fettes village and these restrictions should not be brought it, as there is no reason for them. | 55.96704 | -3.2307 |

| | | | | |
|----------|-------------------|--|----------|----------|
| Resident | I don't like this | There is not currently a parking problem in Fettes Village. Introducing parking restrictions will cause parking problems. | 55.96658 | -3.22812 |
| Visitor | I don't like this | We are elderly parents who visit daughter 2/3 times weekly here and would be unable to park outside flat. Age of these flats means no spare off road parking. Similar issue for all workmen resulting in increased costs Significantly inconvenient. | 55.96785 | -3.22517 |
| Resident | I don't like this | We do not have a problem at present. If Double Yellow Lines, Pay&Display, Parking Bay Permits are introduced then we will have a problem. What is the logic in that? As the current position is workable for now - just leave as at present. | 55.96722 | -3.23079 |

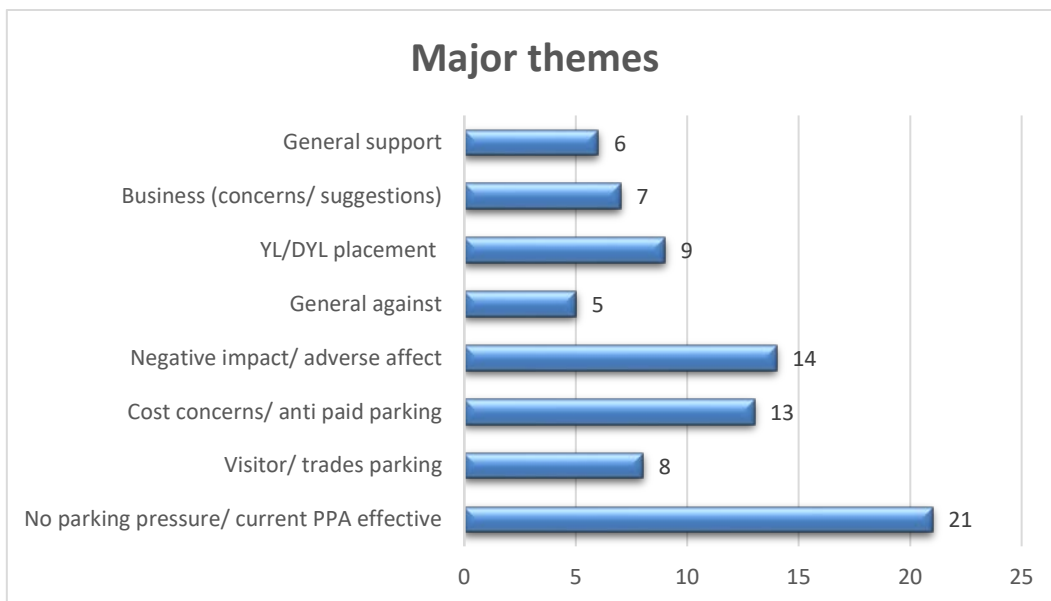
10. PRESTONFIELD PPA

10.1.1 44 people dropped 60 pins on the interactive map

10.1.2 Of those, 58 had comments and two were left blank

10.1.3 Out of these, 46 were within the proposal area, while 14 were not.

10.2 Major Themes

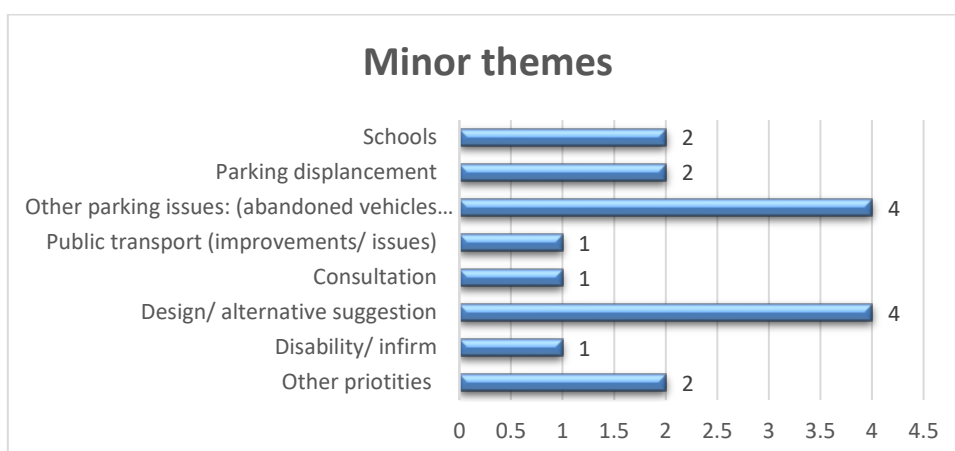


10.2.1 The criterion for major themes for the Prestonfield area was themes that exceeded five comments.

10.2.2 The highest frequency major theme was the suggestion that there is no parking pressure (21, 36%).

10.2.3 Cost concerns and the suggestion that the plans may have a negative effect on the area were the other most common major themes.

10.3 Minor Themes



10.3.1 The criterion for minor themes in the Prestonfield area was any theme that received fewer than five comments.

10.3.2The highest frequency minor theme was YL/DYL placement. Comments within this theme were largely suggestions for alternative placement of YL/DYLs in the Prestonfield area.

10.3.3Comments classified as design/alternative suggestions included suggestions for alternative parking controls, such as more residential parking as opposed to shared use bays and suggestions for the placement of YL/DYLs.

| I am a... | Category | Comment | X | Y |
|-----------|-------------------|---|----------|----------|
| Resident | I like this | | 55.93357 | -3.1637 |
| Other | I don't like this | I disagree with the whole proposal, "reserved parking" is inadequate. Currently, parking is fine and the maps shows a loss of off road parking between Clearburn Gns and Prestonfield rd. | 55.93173 | -3.16003 |
| Resident | I don't like this | I don't think residents will be happy having to buy permits and will thus increase pressure on the off street spaces and the uncontrolled section of road. | 55.93367 | -3.16208 |
| Resident | I like this | The introduction of double yellows on the corners is a great idea. | 55.93358 | -3.16279 |
| Resident | I don't like this | I do not feel that parking restrictions are necessary or desirable in this area. The majority of residents have access to off street parking i.e drives/ garages , therefore have no right to the on street parking outside of their homes in addition. | 55.93641 | -3.16185 |
| Resident | I don't like this | I strongly disagree with the proposal as yes I understand it can be sometimes irritating not being able to park closer to your home but why should us residents have to pay for a parking permit? A lot of the cars are from the primary school. | 55.93199 | -3.15729 |
| Resident | I don't like this | I strongly disagree with this proposal. I believe a lot of the parked cars here belong to residents and their visitors. I already struggle financially. There are also many elderly residents who have different carers daily. | 55.93169 | -3.15774 |
| Resident | I don't like this | I do not like this proposal. | 55.93203 | -3.15701 |
| Resident | I like this | Please extend the permit parking area to include the front pavement of No.39 as it is the front of my property. Hope to see this implemented. | 55.93106 | -3.15724 |
| Resident | I don't like this | I disagree with the Prestonfield PPA. I live on Clearburn Gardens and never have any trouble parking outside my house, I also have never seen the street full of cars. | 55.93239 | -3.1597 |
| Resident | I don't like this | Parking in my street is generally ok. I don't believe I should pay to park my vehicle at my home. I don't believe I should have to pay to have visitors. I don't believe I should have to pay to enjoy living in my neighbourhood | 55.93366 | -3.16237 |
| Resident | I like this | Double yellows are all that's really needed, to stop the inconsiderate and dangerous parking, esp by day parkers who will park any old way to be close to the bus stops for their commute further into town | 55.93357 | -3.1612 |
| Resident | I don't like this | Given the access required to the new build flats @ no 14, not sure having the parking bay opposite makes sense. Also need to do something about overhanging trees - car damage | 55.93259 | -3.16138 |

| | | | | |
|----------------|------------------------|--|----------|----------|
| | | caused by bird droppings and tree sap is an ongoing problem already | | |
| Resident | I don't like this | What happens if you can't get a space in a designated bay? There aren't enough bays for the number of folk who will want/need permits if this goes ahead | 55.93275 | -3.16138 |
| Resident | I don't like this | I don't want any paid/private parking system put in place. I am happy the way it is | 55.93191 | -3.16199 |
| Resident | I don't like this | We don't have a problem finding parking in our area as residents. Introducing extra parking cost i.e. permits for residents is not helpful, and just limits what parking spaces are available for locals cost effectively. We have not recovered financially f | 55.93139 | -3.16249 |
| Resident | I don't like this | We don't have a problem finding parking in our area as residents. Introducing extra parking cost i.e. permits for residents is not helpful, and just limits what parking spaces are available for locals cost effectively. We have not recovered financially f | 55.9319 | -3.16204 |
| Resident | I don't like this | We don't have a problem finding parking in our area as residents. Introducing extra parking cost i.e. permits for residents is not helpful, and just limits what parking spaces are available for locals cost effectively. We have not recovered financially f | 55.93258 | -3.1628 |
| Resident | I don't like this | We don't have a problem finding parking in our area as residents. Introducing extra parking cost i.e. permits for residents is not helpful, and just limits what parking spaces are available for locals cost effectively. We have not recovered financially f | 55.93358 | -3.16344 |
| Resident | I don't like this | We don't have a problem finding parking in our area as residents. Introducing extra parking cost i.e. permits for residents is not helpful, and just limits what parking spaces are available for locals cost effectively. We have not recovered financially f | 55.93406 | -3.16335 |
| Resident | I don't like this | We don't have a problem finding parking in our area as residents. Introducing extra parking cost i.e. permits for residents is not helpful, and just limits what parking spaces are available for locals cost effectively. We have not recovered financially f | 55.93424 | -3.16277 |
| Resident | I don't like this | I am concerned that the double yellow lines on Peffermill Road near the Morgan Playing Fields will cause people attending sporting events to park in our residential car park at EH165LL. | 55.93276 | -3.15371 |
| Resident | I'm neutral about this | Parking is generally OK, apart for very busy times like the festival. The 90 minute restriction wont work if most people are parking for relatively short visits to the city centre and avoiding parking charges. | 55.93073 | -3.16158 |
| Business owner | I don't like this | to charge cars at the small parade of shops on Dalkeith road whether they are there parked for 5 minutes or 30 minutes will be ruinous for the shops. | 55.93319 | -3.16603 |
| Resident | I like this | Double yellow lines on map extend into PrestonfieldBank further than existing Lines. Residents would be very happy if the lines could be extended even further into PrestonfieldBank to stop illegal parking | 55.93339 | -3.16519 |

| | | | | |
|----------|-------------------|---|----------|----------|
| Resident | I don't like this | It is unnecessary - parking regulates itself in Prestonfield. These permit slots are not needed by residents, and we will be disadvantaged by having to pay the cost of permits. Even having a permit will not guarantee a parking space. | 55.93253 | -3.15642 |
| Resident | I don't like this | I'm not convinced this proposal will be beneficial for residents, it definitely won't be for mine after a terrible 12 months! This will have a highly negative affect on my household! | 55.9317 | -3.15512 |
| Other | I don't like this | Extremely concerned at loss of daytime parking for shops on Dalkeith Road. Most parking is short term ie passing traffic and local residents from further away requiring in particular post office facilities. | 55.93327 | -3.16622 |
| Other | I don't like this | This proposal will make it very difficult for me to attend my work place. | 55.93056 | -3.15701 |
| Resident | I like this | The problem is not an excess of non-resident parking, because between 09:30 and 16:30, one may park on Dalkeith road. Why not make all of the roads permit holders only? Otherwise, these proposals contradict themselves. | 55.93268 | -3.16389 |
| Commuter | I don't like this | This will have a huge impact on our business as NO customers will be able to park anywhere near our premises (EH16 5LL). If you go though with this ludicrous idea you will force more people to park in the residential area causing more upset to locals. | 55.9311 | -3.15662 |
| Commuter | I don't like this | This is a terrible idea and could seriously effect the stability of my job by limiting access for customers at a time when we are all struggling to recover from successive lockdowns. | 55.93118 | -3.15649 |
| Commuter | I don't like this | This would have a massive impact on business. Visitor's to the store would not be able to park near the premises. Local area would not facilitate further parking nearby due to permits bus gate etc. . | 55.93179 | -3.15487 |
| Resident | I don't like this | If there are to be double yellow lines all along Peffermill Road then Kings Meadow will become a free car park . There would need to be double yellow lines round the streets with the visitor bays as Priority Parking . | 55.93305 | -3.15531 |
| Resident | I don't like this | This is not practical and in my specific area there is no issue with parking. It penalises visitors and I feel a revenue income for the council where there is no demand. Living in Edinburgh is becoming a dictatorship | 55.93307 | -3.15627 |
| Resident | I don't like this | It's not required and additional cost to pensioners then there would be no visitors as the cost of parking or fees would enhance isolation | 55.93302 | -3.15642 |
| Resident | I don't like this | It may be required elsewhere but certainly not here. Too expensive as the prices would continue to rise | 55.93315 | -3.15643 |
| Resident | I don't like this | Silly option when it's not required. | 55.93321 | -3.15625 |
| Resident | I don't like this | Not required in this street, parking adequate | 55.93304 | -3.16001 |
| Resident | I don't like this | This street is residential and doesn't have commuters Edinburgh council needs to invest in other services and not waste resources on this. It may be needed elsewhere but not here. This council are going mad with blocking roads and access, enough | 55.93289 | -3.16003 |

| | | | | |
|----------------|------------------------|---|----------|----------|
| Resident | I don't like this | Rubbish idea, and only allows those who gave technology reply, excludes great number of residents who are elderly but need visitors. A few loud voices and council jumps. | 55.93319 | -3.15998 |
| Business owner | I'm neutral about this | The double yellow lines along Peffermill are likely to encourage drivers looking for free parking to park on the road at the Nairn's factory. This could create congestion limiting the access for lorries to our yard and limit parking for staff. | 55.93273 | -3.1535 |
| Resident | I'm neutral about this | I've never really had an issue with parking in Kings Meadow. About 2 times a year there are events in the Hockey Area and this causes a real problem in the area with visitors parking anywhere they can but other than that I don't have any problems. | 55.93265 | -3.15481 |
| Resident | I don't like this | I am a resident of King's Meadow. For many years we have suffered residents of Prestonfield and Peffermill Road parking in King's Meadow. If this project goes ahead we will be overwhelmed with people parking in King's Meadow illegally. | 55.93284 | -3.15606 |
| Resident | I don't like this | Serves noone, there is no need or requirement for this proposal. I do not drive, have a toddler, and rely on visits from family who live in the wider Lothians who already struggle to access the area. This would be a major inconvenience if they can't park. | 55.9324 | -3.16124 |
| Resident | I'm neutral about this | Parking in Peffermill road now is next to impossible, especially during school hours | 55.93119 | -3.15711 |
| Resident | I don't like this | There is no problem with the parking in this area, all this will do is cause problems, not solve any. Policing this proposed zone will cause more than the revenue and cause great disruption to people who have bought houses outside of the zone. | 55.93046 | -3.16124 |
| Business owner | I don't like this | I own flats -unlikely my tenants will purchase visitors permits for me -I often only need to drop in for 5 minutes not 90. I need to park nearby for furniture | 55.93272 | -3.16388 |
| Resident | I don't like this | | 55.93209 | -3.16445 |
| Resident | I don't like this | I see absolutely no need to extend the double yellow line in this location. This makes NO sense at all. This will decrease parking by one space. | 55.9321 | -3.16444 |
| Resident | I don't like this | There is absolutely no need for the double yellow line to extend into this space. The double yellow lines that are already in place are fine. Please do not extend it. This will decrease parking here by one space. | 55.93204 | -3.16435 |
| Business owner | I don't like this | Two Wheels, 36 Peffermill Rd. Most of my staff commute from outside Edinburgh, so public transport is not an option. We have onsite parking for motorbikes, but this isn't practical in poor weather, so staff often have to park cars on the street. | 55.93108 | -3.15679 |
| Resident | I'm neutral about this | Please can you check that these disabled bays are still required. I think the people that had them died. They have had no cars parking in the 2 bays for some years. I am all for disabled spaces, however, not if they are no longer required. | 55.93237 | -3.16375 |
| Resident | I'm neutral about this | Please can you check if this disabled bay is still required, as it has been empty for years. The | 55.93099 | -3.16302 |

| | | | | |
|----------|-------------------|--|----------|----------|
| | | bay was put in for a man who lived on Dalkeith Road, but he is no longer resident in the area. | | |
| Resident | I don't like this | I do not see the need to have double yellow lines in this location. I've lived in this area over 30 years and never seen any problems at this area. | 55.93209 | -3.16263 |
| Resident | I don't like this | Most of the people that park on Prestonfield Gardens are residents. There is not a problem with commuter parking. Parking gets busier in the evenings when everyone returns home from work. I do not think permit holder bays will benefit residents | 55.93253 | -3.16375 |
| Resident | I don't like this | Most of the people that park on Prestonfield Gardens are residents. There is not a problem with commuter parking. Parking gets busier in the evenings when everyone returns home from work. I do not think permit holder bays will benefit residents | 55.93297 | -3.16408 |
| Resident | I don't like this | Most parking spaces in my street are taken by people living on Dalkeith road, they will still be allowed to fill up my street. | 55.93295 | -3.16406 |
| Resident | I don't like this | I don't have any parking difficulties and personally don't see the need for restrictions. Even in non-Covid times, parking was not a problem. Plus, one of the perks of buying a property in this area was the lack of parking restrictions! | 55.93363 | -3.16026 |
| Resident | I don't like this | there is no parking problem in clearburn road area, i have personally monitored it over the last six months. i feel that this is just a council money generating exercise.this amounts to council road tax for residents. | 55.9316 | -3.15776 |

Quality

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

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

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

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

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



Award Winning



Certifications



Accreditations



Memberships



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Appendix C

City of Edinburgh Council

Controlled Parking Zones

Emails

| <u>Area</u> | <u>B1</u> | <u>B3</u> | <u>B4</u> | <u>B5</u> | <u>B7</u> | <u>B10</u> | <u>Fettes</u> | <u>Prestonfield</u> | <u>Total</u> |
|---|-----------|-----------|-----------|-----------|-----------|------------|---------------|---------------------|--------------|
| Total comments | 68 | 3 | 14 | 19 | 1 | 19 | 6 | 4 | 134 |
| Consultation remarks - survey, evidence, data etc | 6 | 1 | 2 | 2 | 0 | 1 | 3 | 3 | 18 |
| Parking not an issue/Enough spaces available | 33 | 0 | 2 | 6 | 0 | 5 | 0 | 0 | 46 |
| Negative impact on areas – ability to park, impact on traffic | 23 | 0 | 5 | 4 | 0 | 12 | 0 | 1 | 45 |
| Monetary concern - Expensive, moneymaking, etc | 15 | 1 | 3 | 7 | 1 | 7 | 2 | 0 | 36 |
| Supportive comments | 0 | 0 | 3 | 2 | 0 | 2 | 0 | 1 | 8 |
| Need for parking controls | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 8 |
| Business concerns/ objections | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 13 |
| Parking displacement | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| Other/unclassified | 5 | 1 | 1 | 2 | 1 | 4 | 1 | 1 | 16 |
| General objection | 14 | 1 | 4 | 4 | 0 | 6 | 2 | 0 | 31 |
| Map issues/ private land | 6 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 13 |
| Disabled/ infirm access | 9 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 14 |
| Other priorities for funding – road maintenance, traffic calming measures and cycling | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |

| | | | | | | | | | |
|---|----|---|---|----|---|---|---|---|----|
| Carer parking concerns (disability, OAP, childcare) | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 8 |
| Impact on visual amenity | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| School parking issues | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| CPZ expansion (inclusion of private streets/ wider areas) | 12 | 0 | 0 | 3 | 0 | 5 | 0 | 1 | 21 |
| Covid behaviour change | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Restriction time suggestion | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Public transport concerns/ issues | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| Alternative suggestions | 18 | 0 | 7 | 3 | 0 | 4 | 3 | 0 | 35 |
| Safety concerns | 10 | 1 | 0 | 4 | 0 | 2 | 2 | 0 | 19 |
| Other parking issues (abandoned vehicles/ holiday makers) | 14 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 22 |
| Commuter/ business/ school parking issues | 6 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 18 |
| Encourage active travel | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 6 |
| Visitor/ trades parking concerns | 28 | 0 | 1 | 11 | 0 | 7 | 2 | 0 | 49 |

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

Appendix D

City of Edinburgh Council Controlled Parking Zones

Response location maps

1. SUMMARY

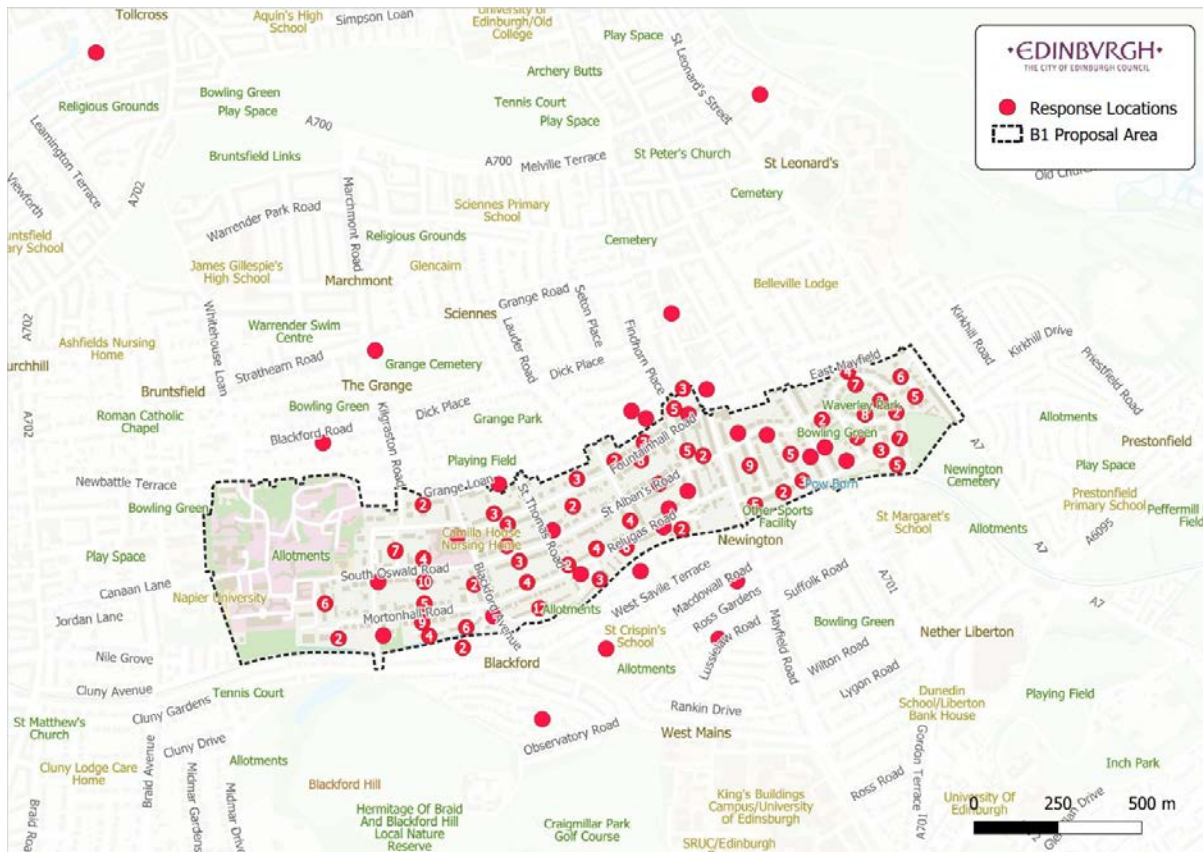
This appendix shows the response location data by area. This is the location of each response relative to the area of response.

There are also maps to show the location of those that do and do not experience parking issues relative to the area they are responding to. These are to be cross-referenced with the existing parking pressure survey data.

2. B1

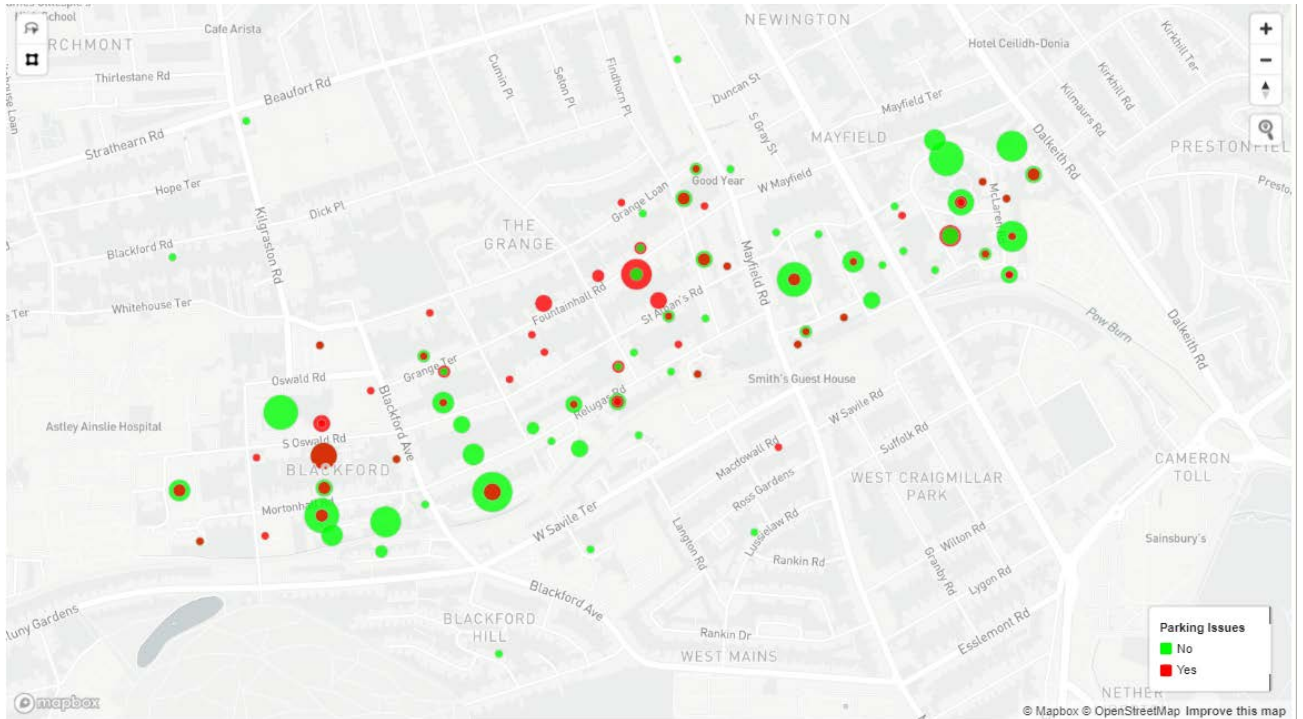
2.1 Postcode Mapping (online survey) - Parking Issues

A total of 275 people said they were concerned with the B1 area in the online survey and left a postcode.



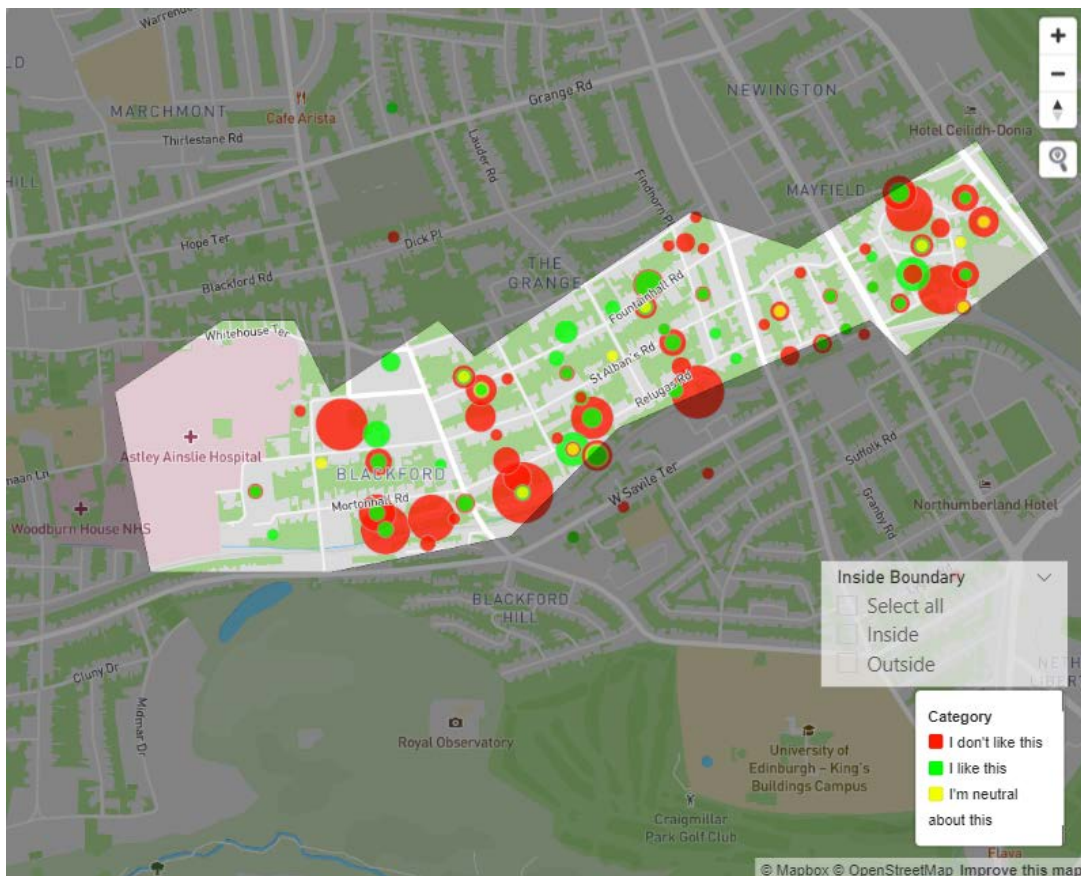
2.1.1 Out of the 275 responses, 91 (33%) said they experience parking issues, while 179 (65%) said they do not. 5 people (2%) did not answer.

2.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



2.2 B1 Interactive Map

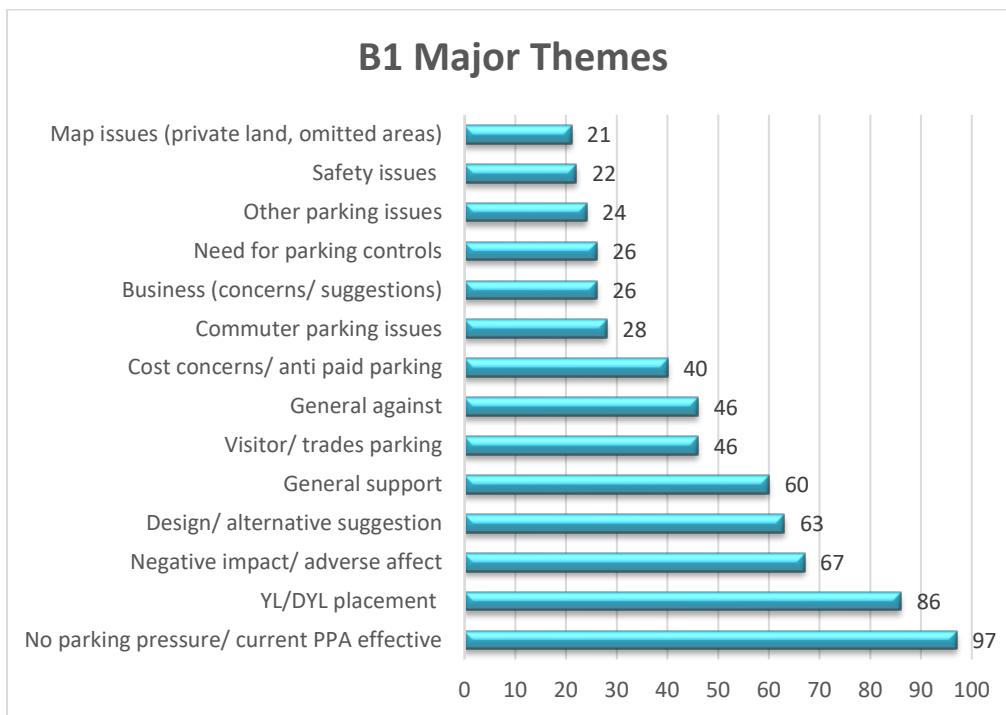
There were 388 pins dropped on the interactive map for the B1 area. Out of these 365 were within the proposal area, while 23 were not.



2.2.1 Out of 388 pins dropped, 285 (74%) said ‘I don’t like this’, 86 (22%) said ‘I like this’, while 17 (4%) said ‘I’m neutral about this’.

2.2.2 Of the responses received, 94% were from people who stated they were a resident of the area. 1% of the responses came from those who stated that they were visitors to the area. The remaining 5% comprised of business owners, commuters and respondents who selected ‘other’.

B1 Major Themes



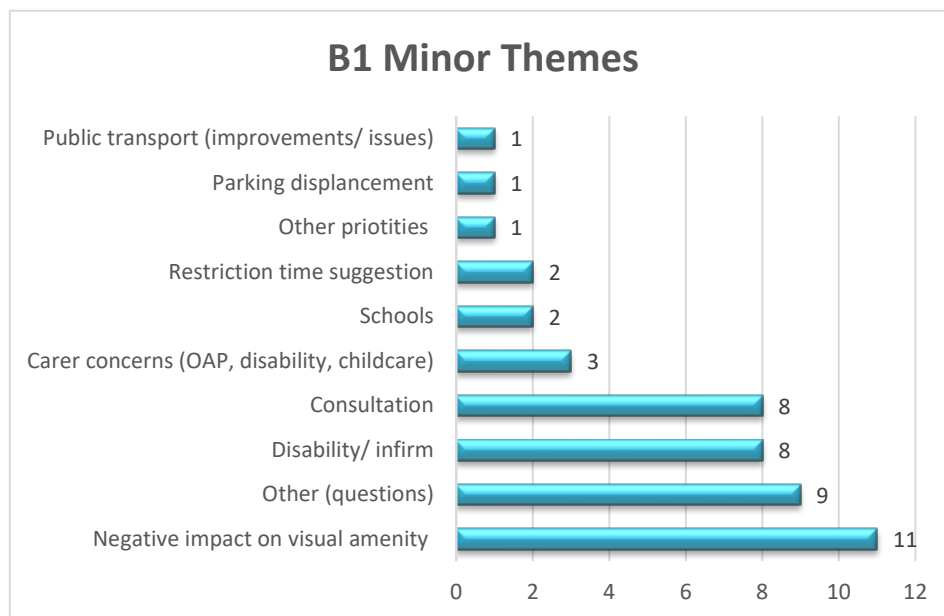
2.2.3 The criterion for major themes in the B1 area was any theme that received over 20 comments.

2.2.4 The highest frequency major theme was the suggestion that there is no parking pressure (97, 25%). These comments included suggestions that the existing PPA is effective and that due to the location, there is not a high level of commuter parking.

2.2.5 Yellow lines and double yellow lines (YL/ DYL) were also a high frequency theme (86, 22%). These comments largely made note of the proposed placement of YLs. Some respondents were supportive of the proposed YLs, whereas other respondents felt that the introduction of YLs would cause rat-running, due to the absence of parked cars, which reduces traffic speeds.

- 2.2.6 Comments within the ‘design/ alternative suggestions’ category included alternative permit suggestions, alternative placement of YL/DYLs, suggestions for traffic calming measures and suggestions for safety features.
- 2.2.7 Comments about map issues largely centred on Regulas Gardens and Regulas Place, as respondents noted that the area is privately owned and therefore the Council does not have jurisdiction to adopt the area within the CPZ.

B1 Minor Themes

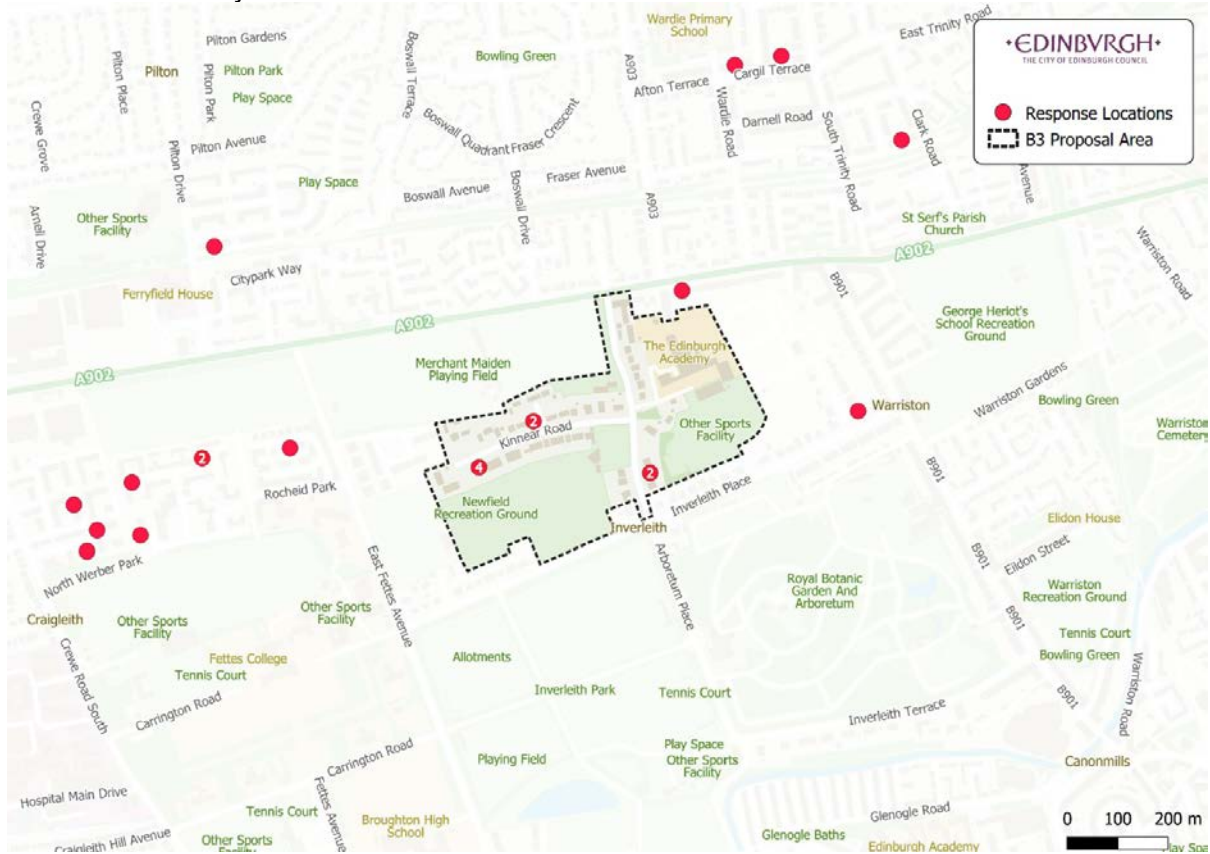


- 2.2.8 The criterion for minor themes within the B1 area was any theme that received fewer than 20 comments.
- 2.2.9 The highest frequency minor theme was the suggestion that the proposals would have a negative impact on the visual amenity of the area. This included comments about the YL/DYLs, as well as the parking metres and signs.
- 2.2.10 Comments classified as ‘other (questions)’ included enquiries about the adoption of certain areas, environmental suggestions, as well as concerns about emergency service or maintenance vehicle access.

3. B3

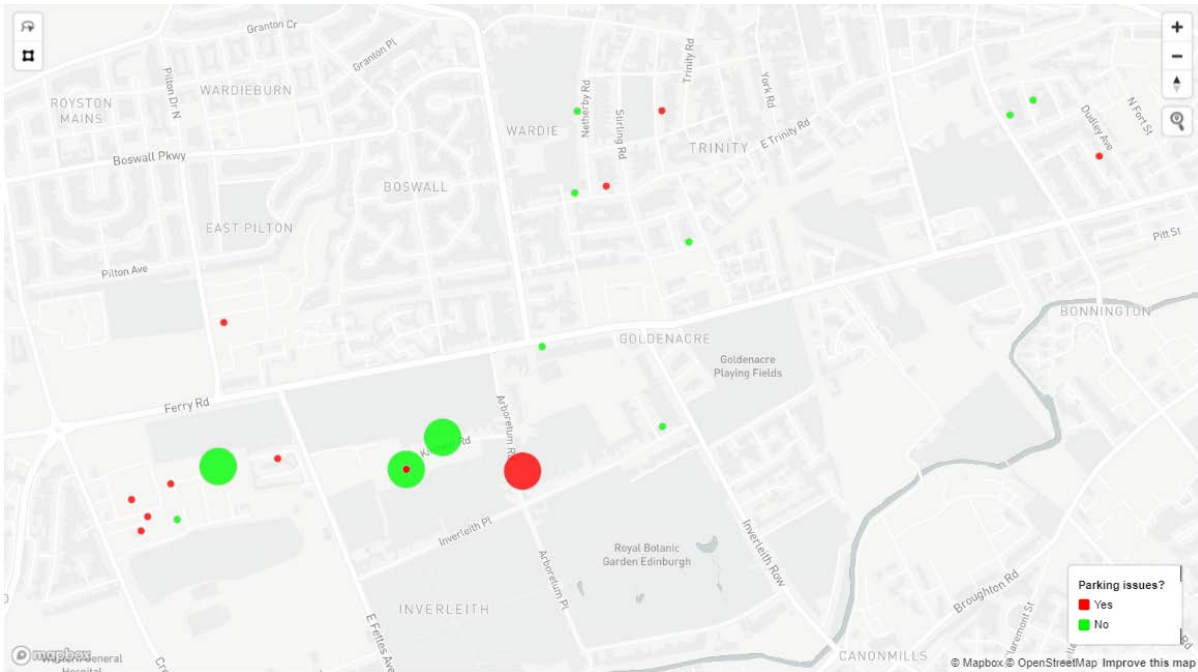
3.1 Postcode Mapping (online survey) - Parking Issues

There was a total of 39 people who said they were concerned about the B3 area in the online survey.



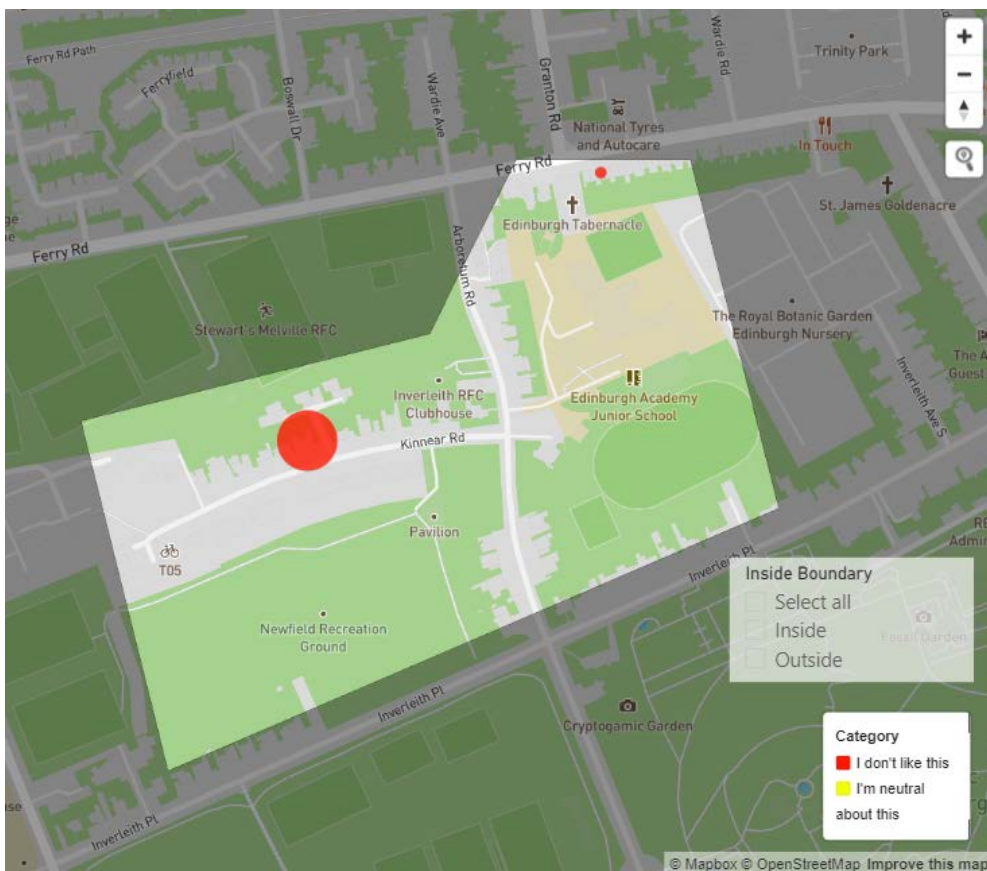
3.1.1 Out of the 39 respondents, 19 (49%) said they experience parking issues, while 19 (49%) said they do not. 1 (2%) did not answer whether they experienced parking issues.

3.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



3.2 B3 Interactive Map

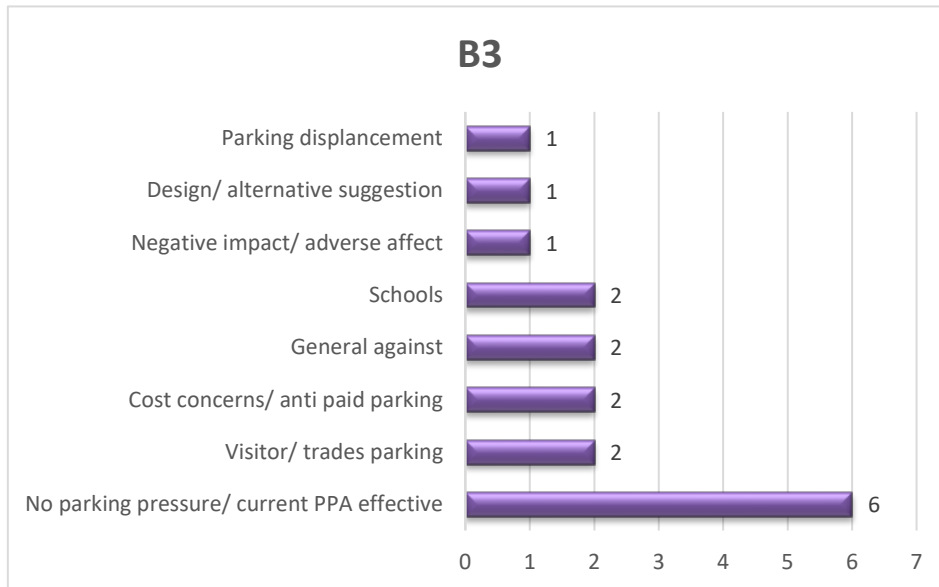
There were 10 pins were dropped on the interactive map in the B3 area. Out of these, 5 people were within the proposal area, while 5 were not.



3.2.1 Out of 10 pins dropped, 9 (9%) said 'I don't like this', while 1 (10%) said 'I'm neutral about this'.

3.2.2 8 (80%) of the 10 pins dropped were by respondents identifying themselves as residents of the area. 1 (10%) was a visitor, while 1 (10%) selected the 'other' option.

B3 Themes



3.2.3 Comments within the B3 area were not consolidated into major and minor themes owing to the limited number of responses.

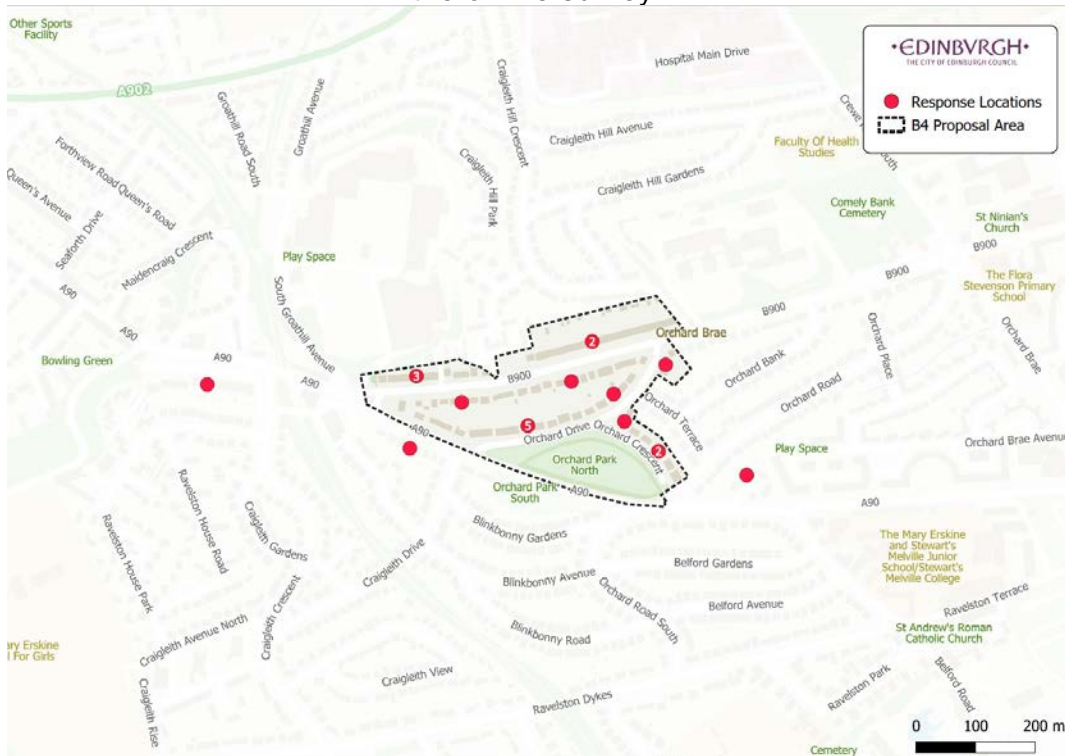
3.2.4 The highest frequency theme within the B3 map comments was the suggestions that there is no parking pressure 6 (60%).

3.2.5 The comment that was classified as 'design/ alternative suggestions', suggested that timed parking should be introduced to reduce the parking pressure caused by school traffic.

4. B4

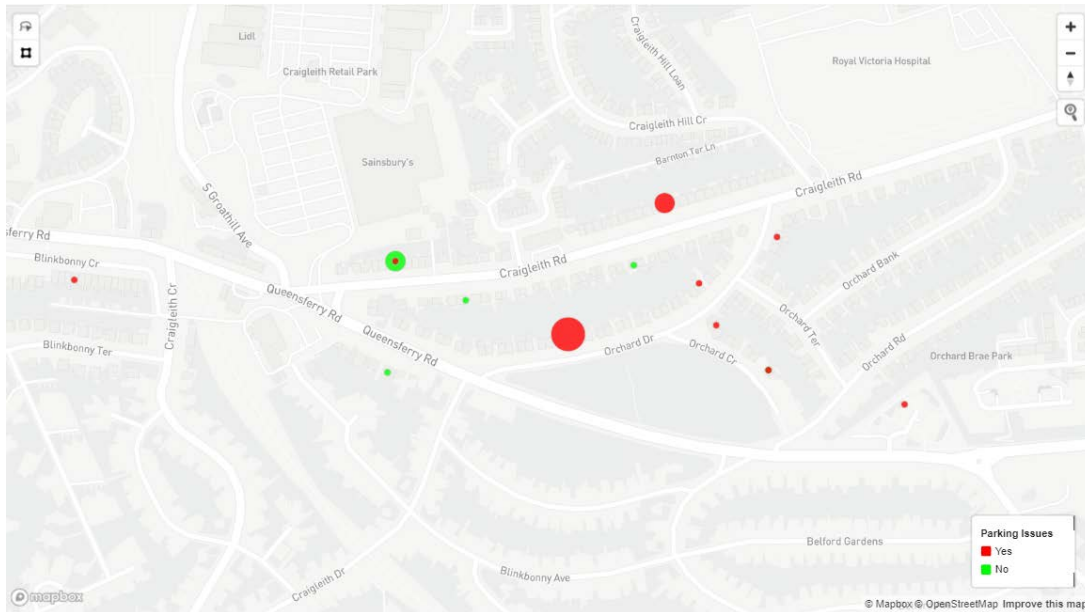
4.1 Postcode Mapping (online survey) - Parking Issues

There was a total of 25 people who said they were concerned about the B4 area in the online survey.



4.1.1 Out of the 25 respondents, 14 (56%) said they experience parking issues, while 11 (44%) said they do not.

4.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



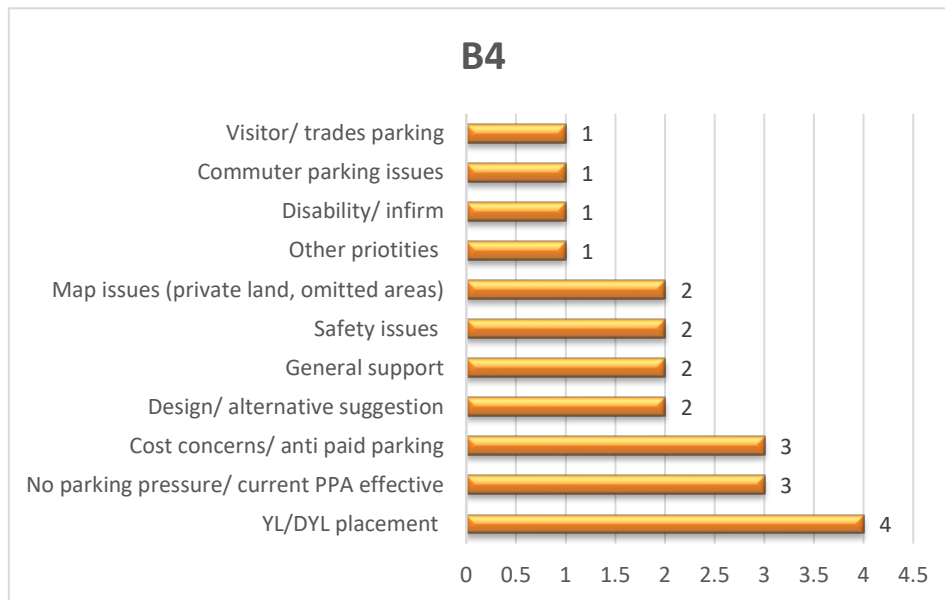
4.2 B4 Interactive Map

There were 12 responses on the interactive map in the B4 area. Out of these, 10 people left were within the proposal area, while 2 were not.



- 4.2.1 Out of 12 pins dropped, 7 (58%) said ‘I don’t like this’, 2 (17%) said ‘I like this’, while 3 (25%) said ‘I’m neutral about this’.
- 4.2.2 All pins were dropped by those identifying themselves as residents of the area.

B4 Themes



- 4.2.3 Comments within the B4 area were not consolidated into major and minor themes due to the limited number of responses.
- 4.2.4 The highest frequency theme for the B4 area was YL/DYL placement. These comments included suggestions for DYLS, due to narrow roads, as well as issues with YLs being placed in front of dropped kerbs.

Comments classified as ‘design/ alternative suggestions’ included a suggestion for shared use bays to be installed instead of YLs and a request for bollards to be installed on Orchard Crescent to prevent cars parking on the grass verge.

5. B5

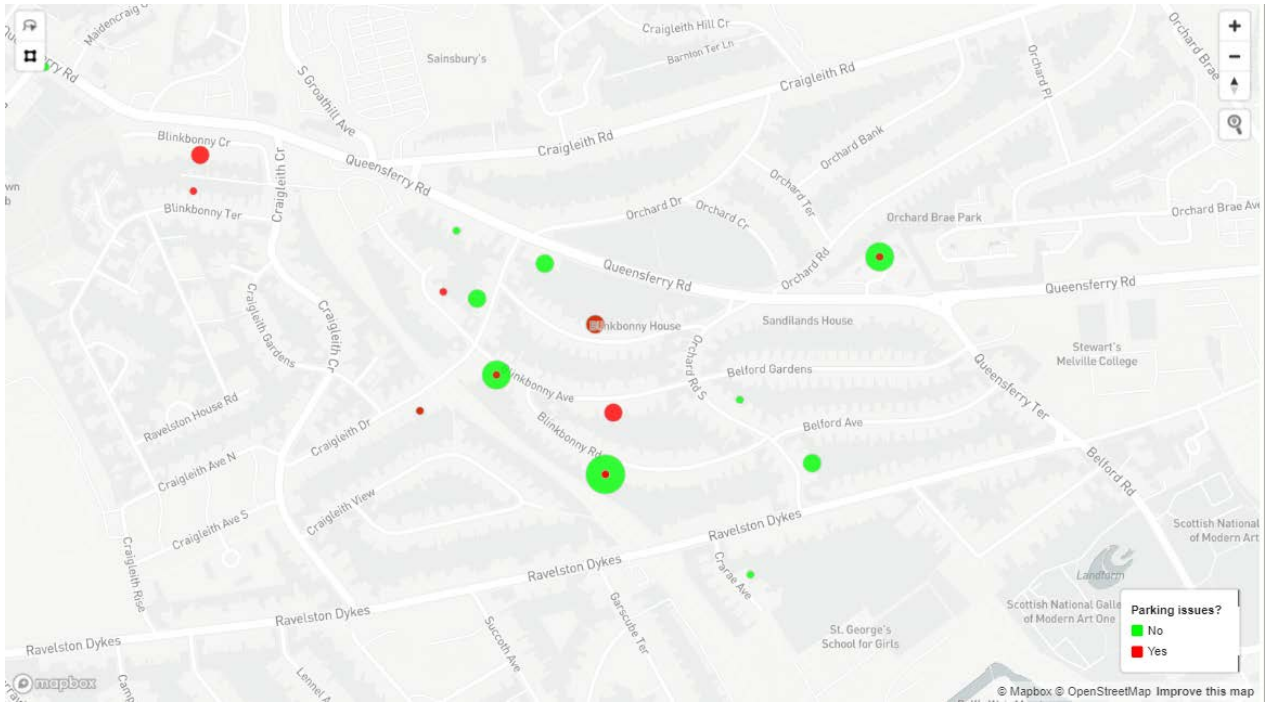
5.1 B5 Postcode Mapping – Parking Issues

There was a total of 38 people who said they were concerned about the B7 area in the online survey.



5.1.1 Out of the 38 respondents, 25 (66%) said they experience parking issues, while 11 (29%) said they do not. 2 (5%) left the question blank.

5.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



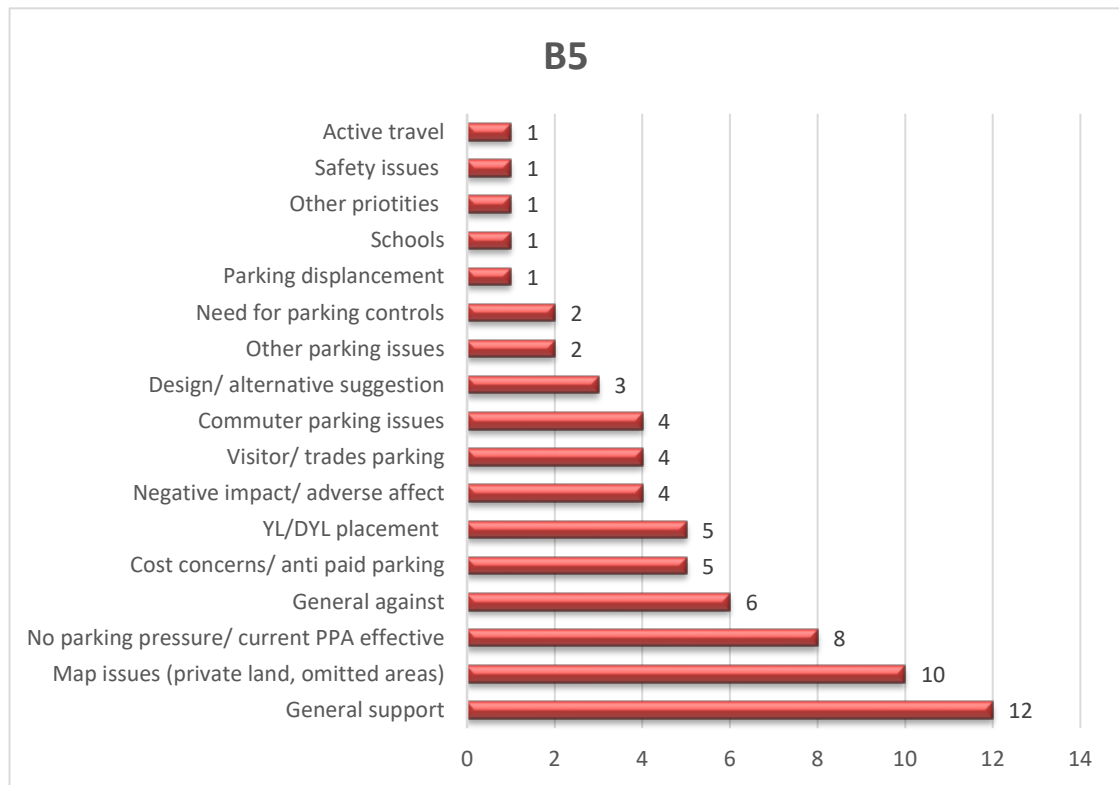
5.2 B5 Interactive Map

There were 45 pins dropped on the interactive map in the B5 area. Out of these, 44 were within the proposal area, while 1 was not.



- 5.2.1 Out of 45 pins dropped, 31 (69%) said 'I don't like this', 12 (27%) said 'I like this', while 2 (4%) said 'I'm neutral about this'.
- 5.2.2 44 (98%) of the pins were dropped by respondents identifying themselves as residents of the area. 1 (2%) identified as a commuter.

B5 Themes

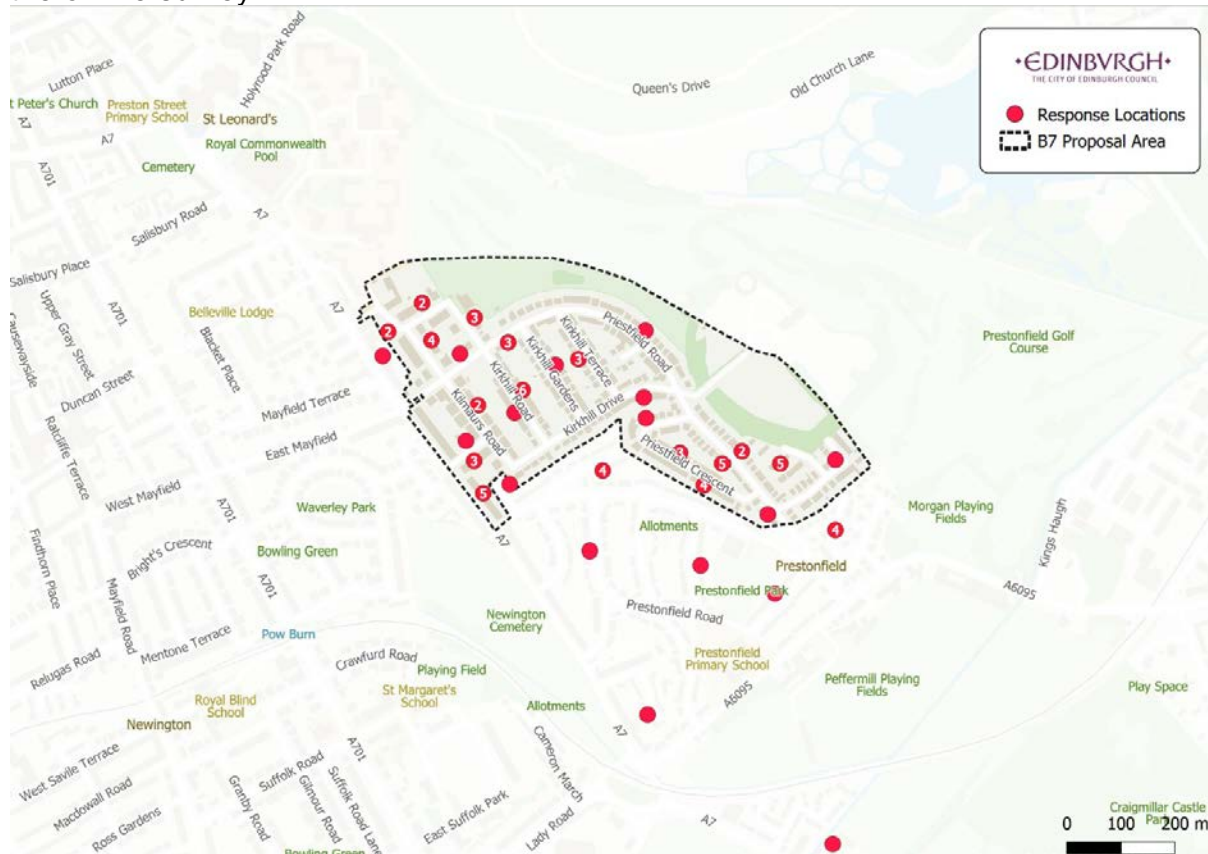


- 5.2.3 Comments within the B5 area were not sorted into major and minor themes due to the limited theme variation.
- 5.2.4 The highest frequency theme within the B5 area was general support (12, 27%).
- 5.2.5 The second highest frequency theme was map issues (10, 22%). These comments all centred on Orchard Toll, which is a private area. Residents emphasised that they own shares in the area and the Council do not have the jurisdiction to implement CPZ measures.
- 5.2.6 Comments classified as 'design/alternative suggestion' included the suggestions for CPZ extensions, suggestions surrounding the placement of shared parking on Blinkbonny Grove and suggestions for pedestrian safety measures.

6. B7

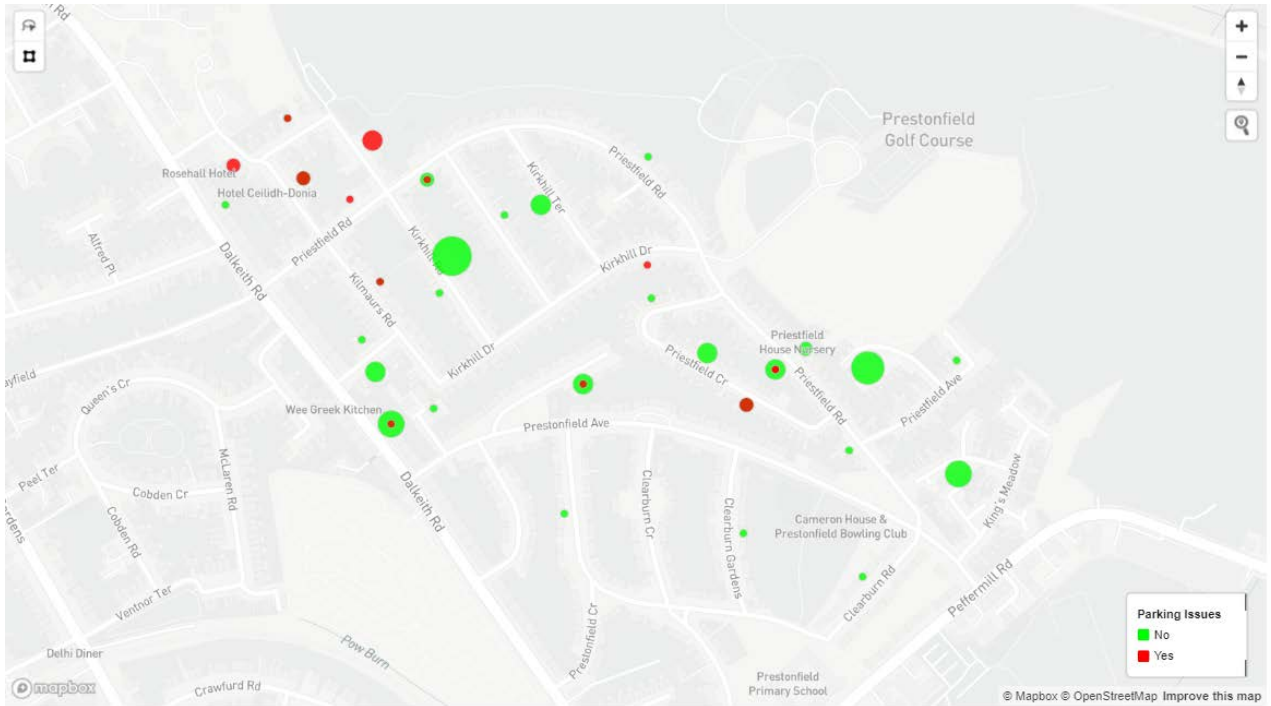
6.1 B7 Postcode Mapping – Parking Issues

There was a total of 77 people who said they were concerned about the B7 area in the online survey.



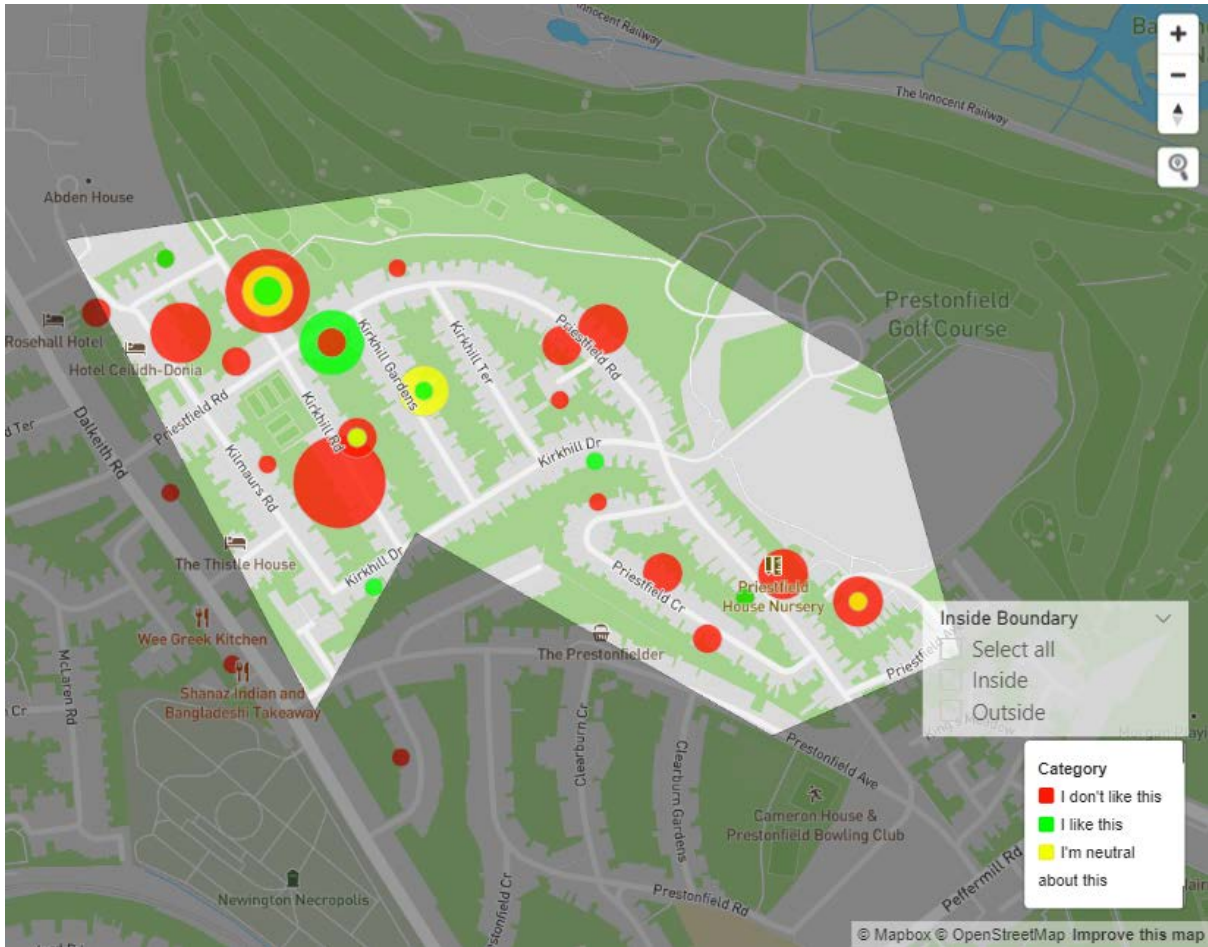
6.1.1 Out of the 38 respondents, 59 (77%) said they experience parking issues, while 17 (22%) said they do not. 1 (1%) left the question blank.

6.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



6.2 B7 Interactive Map

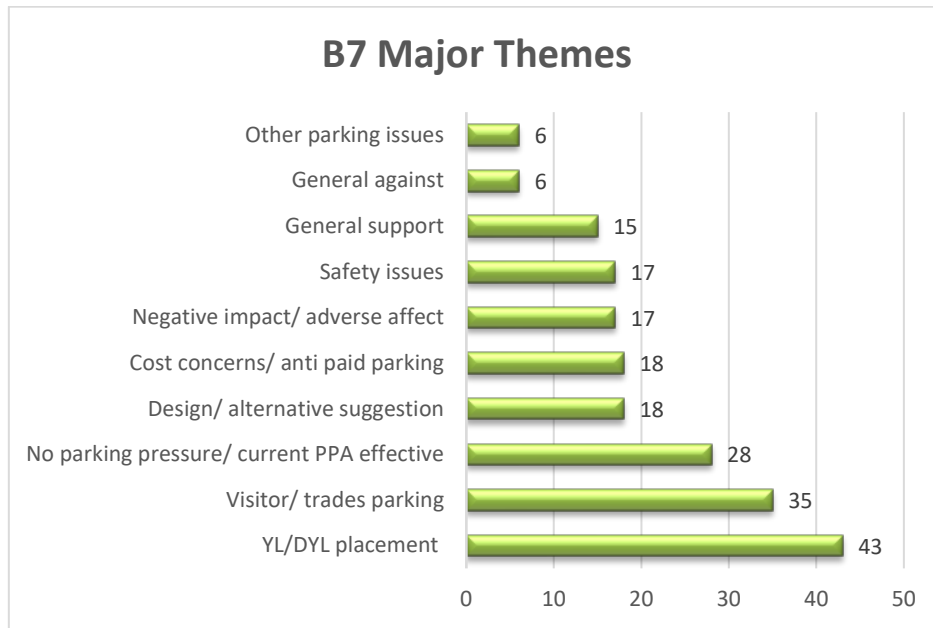
There were 116 pins were dropped on the interactive map in the B7 area. Out of these, 97 were within the proposal area, while 19 were not.



6.2.1 Out of 116 pins dropped, 89 (77%) said 'I don't like this', 16 (14%) said 'I like this', while 11 (9%) said 'I'm neutral about this'.

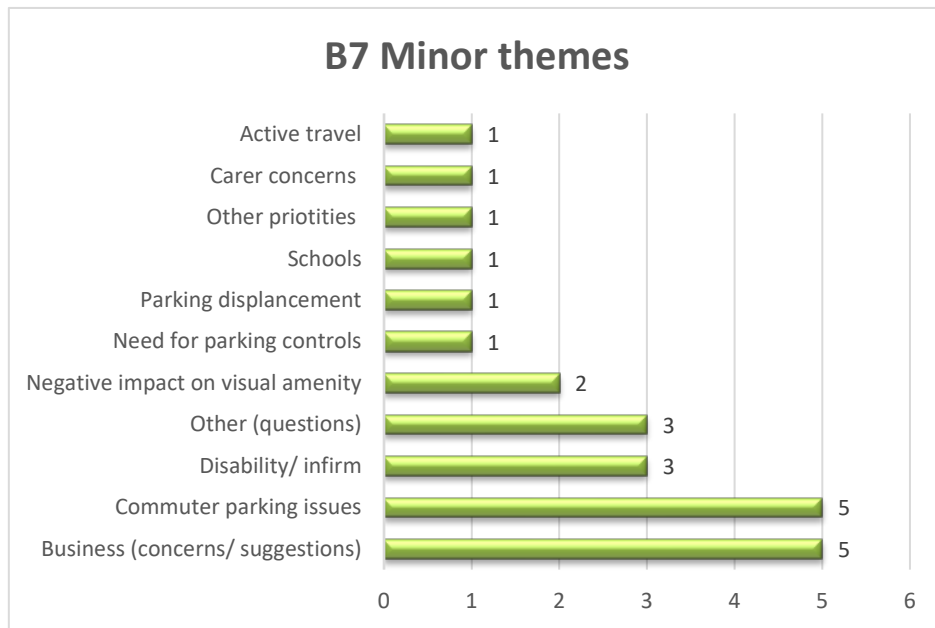
6.2.2 100 (86%) of the pins were dropped by respondents identifying themselves as residents of the area, 13 (11%) identified as a visitor, 2 (2%) selected the 'other' option, while 1 (1%) person said they were a business owner.

B7 Major Themes



- 6.2.3 The criterion for major themes in the B7 area was any theme which received more than five comments.
- 6.2.4 The highest frequency major theme within the B7 area was YL/DYL placement (43, 37%). These comments were largely alternative suggestions for the placement of DYLS in the area, concerns about the loss of parking and concerns over YLs being placed across driveways.
- 6.2.5 Comments classified as ‘design/ alternative suggestions’ included suggestions for alternative parking controls, comments about the size and availability of Blue Badge bays, suggestions for the provision of further parking outside the tennis club and suggestions surrounding the placement of YL/DYLS.

B7 Minor Themes



6.2.6 The criterion for minor themes in the B7 area included themes that received five or less comments.

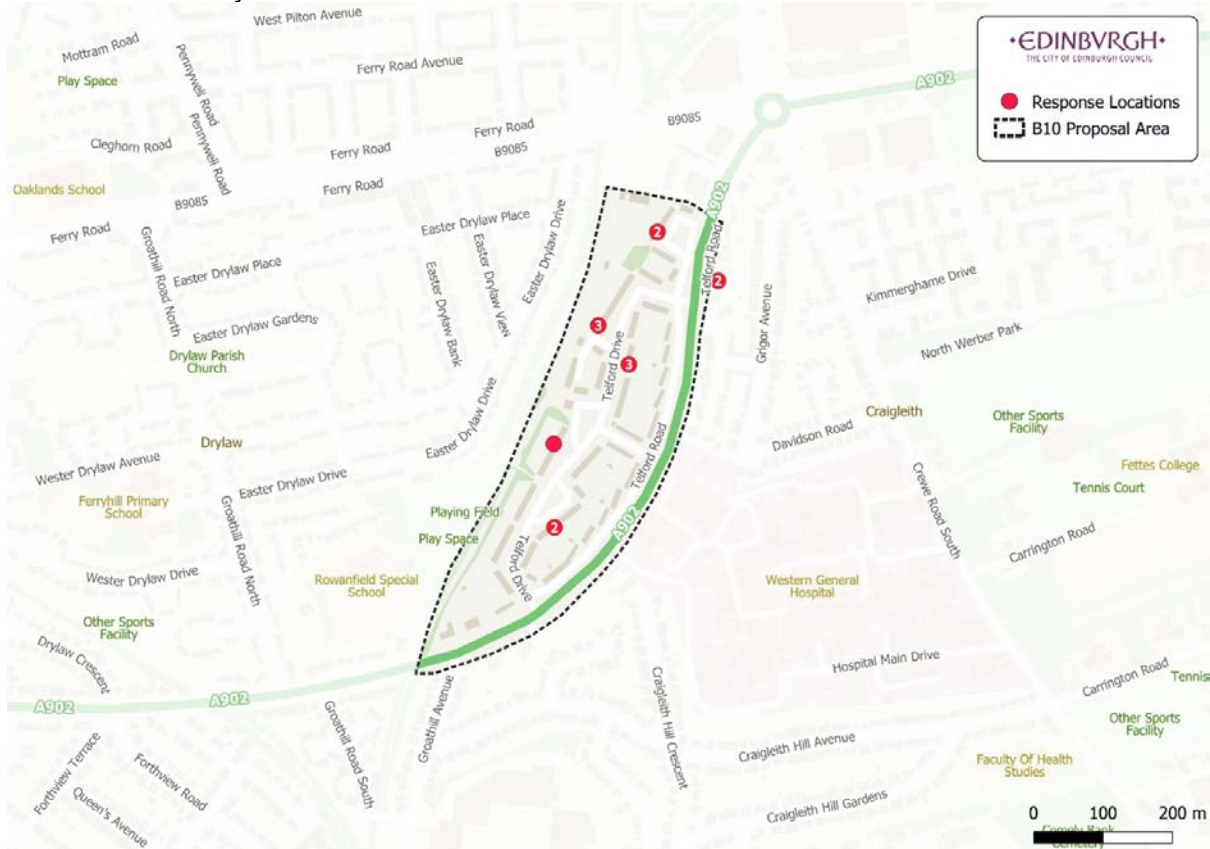
6.2.7 The highest frequency minor themes were ‘business concerns’ and ‘commuter parking’ issues. Comments classified as ‘business concerns’ were largely suggestions that the parking controls would have a negative impact on local businesses and may make it challenging for the disabled and elderly to access facilities.

6.2.8 Comments classified as ‘other (questions)’ included a comment on emergency vehicle access, an enquiry about work vehicle permits and a suggestion to install wider electrical vehicle infrastructure.

7. B10

7.1 B10 Postcode Mapping – Parking Issues

There was a total of 14 people who said they were concerned about the B10 area in the online survey.



7.1.1 Out of the 14 respondents, 10 (71%) said they experience parking issues, while 4 (29%) said they do not.

7.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



7.2 B10 Interactive Map

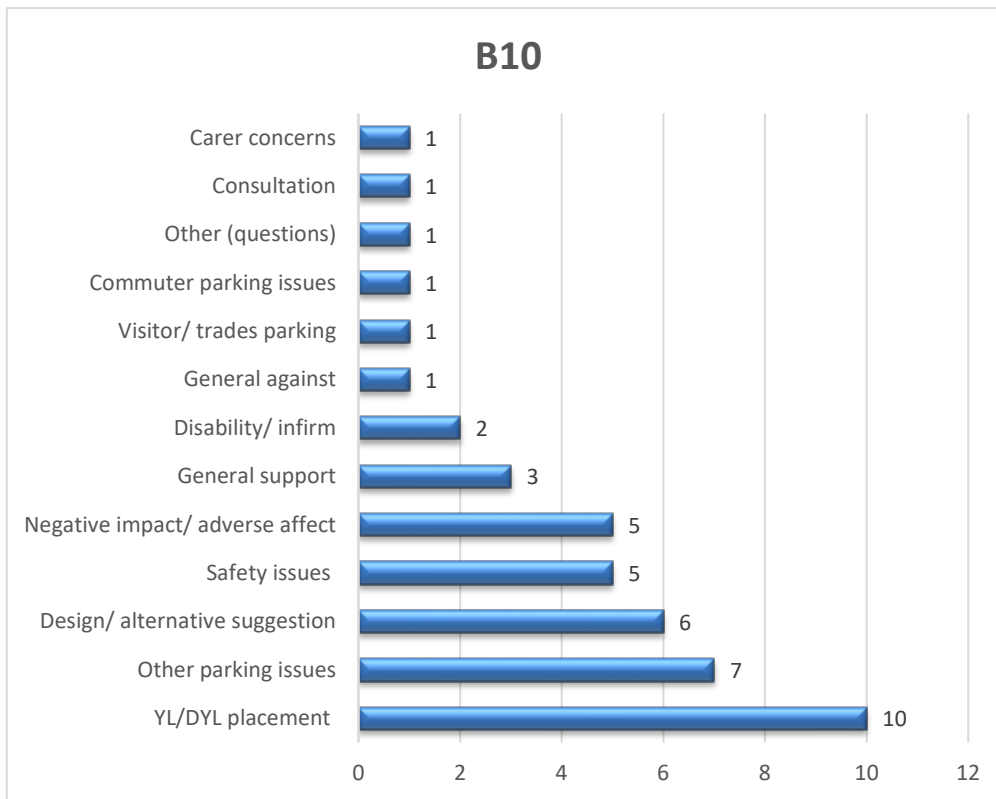
There were 20 pins on the interactive map in the B10 area. Out of these, 16 pins left were within the proposal area, while 4 were not.



7.2.1 Out of 20 pins dropped, 16 (80%) said 'I don't like this', 3 (15%) said 'I like this', while 1 (5%) said 'I'm neutral about this'.

7.2.2 All 20 pins were left by residents of the area.

B10 Themes



7.2.3 The comments for the B10 area were not consolidated into major and minor themes due to the limited response.

7.2.4 The highest frequency theme within the B10 area was YL/DYLs placement (10, 50%). Within this theme a number of comments were from residents of Telford Drive, who felt that the gap between yellow lines would be potentially dangerous as it reduces visibility.

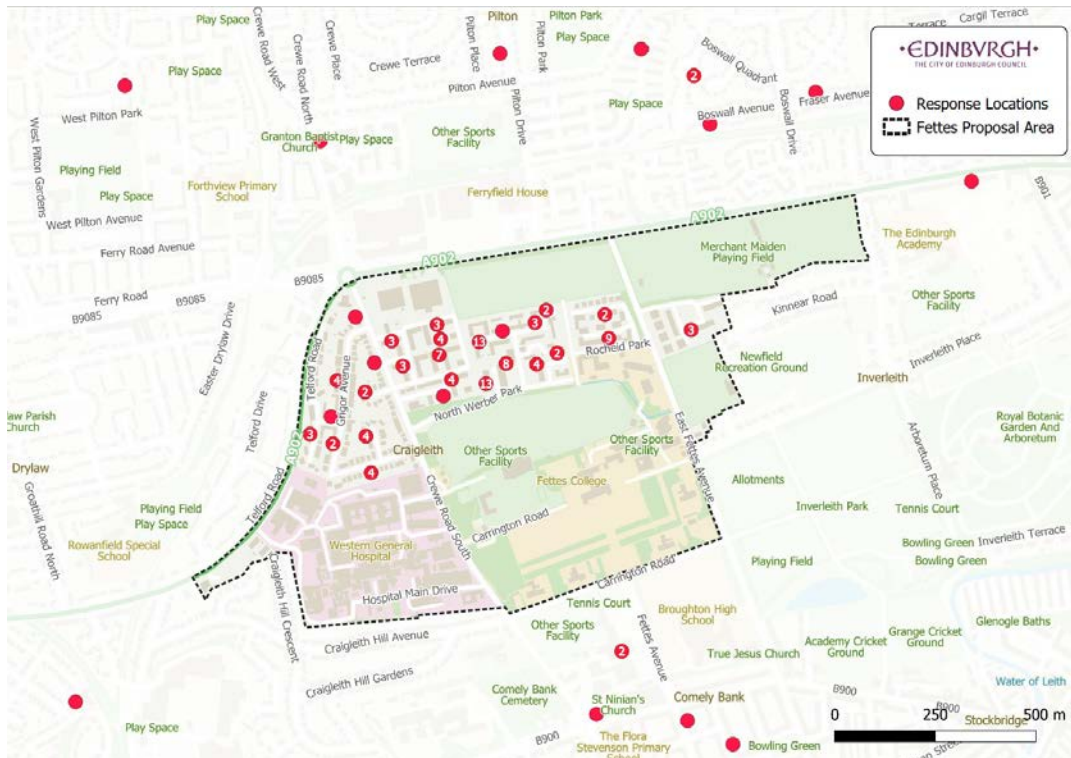
7.2.5 Comments classified as 'design/alternative suggestions' were largely suggestions surrounding the placement of DYLS on Telford Drive.

7.2.6 The comment classified at 'other (questions)' suggested that should parking controls be introduced, residents may pave over their front gardens, which is not good for the environment.

8. FETTES

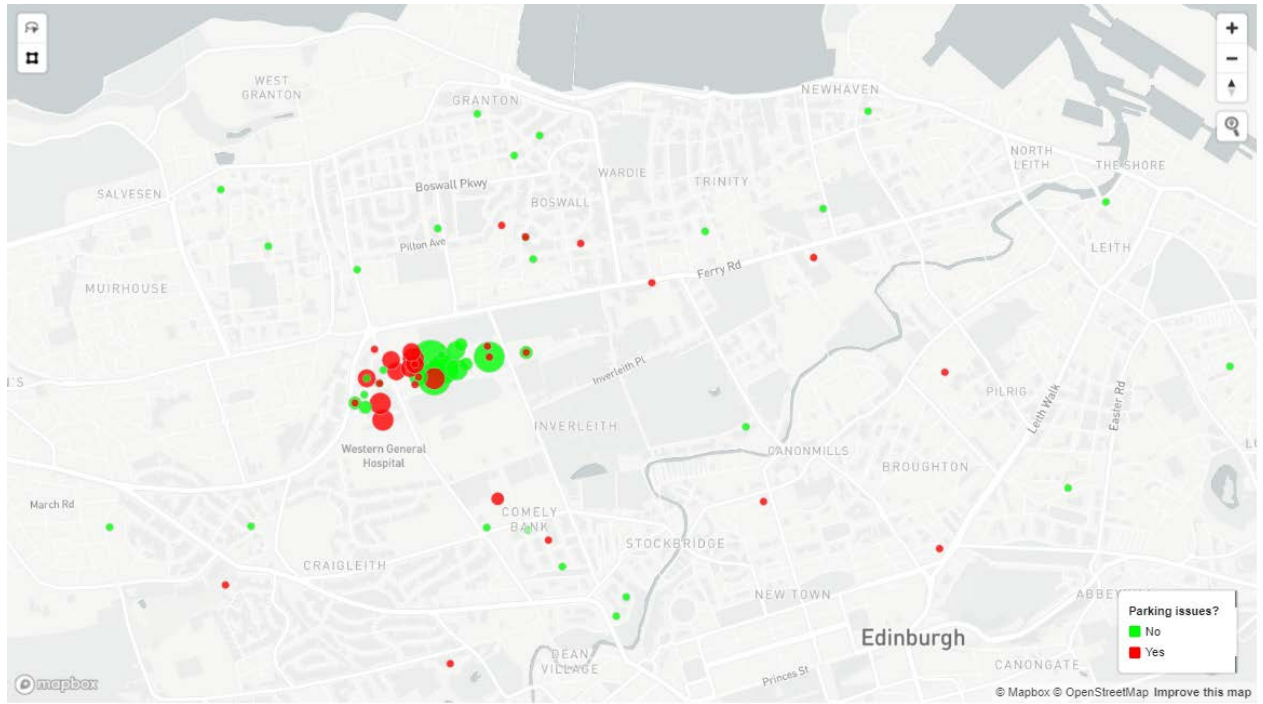
8.1 Fettes Postcode Mapping – Parking Issues

There was a total of 165 people who said they were concerned about the Fettes area in the online survey.



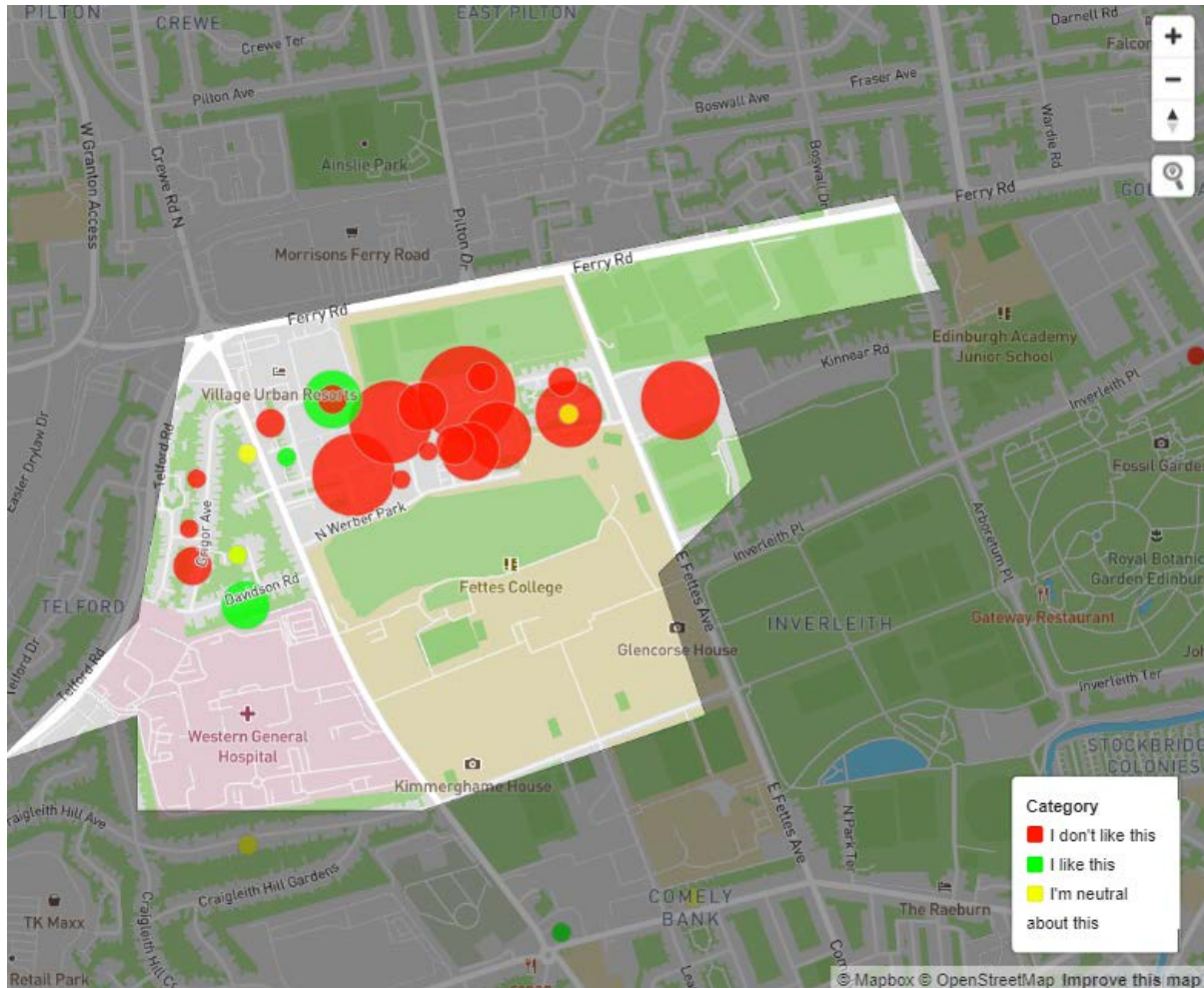
8.1.1 Out of the 165 respondents, 96 (60%) said they experience parking issues, while 64 (40%) said they do not. 1 (1%) did not answer the question

8.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



8.2 Fettes Interactive Map

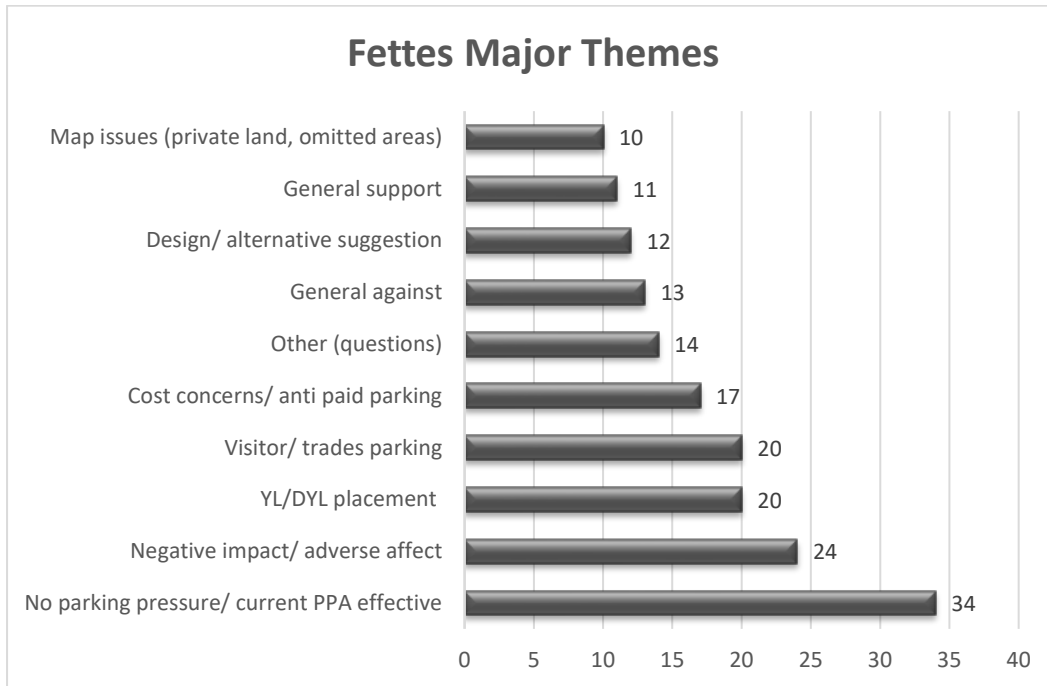
There were 105 pins dropped on the interactive map in the Fettes area. Out of these, 95 were within the proposal area, while 10 were not.



8.2.1 Out of 105 pins dropped, 87 (83%) said 'I don't like this', 12 (11%) said 'I like this', while 6 (6%) said 'I'm neutral about this'.

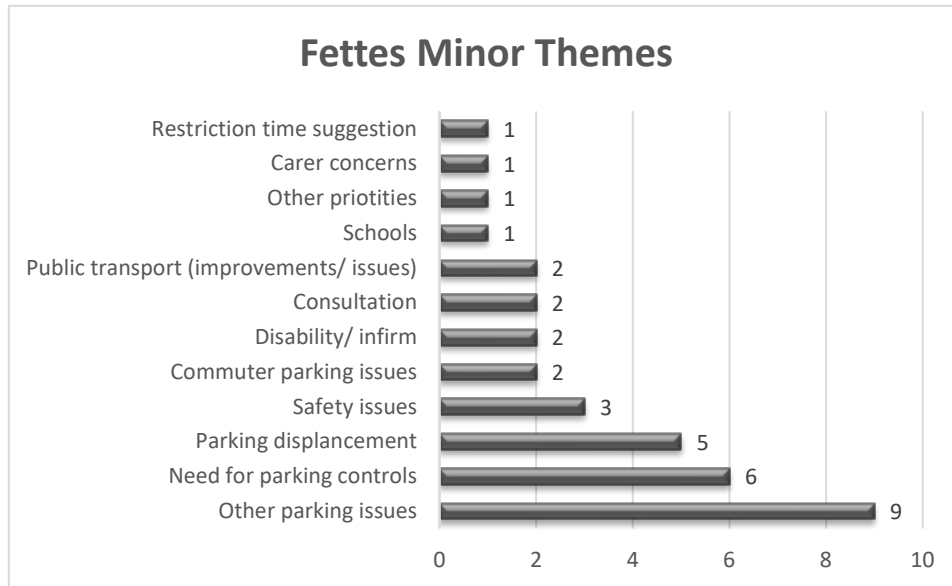
8.2.2 99 (94%) pins were dropped by respondents identifying as from residents of the area, 2 (2%) were visitors, 3 (3%) selected the 'other' option, while 1 identified as a commuter.

Fettes Major Themes



- 8.2.3 The criterion for major themes in the Fettes area was any theme that received 10 or more comments.
- 8.2.4 The highest frequency major theme for the Fettes area was the suggestion that there is no parking pressure (34, 32%).
- 8.2.5 Comments classified as 'other (questions)' included comments surrounding hospital parking for Western General Hospital, emergency vehicle and service vehicle access, electric vehicle infrastructure and as suggestion for the provision of further car club facilities.
- 8.2.6 Comments classified at 'design/alternative suggestion' included alternative suggestions for the distribution of the different parking types, suggestions for the placement of YL/DYLs and specific alterations to certain aspects of the proposals.

Fettes Minor Themes



8.2.7 The criterion for minor themes in the Fettes area is any theme that received fewer than 10 comments.

8.2.8 The highest frequency minor theme was 'other parking issues', which included comments about abandoned vehicles, holiday makers and caravans and HGVs.

9. PRESTONFIELD PPA

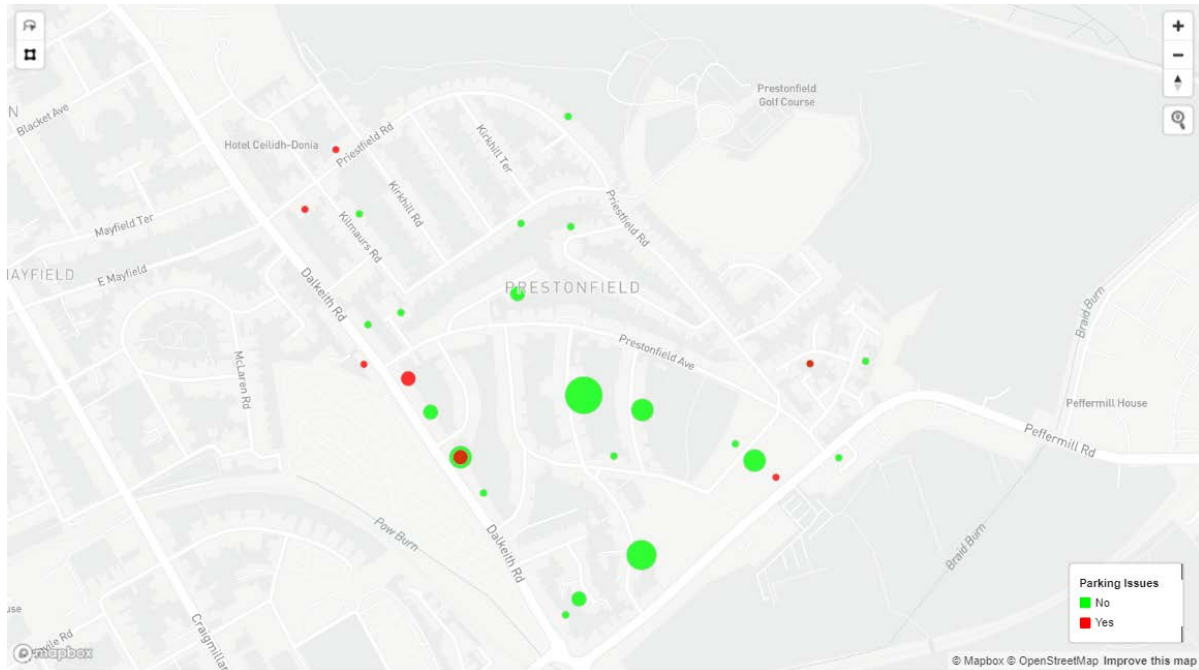
9.1 Prestonfield Postcode Mapping – Parking Issues

There was a total of 49 people who said they were concerned about the Prestonfield area in the online survey.



9.1.1 Out of the 49 respondents, 40 (82%) said they experience parking issues, while 9 (18%) said they do not.

9.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



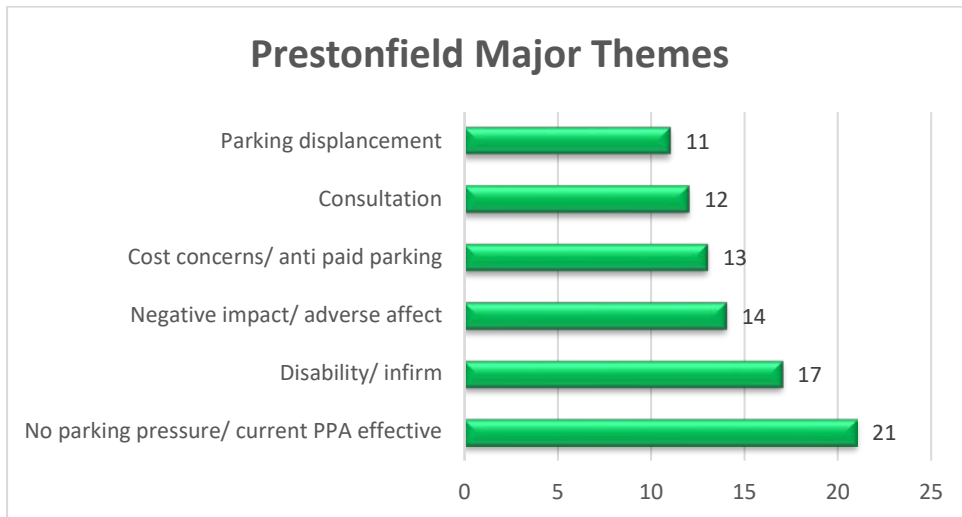
9.2 Prestonfield Interactive Map

There were 60 pins on the interactive map in the Fettes area. Out of these, 46 were within the proposal area, while 14 were not.



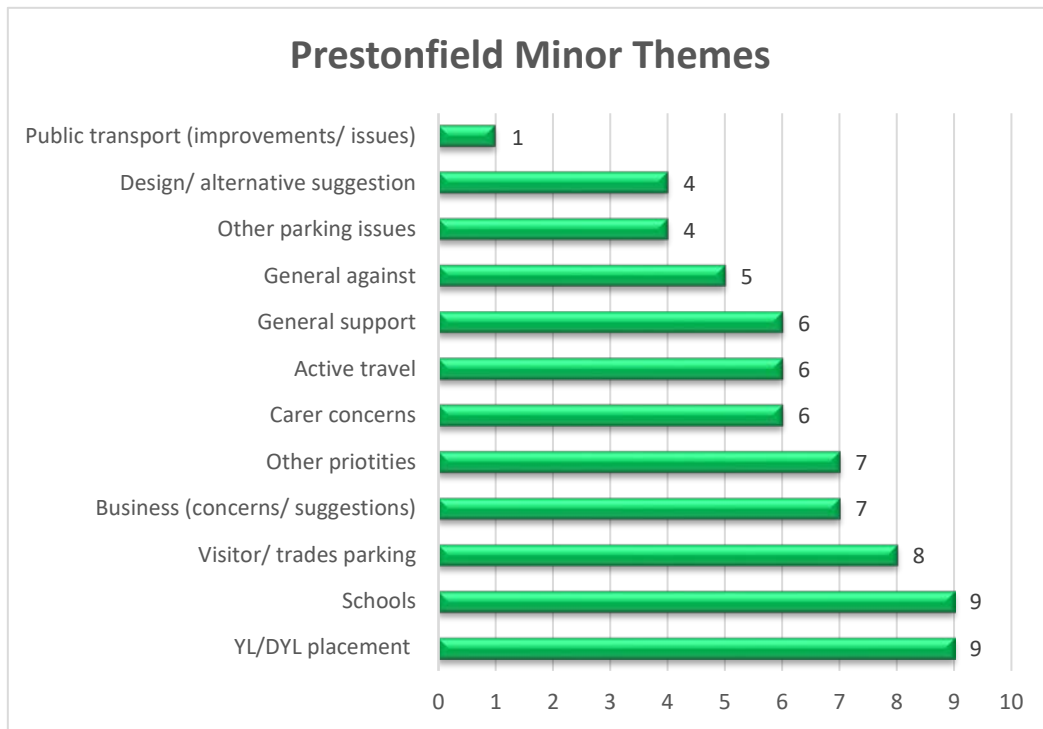
- 9.2.1 Out of 60 pins dropped, 48 (80%) said 'I don't like this', 6 (10%) said 'I like this', while 6 (10%) said 'I'm neutral about this'.
- 9.2.2 Out of the 60 pins, 50 (83%) were dropped by respondents identifying as a resident of the area, 4 (7%) were business owners, 3 (5%) were commuters and 3 (5%) selected the 'other' option.

Prestonfield Major Themes



- 9.2.3 The criterion for major themes in the Prestonfield area was any theme that received over 10 comments.
- 9.2.4 The highest frequency major theme was the suggestion that there is no parking pressure (21, 36%).

Prestonfield Minor Themes



9.2.5 The criterion for minor themes was any theme that received fewer than 10 comments.

9.2.6 The highest frequency minor theme was YL/DYL placement. Comments within this theme were largely suggestions for alternative placement of YL/DYLs in the Prestonfield area.

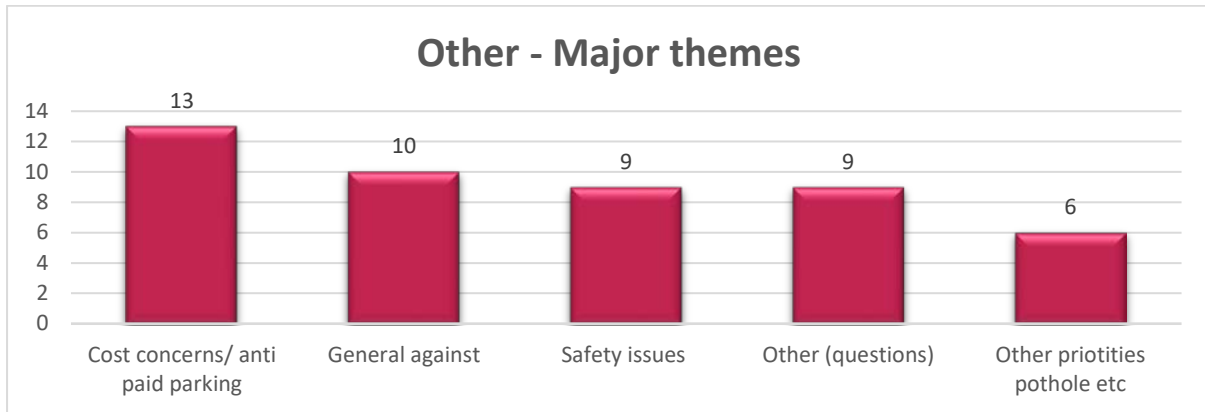
9.2.7 Comments classified as design/alternative suggestions included suggestions for alternative parking controls, such as more residential parking as opposed to shared use bays and suggestions for the placement of YL/DYLs.

10. 'OTHER'

39 responders either did not specify to which area they were concerned with or said they were concerned by all areas. Some people chose to use the 'other' space to type in specific roads that their answers related to. Those who did not specify but left their postcode or specified individual roads, have been tagged with a related area based on this information.

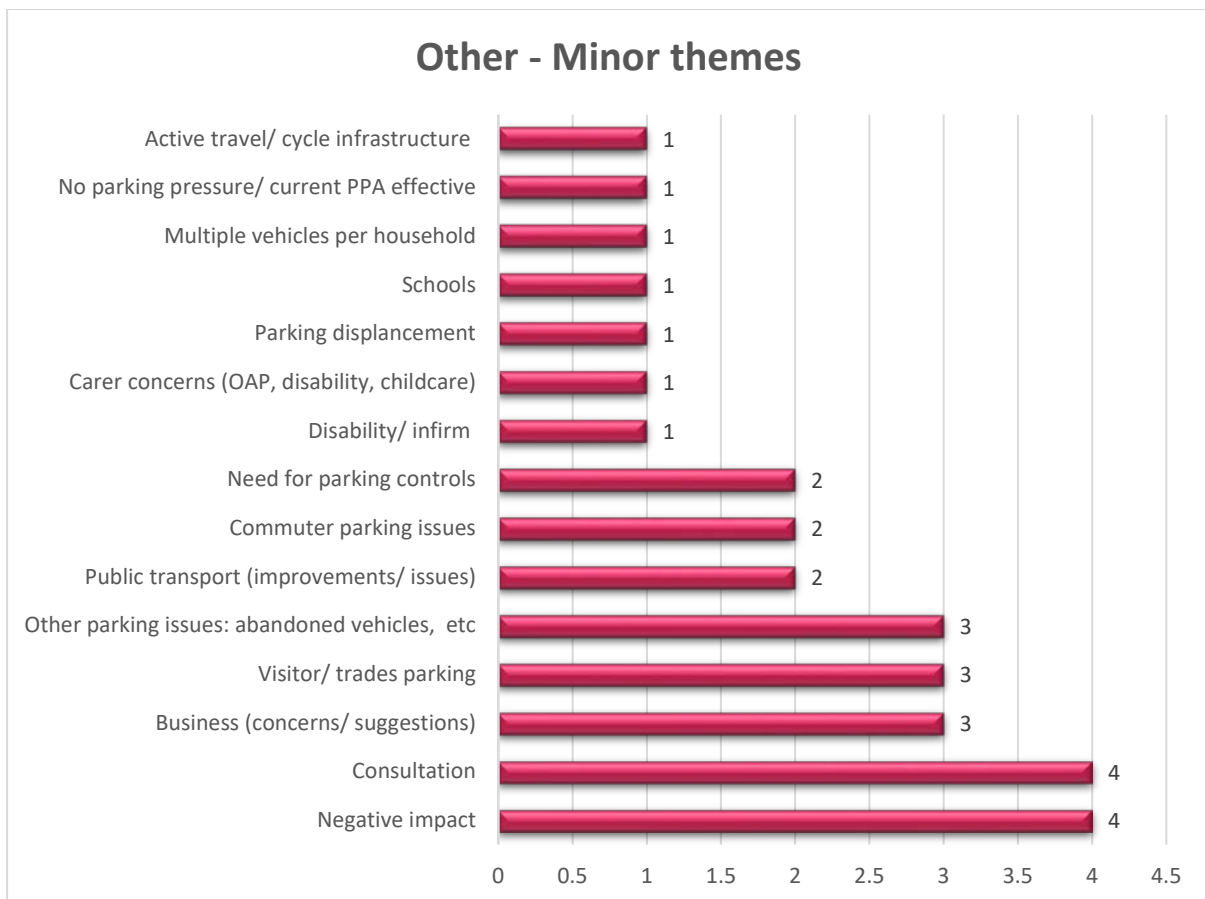
| Area response | Total | Area response | Total |
|----------------|-------|--------------------|-------|
| All areas | 11 | Gorgie | 2 |
| Blackford | 1 | Gorgie North | 1 |
| Blackhall East | 2 | Kingsknowe | 2 |
| Bonnington | 2 | Niddrie Mill | 1 |
| Chesser | 1 | Outside Edinburgh | 1 |
| City Centre | 4 | Ravelston | 1 |
| Corstorphine | 3 | S4 | 1 |
| Crewe | 1 | Sighthill/Parkhead | 1 |
| Ferniehill | 1 | Wardie | 1 |

- 10.1.1 54% of the 'other' categorised responders stated that they were residents.
- 10.1.2 8% said they were visitors.
- 10.1.3 The remaining 33% were made up of groups and organisations, a commuter, and a business owner.
- 10.1.4 2 people did not answer this question.
- 10.1.5 Without clarity on which area people are responding to, it is difficult to assess the answers provided.
- 10.1.6 The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.



10.1.7 The criterion for major themes in the 'Other' area was any theme that received over 6 comments.

10.1.8 The highest frequency major theme was concerns regarding cost and having to pay for parking (13, 36%).



10.1.9 The criterion for minor themes was any theme that received fewer than 5 comments.

- 10.1.10 The highest frequency minor theme was the perceived negative impact of the proposals and the consultation process. Comments within this theme were.
- 10.1.11 Comments classified as design/alternative suggestions included suggestions for alternative parking controls, such as more residential parking as opposed to shared use bays and suggestions for the placement of YL/DYs.

Quality

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

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

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

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

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



Award Winning



Certifications



Accreditations



Memberships



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APPENDIX E

CITY OF EDINBURGH COUNCIL

CONTROLLED PARKING ZONES – PHASE 3

Online survey analysis

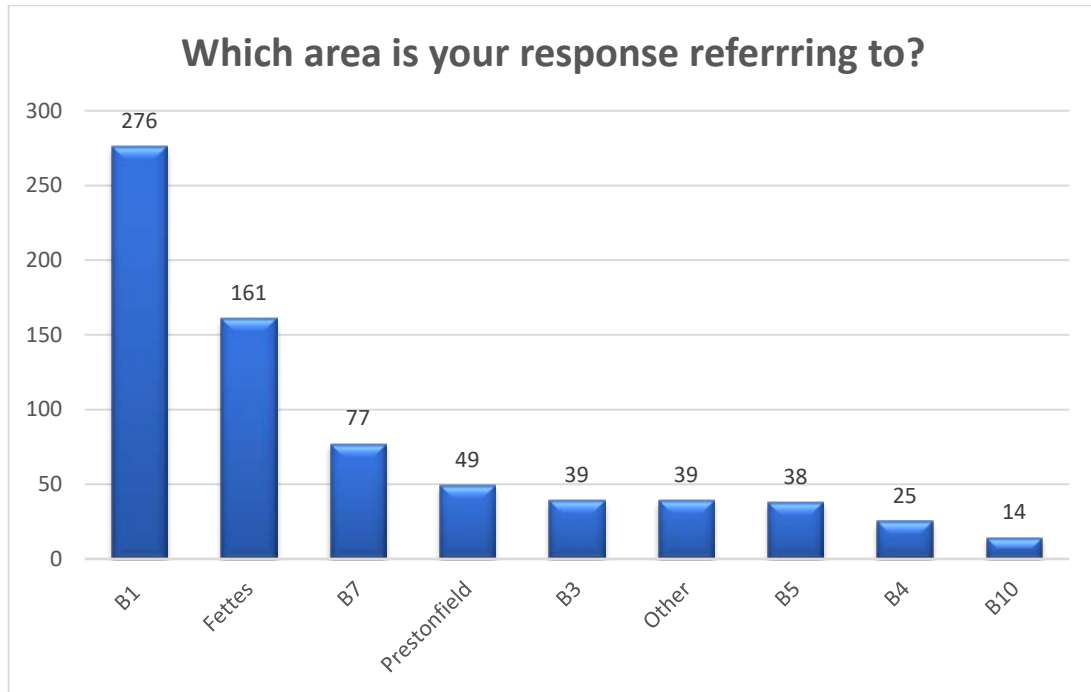
| | |
|--|-----------|
| 1. SURVEY FINDINGS..... | 3 |
| RESPONDER AREAS AND TYPE | 3 |
| 1.2 Q5. WHICH OF THE FOLLOWING AREAS DOES YOUR RESPONSE REFER TO? PLEASE CHOOSE ONE | 3 |
| 1.3 Q6. ARE YOU RESPONDING AS...? | 3 |
| NUMBER OF VEHICLES AND OFF-STREET PARKING AVAILABILITY | 5 |
| 1.4 Q7. HOW MANY MOTOR VEHICLES DOES YOUR HOUSEHOLD OWN OR HAVE USE OF?..... | 5 |
| 1.5 Q8. DO YOU HAVE ACCESS TO OFF-STREET PARKING OR A GARAGE? | 6 |
| 1.6 Q9. HOW MANY VEHICLES CAN YOU PARK OFF-STREET? | 7 |
| CAR CLUB MEMBERSHIP | 10 |
| 1.7 Q10. AND Q11. – CAR CLUB MEMBERSHIP | 10 |
| PARKING PROBLEMS IN YOUR AREA..... | 10 |
| 1.8 Q12. DO YOU EXPERIENCE PARKING PROBLEMS IN YOUR AREA?..... | 10 |
| 1.9 Q13. WHAT PROBLEMS DO YOU FACE IN YOUR AREA? | 12 |
| ISSUES BY AREA | 13 |
| 1.10 B1..... | 13 |
| 1.11 B3..... | 13 |
| 1.12 B4..... | 13 |
| 1.13 B5..... | 14 |
| 1.14 B7..... | 15 |
| 1.15 B10..... | 15 |
| 1.16 FETTES..... | 16 |
| 1.17 PRESTONFIELD | 16 |
| TIMING OF ISSUES | 17 |
| 1.18 WHEN DO YOU EXPERIENCE THESE PARKING PROBLEMS? | 17 |
| PARKING IMPROVEMENTS..... | 23 |
| 1.19 Q15. WHAT PARKING IMPROVEMENTS WOULD YOU LIKE TO SEE IN YOUR AREA?..... | 23 |
| 1.20 Q16. IF PARKING CONTROLS WERE TO BE INTRODUCED, DURING WHAT TIMES DO YOU THINK THAT THEY SHOULD APPLY? | 25 |
| 2. COMMENT THEMES | 30 |
| 2.2 ALL AREAS – MAJOR THEMES | 31 |
| 2.3 ALL AREAS – MINOR THEMES | 32 |
| 2.4 B1..... | 32 |
| 2.5 B3..... | 34 |
| 2.6 B4..... | 35 |
| 2.7 B5..... | 36 |
| 2.8 B7..... | 37 |
| 2.9 B10..... | 38 |
| 2.10 FETTES..... | 39 |
| 2.11 PRESTONFIELD..... | 40 |
| 2.12 OTHER..... | 42 |
| 2.13 Q17. ARE YOU A BLUE BADGE HOLDER? | 43 |

1. SURVEY FINDINGS

1.1.1 A total of 718 responses were received for the online survey. Q1-4 Name, Address, Postcode and Email address and have been excluded from an analysis. However, a locational analysis of all postcodes can be found in Appendix D.

Responder areas and type

1.2 Q5. Which of the following areas does your response refer to? Please choose one



1.2.1

1.2.2 The table below shows the figures as percentages of all responses to the survey.

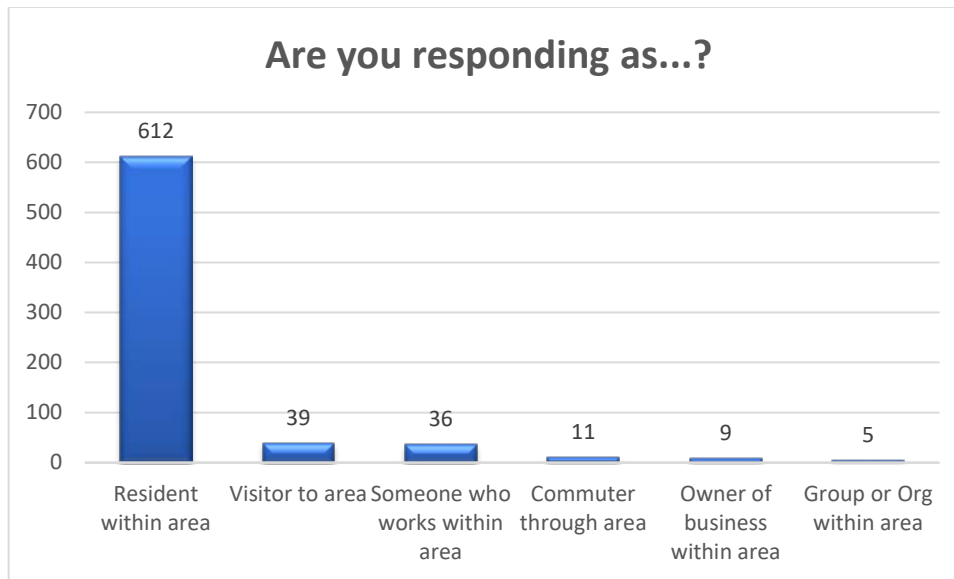
| | |
|---------------------|-----|
| B1 | 39% |
| Fettes | 22% |
| B7 | 11% |
| Prestonfield | 7% |
| B3 | 7% |
| B5 | 5% |
| B4 | 4% |
| B10 | 2% |
| Other | 5% |

1.2.3 As can be seen from the above, almost two-fifths of all responses came from the B1 area.

1.2.4 A fifth of responses came from the Fettes area and 5% of responses were tagged as 'other'.

1.3 Q6. Are you responding as...?

1.3.1 712 people responded to this question whilst six chose not to answer.



1.3.2

1.3.3 The table below shows the responses broken down by area:

| Are you responding as a...? | B1 | B3 | B4 | B5 | B7 | B10 | Fettes | Prestonfield PPA | Other |
|--|-----|-----|-----|-----|-----|-----|--------|------------------|-------|
| A resident within the area | 91% | 67% | 84% | 95% | 95% | 93% | 78% | 96% | 54% |
| A visitor to the area | 3% | 18% | 4% | 3% | | 7% | 11% | 2% | 8% |
| Someone who works within the area | 3% | | 8% | 3% | 1% | | 11% | | 21% |
| The owner of a local business within the area | 1% | 3% | | | 4% | | | | 3% |
| A group or organisation within the area | 0* | 8% | 4% | | | | | | |
| Commuter through the area | 1% | 5% | | | | | 1% | 2% | 10% |

*0 denotes <1% which is due to only receiving one or two responses to that answer

1.3.4 Vast majority of respondents identified as residents of the area they were responding to.

1.3.5 In total 612 people (86%) identified as residents within the area. 21 responses (3% of total) stated that they were residents but used 'other (please specify)' to advise which area they were responding to.

1.3.6 Some areas were not part of the Phase 3 areas. Answers received for this category are listed in Appendix D.

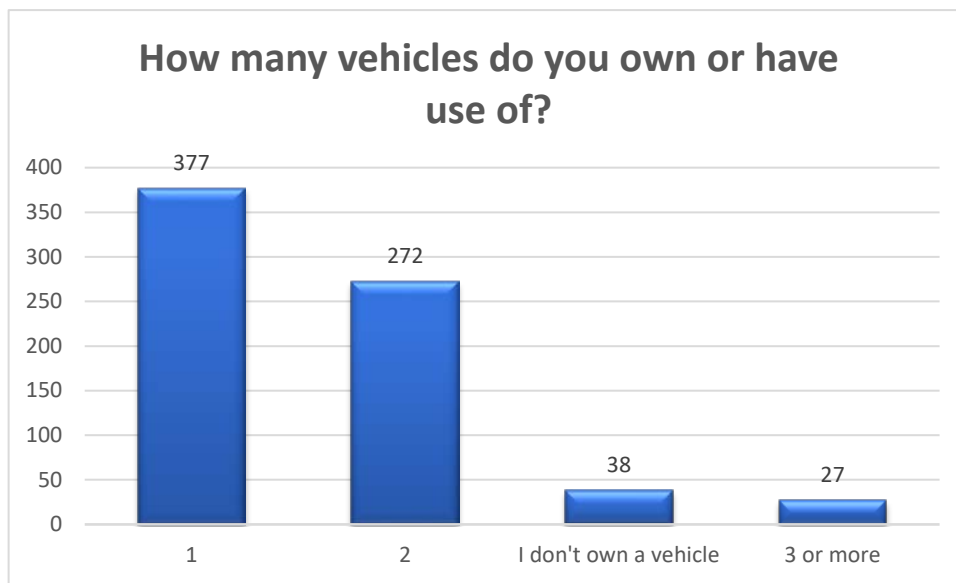
1.3.7 Prestonfield had the highest proportion of resident responses at 96%, followed closely by the B5 and B7 areas with both at 95%.

- 1.3.8 B3 had the highest responses from visitors with 18%. 8% of responses came from those who chose 'other' and stated areas that weren't part of the Phase 3 consultation.
- 1.3.9 Fettes had the highest proportion of respondents who work within the area or own a local business with 11% collectively.
- 1.3.10 21% of those who chose 'other' areas, stated that they worked in that area.

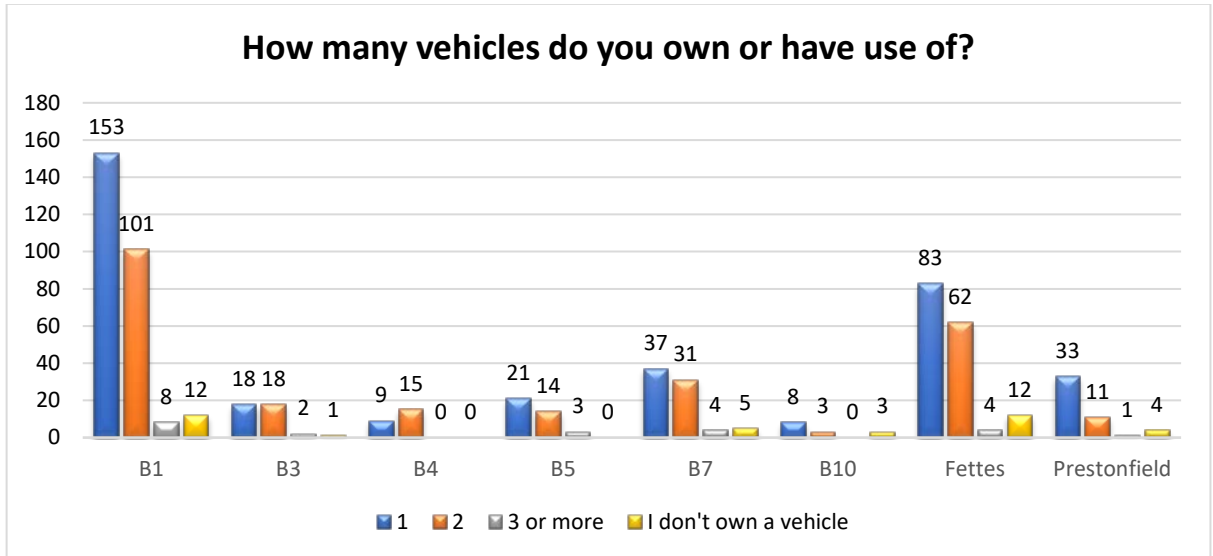
Number of vehicles and off-street parking availability

1.4 Q7. How many motor vehicles does your household own or have use of?

- 1.4.1 714 people responded to this question, whilst four left it blank



- 1.4.2
- 1.4.3 676 of the responders indicate they have use of a car or cars.
- 1.4.4 Of those who own vehicles, 377 own or have use of only one vehicle. This equals 53% of all 714 responses.
- 1.4.5 272 people (40%) own or have use of two cars, while 27 people (4%) have three or more cars. Meanwhile 5% do not own a vehicle.



1.4.6

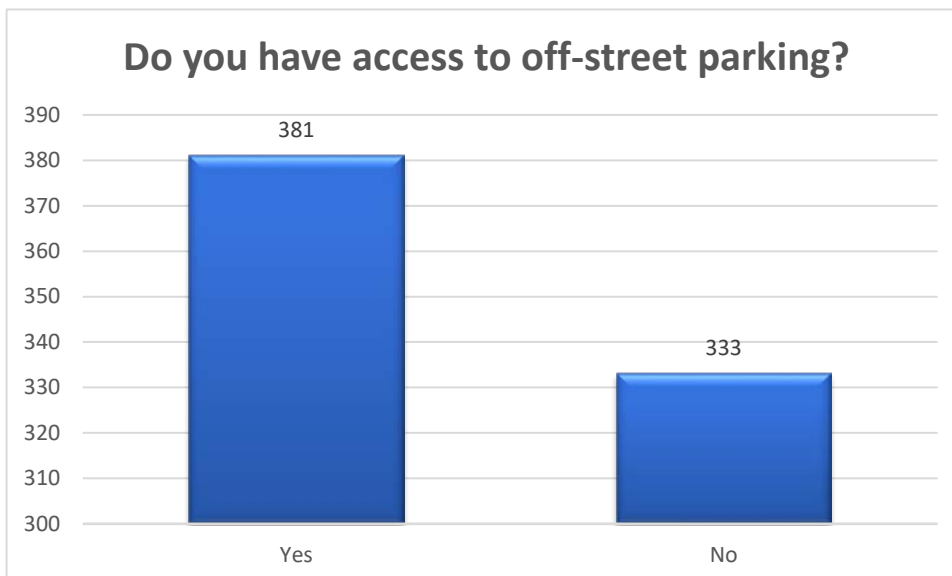
**Of the 'other' respondents, only two are residents of the area they are answering for.*

1.4.7 Vehicle ownership in B1 is the highest amongst respondents, with 96% owning or having use of a vehicle. Interestingly, almost 39% of respondents (101 out of the 262 people who own or use cars in B1) own/use 2 vehicles.

1.4.8 Meanwhile, 7% of those from Fettes do not own a vehicle, which is the highest in relation to number of responses.

1.5 Q8. Do you have access to off-street parking or a garage?

1.5.1 714 people responded to this question whilst four left this answer blank.



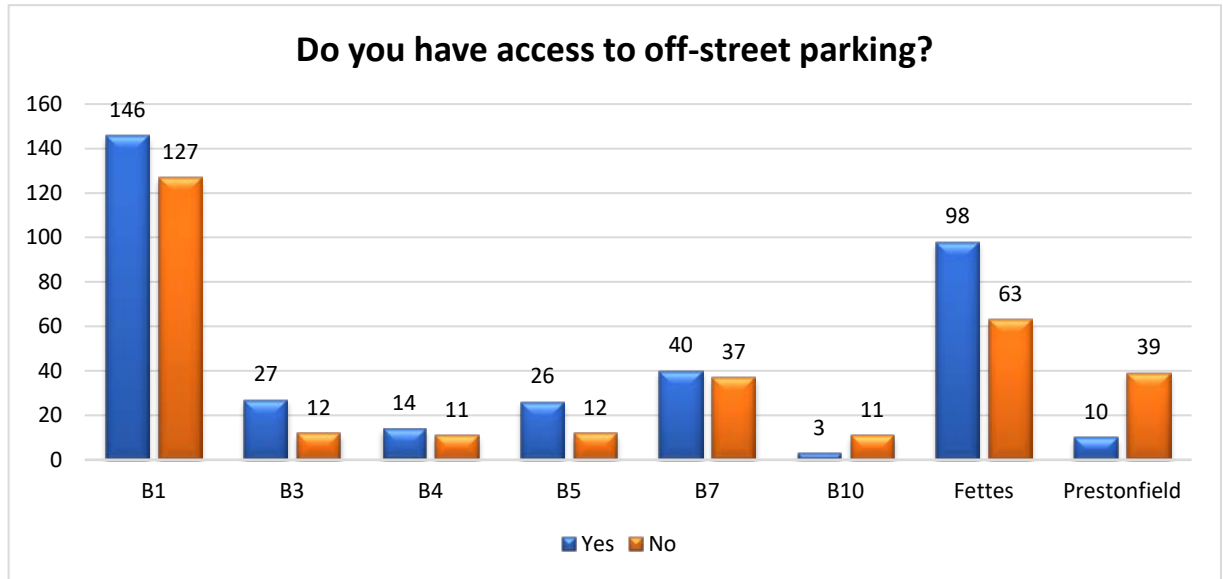
1.5.2

1.5.3 In total 47% of respondents stated that they do not have any access to off-street parking or a garage.

1.5.4 53% said they do have access to off-street parking or a garage.

1.5.5 Four responses (1%) were left blank.

1.5.6 This information is broken down by area below:



1.5.7

1.5.8 The two main areas where respondents said they do not have access to off-street or garage parking are the Prestonfield and B10 areas with 80% and 79% respectively.

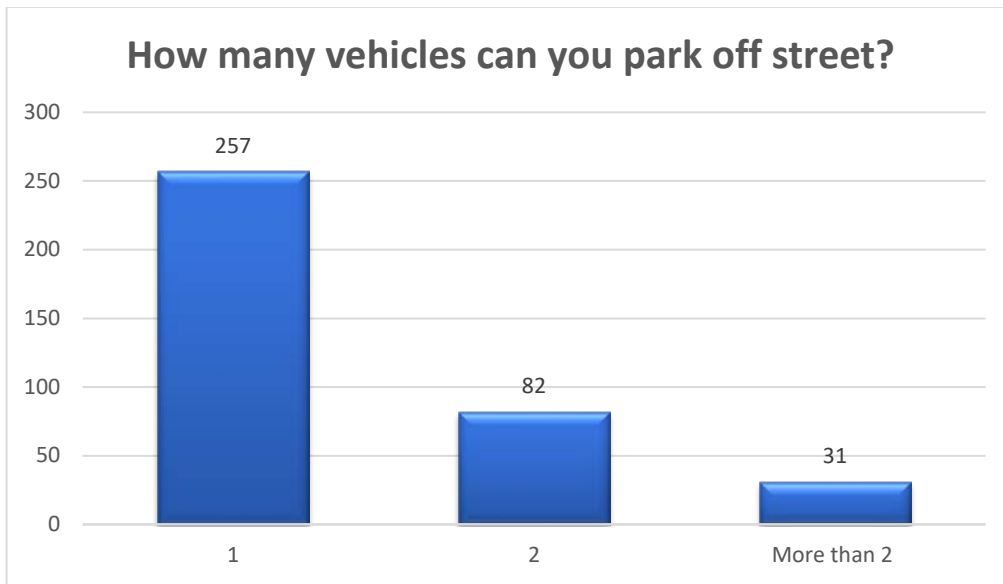
1.5.9 Meanwhile, a fifth of residents responding from Prestonfield (20%) said they do have access to some form of off-street parking.

1.5.10 As the graph indicates, those highest number of people who responded to the survey while having access to off street parking tend to come from the B1 area (146 people out of 276 people). This figure accounts for 38% of all areas as that have off-street access.

1.5.11 Despite most survey responses coming from the B1 area (276 responses), proportionally, nearly half the respondents from this area stated that they had no off-street parking availability for residents at 46% (127 of 276).

1.6 Q9. How many vehicles can you park off-street?

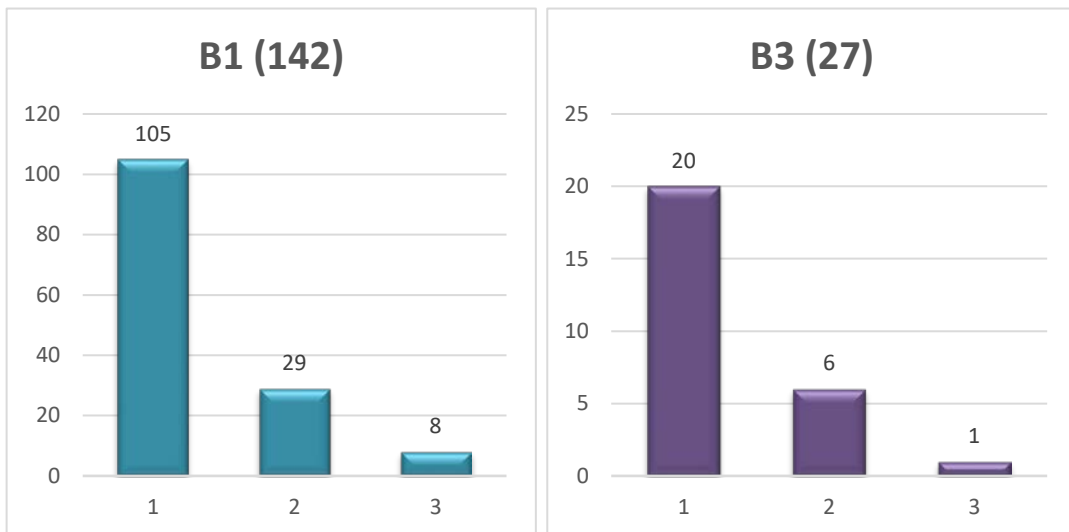
1.6.1 370 responses were received for this question. This question was only viewable if respondents who stated they do have access to off-street parking. 11 people, who were able to answer, did not answer this question.



1.6.2

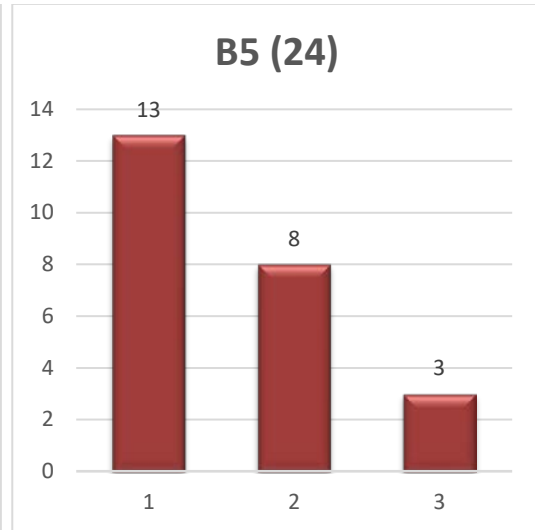
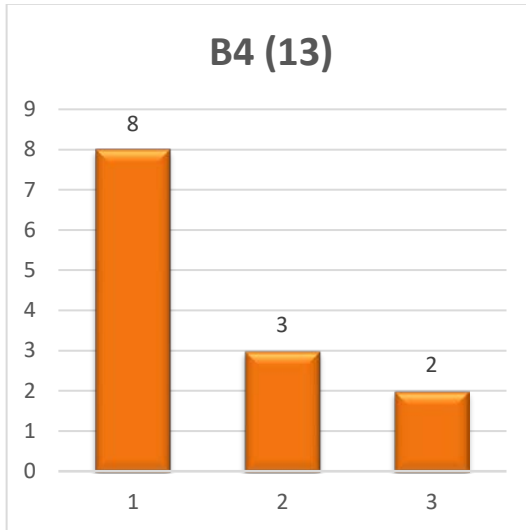
1.6.3 Out of the 381 responses that stated they do have access to off-street parking in Q8, 370 responses were recorded for Q9, therefore 11 were left blank. Of those, 257 said they could park one vehicle, while 82 people (22%) said they could park 2 vehicles and 31 people (8%) said they could park more than 2 vehicles.

1.6.4 The bar charts below show all 381 responses divided by the area they live in. In brackets are the number of respondents recorded from each area.

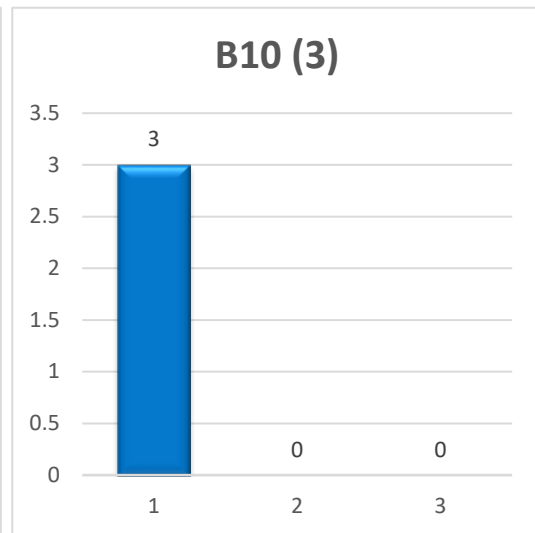
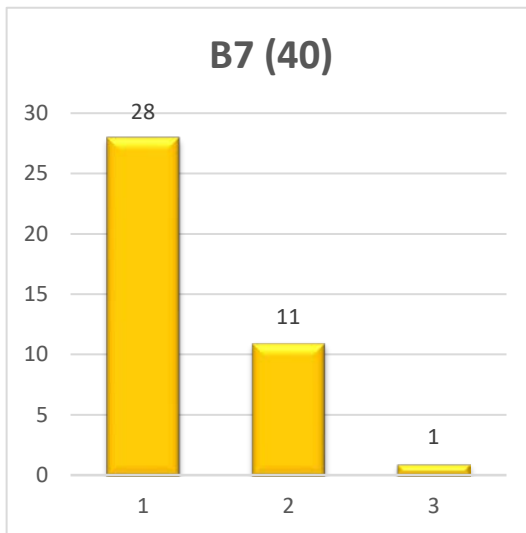


1.6.5

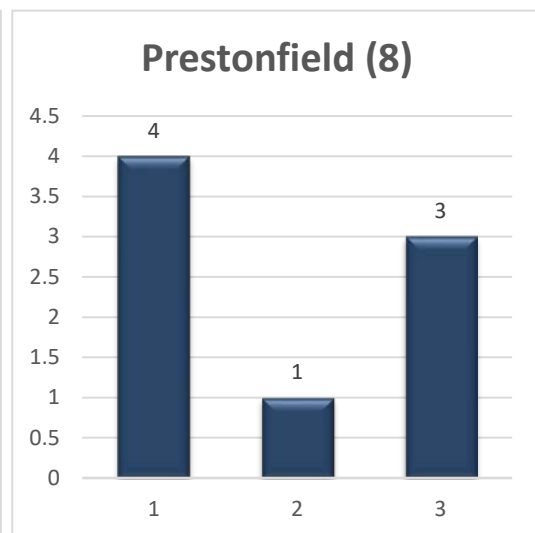
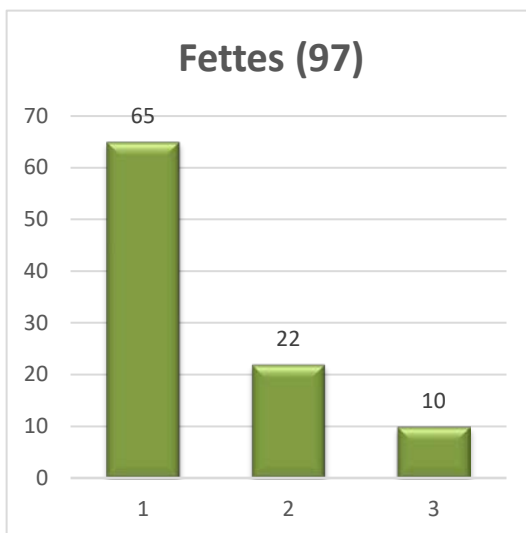
1.6.6

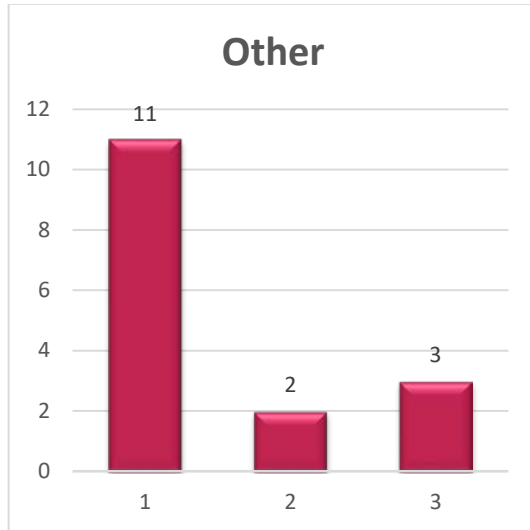


1.6.7



1.6.8





1.6.9

Car Club membership

1.7 Q10. and Q11. – Car Club Membership

1.7.1 Q10 asked if people were members of the City Car Club programme, to which 682 people (95%) stated that they were not. Of the 705 people who answered this question, only 23 people (3%) are members. 13 people (2%) did not answer the question.

1.7.2 Of the 682 people that answered they were not members, only 43 people (6%) stated that they would join if more Car Club vehicles were available near them. 61 people (8%) left the answer blank, while 614 people (86%) said they would not.

| Q10. Are you a member of the City Car Club? | Yes | No |
|---|-----|-----|
| | 3% | 95% |
| Q11. Would you join the City Car Club if there were Car Club vehicles near you? (answered no to Q10.) | Yes | No |
| | 6% | 86% |

Parking problems in your area

1.8 Q12. Do you experience parking problems in your area?

1.8.1 Out of the 707 responses that were received for this question 254 (35%) said they do experience issues, whilst 453 (63%) say that they do not. 11 answers (2%) had no response.



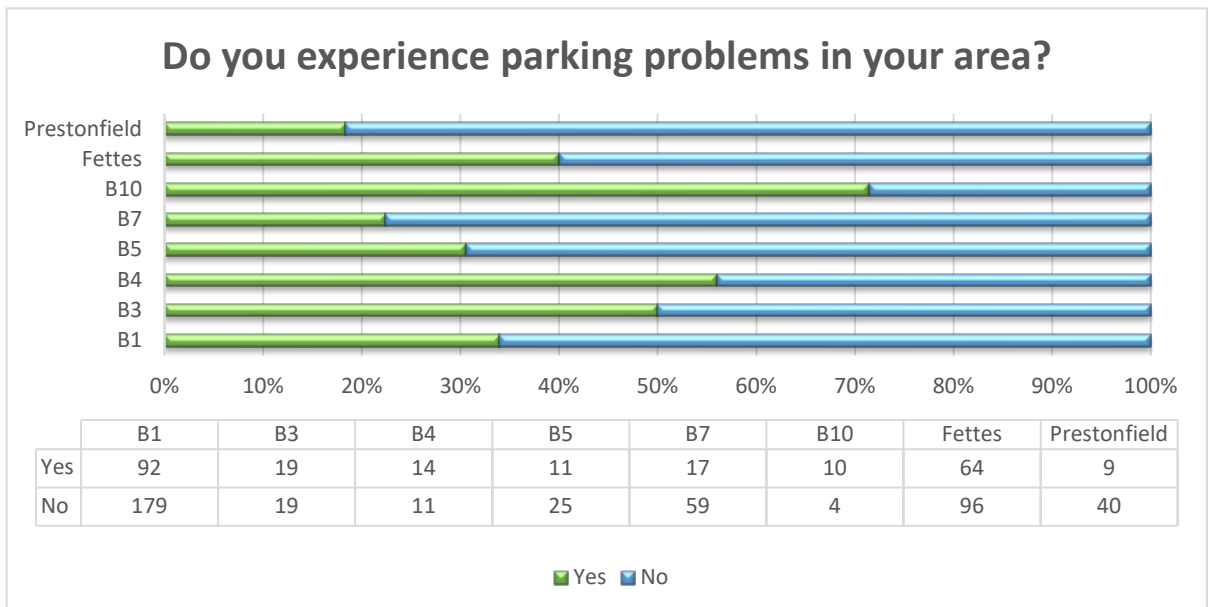
1.8.2

1.8.3 This data has been cross analysed with the type of respondent in the table below:

| Q12. Do you experience parking problems in your area (responding as....) | Yes | No |
|--|-----|-----|
| Resident within the area ¹ | 215 | 388 |
| Resident within the consultation area ² | 166 | 309 |
| Visitor to the area | 9 | 30 |

1.8.4 As the table above shows just under a third of residents within the area are experiencing parking problems.

1.8.5 The data for the question was also divided by the area as shown below.



| Total | B1 | B3 | B4 | B5 | B7 | B10 | Fettes | Prestonfield | Other |
|-------|-----|-----|-----|-----|-----|-----|--------|--------------|-------|
| Yes | 34% | 46% | 56% | 31% | 21% | 71% | 39% | 15% | 44% |

¹ People who have stated that they are residents of the area they are responding to.

² People who have stated that they are residents and their postcode falls within the consultation boundary.

| | | | | | | | | | |
|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| No | 66% | 54% | 44% | 69% | 79% | 29% | 61% | 85% | 56% |
|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

1.8.6 The areas most affected, relative to response numbers, are B10 and B4 with 71% and 56% respectively.

1.8.7 The area with the most responses, B1, only 33% stated they had any issues with parking.

1.8.8 A number of responders (15) who answered 'yes' to experiencing problems went on to answer 'when they experienced those issues' as "I don't experience issues in my area" or simply left the response blank. These answers have not been counted as part of this breakdown.

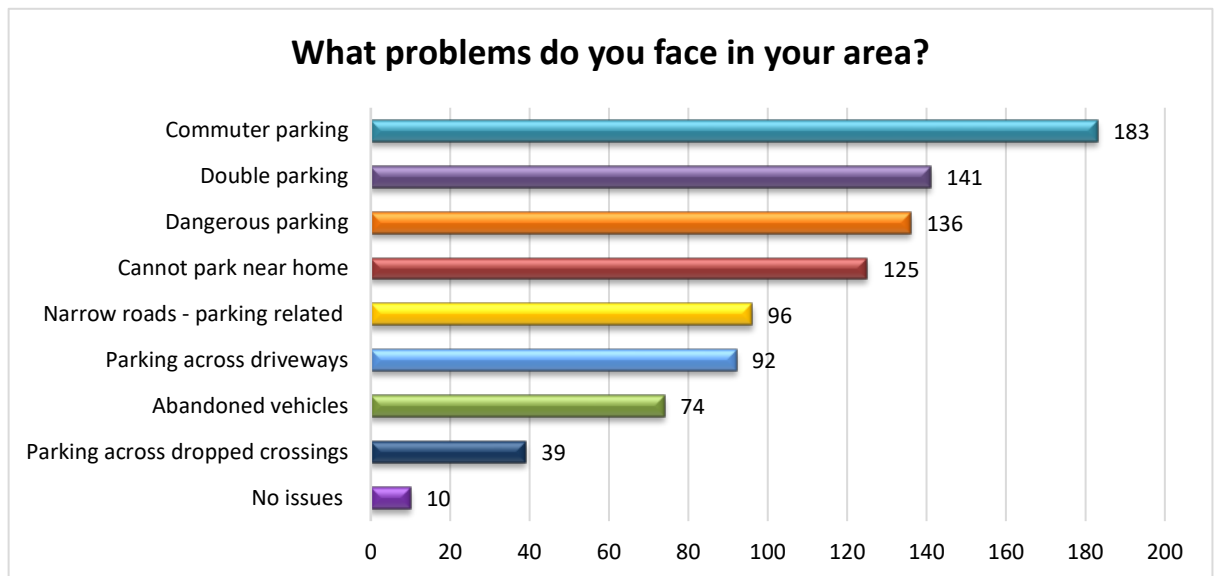
1.9 Q13. What problems do you face in your area?

1.9.1 This question was only available to those who selected 'Yes' to the previous question. This section is therefore a breakdown of the 254 respondents who stated that they do experience parking problems.

1.9.2 As stated above, 15 responses have been excluded due to stating they have parking issues but then saying they don't when asked for the type of problem or leaving the question blank.

1.9.3 As a multiple-choice question, all respondents were able to tick as many boxes as were applicable to them for this question. In total, 1,361 boxes were ticked across multiple options by the 249 respondents.

1.9.4 A percentage figure has been worked out for each option across all 8 areas that were consulted. These have been recorded in the tables below each car chart.



1.9.5

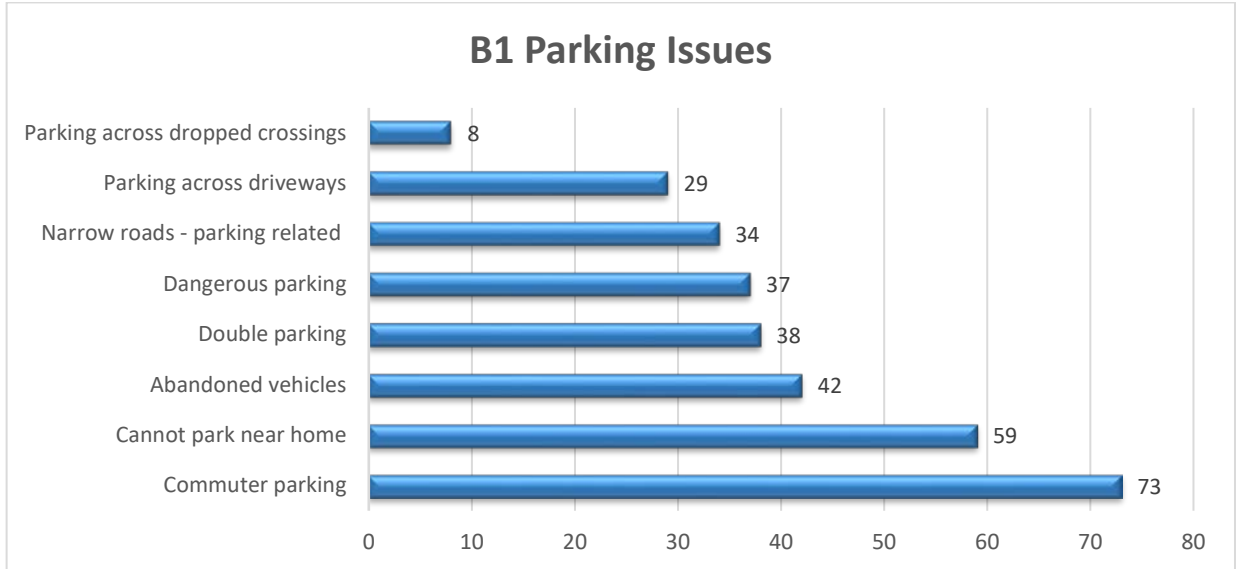
1.9.6 183 respondents (73% of all respondents) considered commuter parking to be the biggest problem they face in their area.

1.9.7 This was followed by 151 (55%) respondents who said people double parking was also a problem.

Issues by area

1.9.8 The bar charts below show all 1,361 responses divided by the area they relate to.

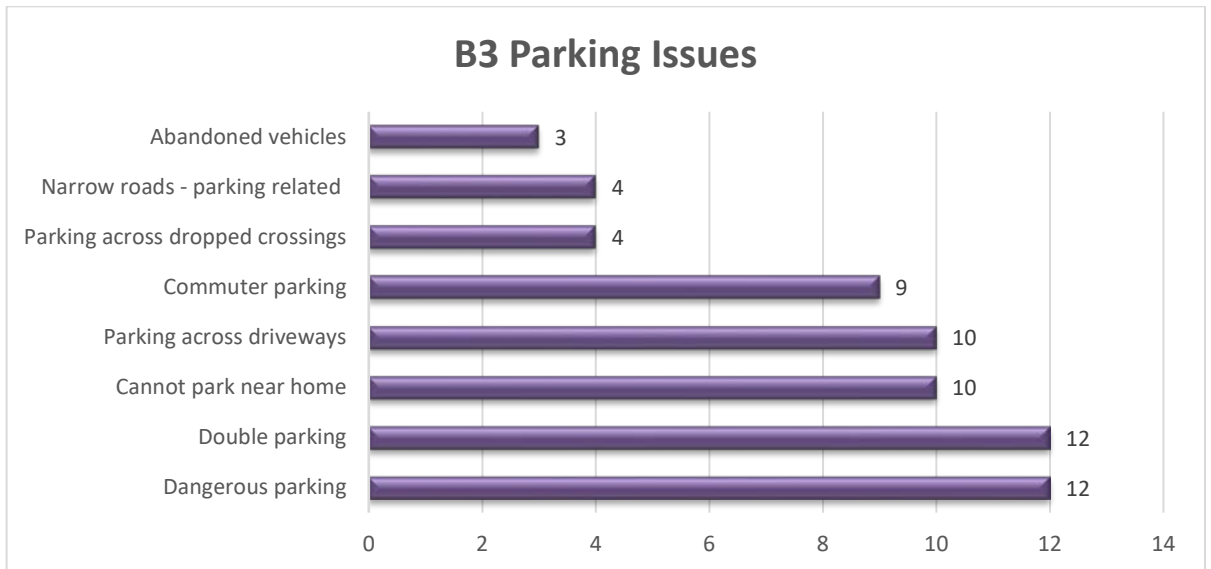
1.10 B1



1.10.1

| Commuter parking | Cannot park near home | Abandoned vehicles | Double parking | Dangerous parking | Narrow roads – parking related | Parking across driveways | Parking across dropped crossings | No issues |
|------------------|-----------------------|--------------------|----------------|-------------------|--------------------------------|--------------------------|----------------------------------|-----------|
| 34% | 27% | 19% | 18% | 17% | 16% | 13% | 4% | 0.5% |

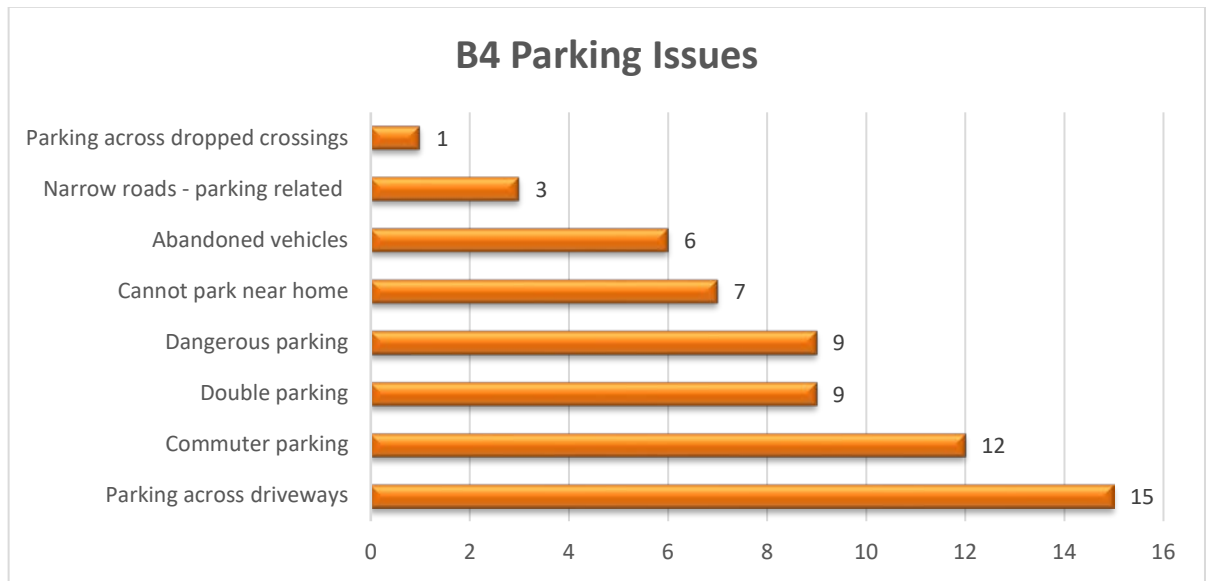
1.11 B3



1.11.1

| Dangerous parking | Double parking | Cannot park near home | Parking across driveways | Commuter parking | Parking across dropped crossings | Narrow roads – parking related | Abandoned vehicles |
|-------------------|----------------|-----------------------|--------------------------|------------------|----------------------------------|--------------------------------|--------------------|
| 32% | 32% | 26% | 26% | 24% | 11% | 11% | 8% |

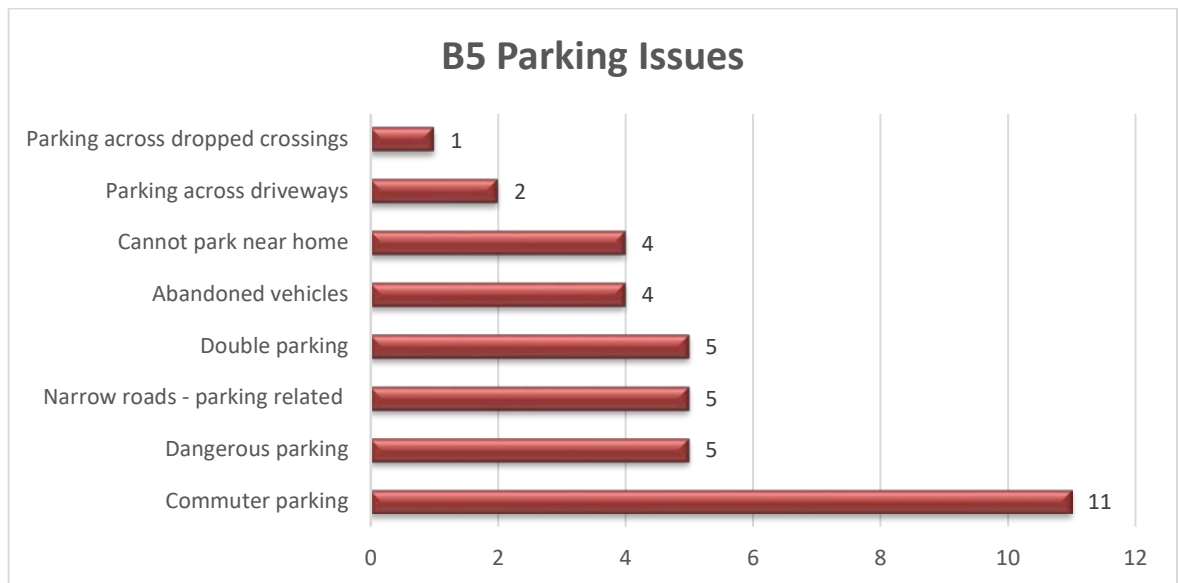
1.12 B4



1.12.1

| Parking across driveways | Commuter parking | Double parking | Dangerous parking | Cannot park near home | Abandoned vehicles | Narrow roads - parking related | Parking across dropped crossings |
|--------------------------|------------------|----------------|-------------------|-----------------------|--------------------|--------------------------------|----------------------------------|
| 60% | 48% | 36% | 36% | 28% | 24% | 12% | 4% |

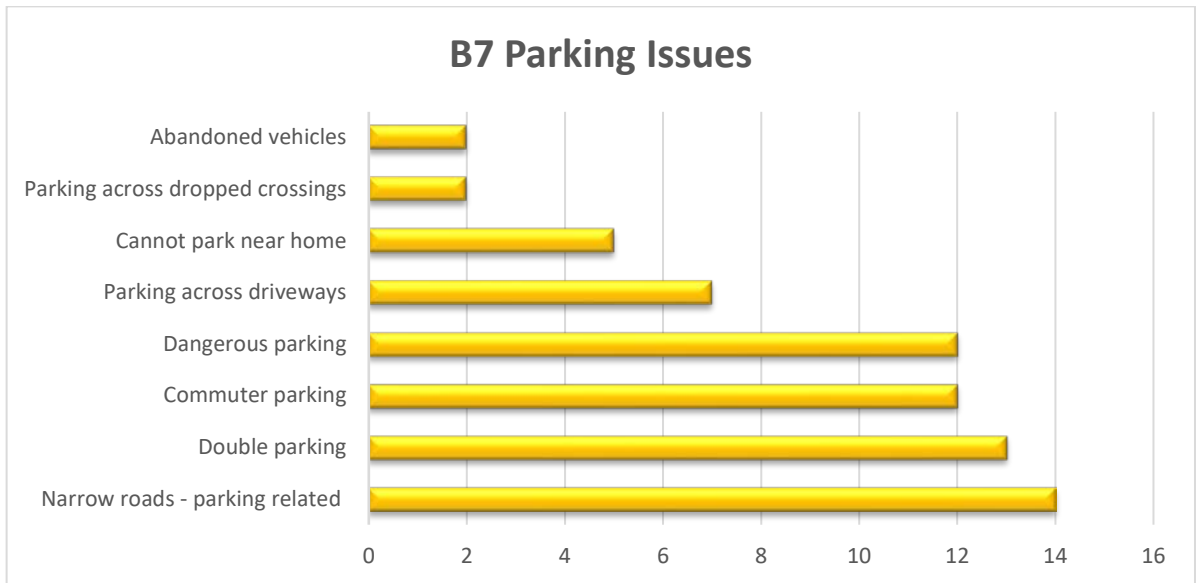
1.13 B5



1.13.1

| Commuter parking | Dangerous parking | Narrow roads - parking related | Double parking | Abandoned vehicles | Cannot park near home | Parking across driveways | Parking across dropped crossings |
|------------------|-------------------|--------------------------------|----------------|--------------------|-----------------------|--------------------------|----------------------------------|
| 31% | 14% | 14% | 14% | 11% | 11% | 6% | 3% |

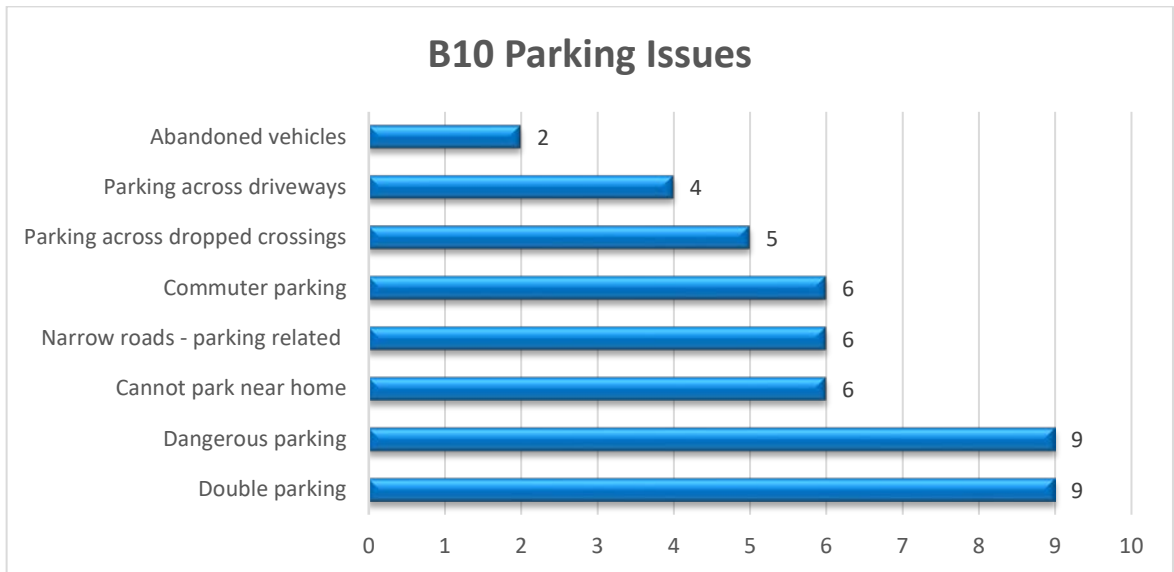
1.14 B7



1.14.1

| Narrow roads - parking related | Double parking | Commuter parking | Dangerous parking | Parking across driveways | Cannot park near home | Parking across dropped crossings | Abandoned vehicles | No issues |
|--------------------------------|----------------|------------------|-------------------|--------------------------|-----------------------|----------------------------------|--------------------|-----------|
| 18% | 17% | 16% | 16% | 9% | 7% | 3% | 3% | 3% |

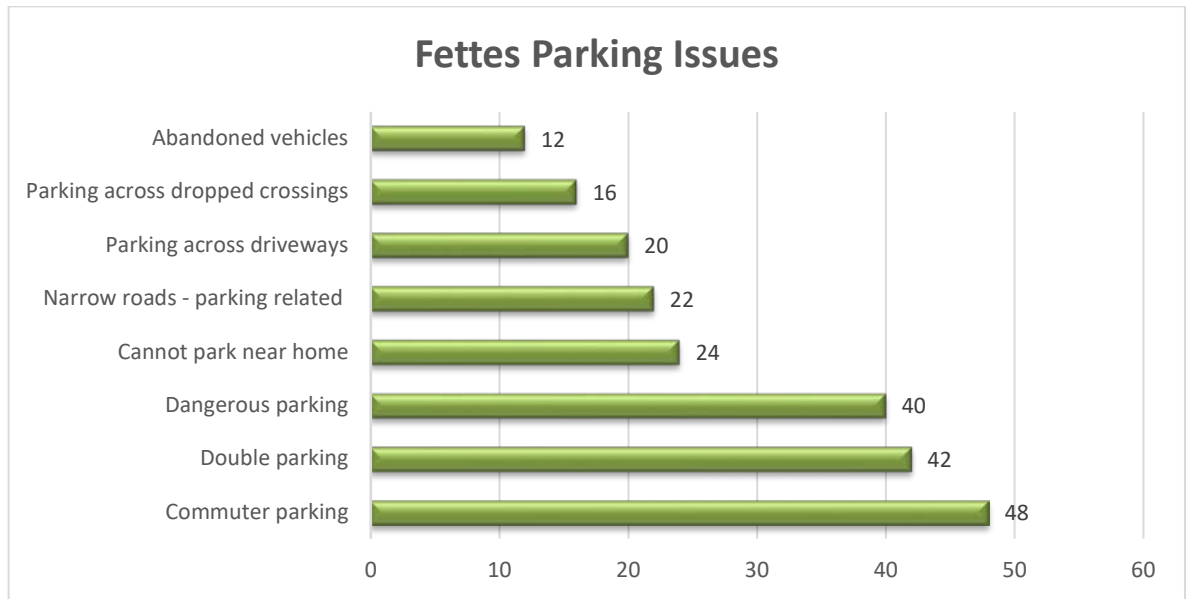
1.15 B10



1.15.1

| Double parking | Dangerous parking | Cannot park near home | Narrow roads - parking related | Commuter parking | Parking across dropped crossings | Parking across driveways | Abandoned vehicles |
|----------------|-------------------|-----------------------|--------------------------------|------------------|----------------------------------|--------------------------|--------------------|
| 64% | 64% | 43% | 43% | 43% | 36% | 29% | 14% |

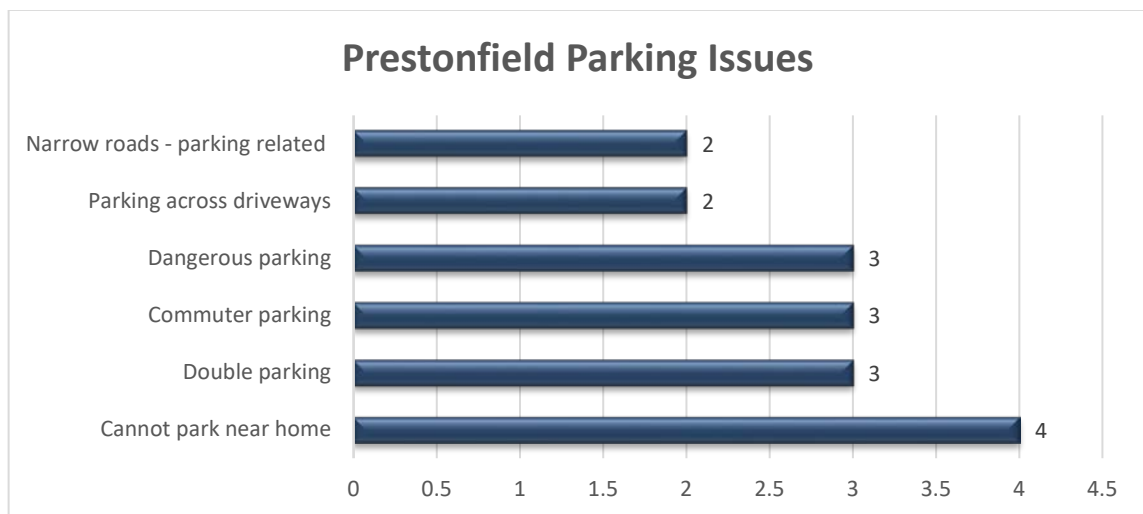
1.16 FETTES



1.16.1

| Commuter parking | Double parking | Dangerous parking | Cannot park near home | Narrow roads - parking related | Parking across driveways | Parking across dropped crossings | Abandoned vehicles | No issues |
|------------------|----------------|-------------------|-----------------------|--------------------------------|--------------------------|----------------------------------|--------------------|-----------|
| 30% | 26% | 25% | 15% | 14% | 13% | 10% | 8% | 1% |

1.17 PRESTONFIELD



1.17.1

| Cannot park near home | Double parking | Commuter parking | Dangerous parking | Parking across driveways | Narrow roads - parking related | No issues |
|-----------------------|----------------|------------------|-------------------|--------------------------|--------------------------------|-----------|
| 8% | 6% | 6% | 6% | 4% | 4% | 2% |

1.17.2 Three areas had the most difficulty with commuter parking, whilst all other areas had a mixture of most pressing issues.

1.17.3 Four areas stated that double parking was the second most pressing issue in their area.

1.17.4 Of the 183 respondents who considered commuter parking to be the biggest problem in their area, the most common response area was B1, with 73 (40% of them related

responses) of respondents noting this as a key issue. Commuter parking was also a common concern in Fettes (48, 26%).

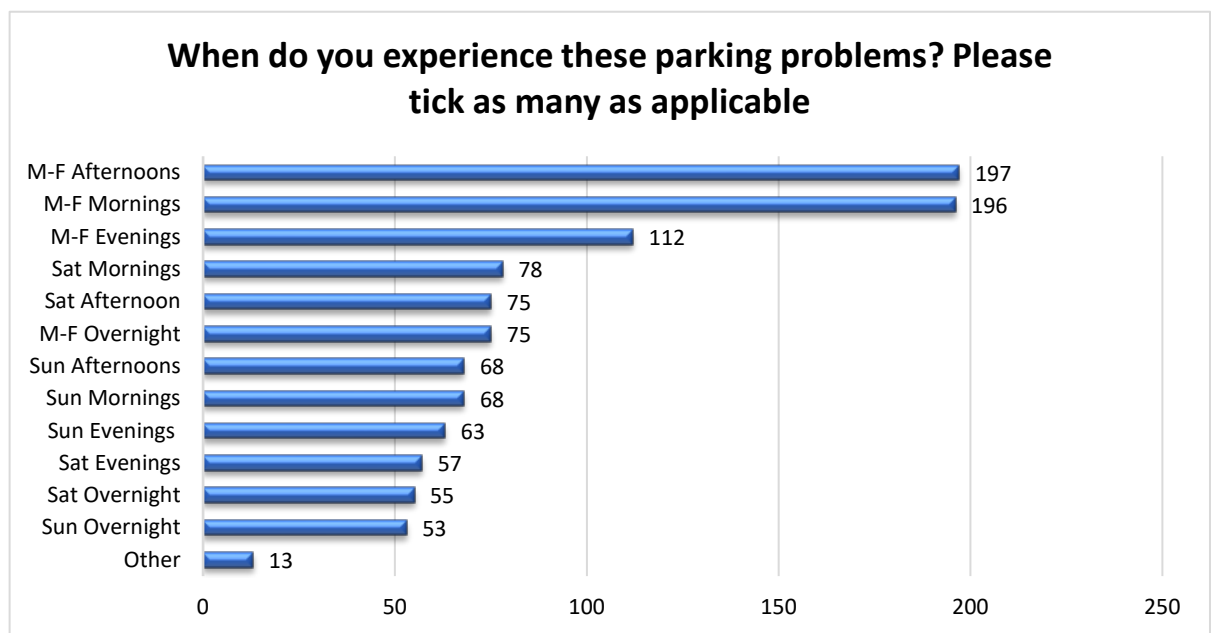
1.17.5 Of the 136 respondents who said people parking dangerously i.e. on corners and/or on yellow lines was a key local issue, 40 (29% of theme related responses) were from Fettes and 37 (20%) from the B1 area.

Timing of issues

1.18 When do you experience these parking problems?

1.18.1 This question relates to the time of days respondents say they experience the parking problems in the previous question. Respondents could select multiple times for the problem(s) which occurred.

1.18.2 Every problem has been matched to a time slot each respondent ticked in the survey. Below are tables for each problem and the percentage of people who ticked a time slot in which they stated these parking problems occurred.

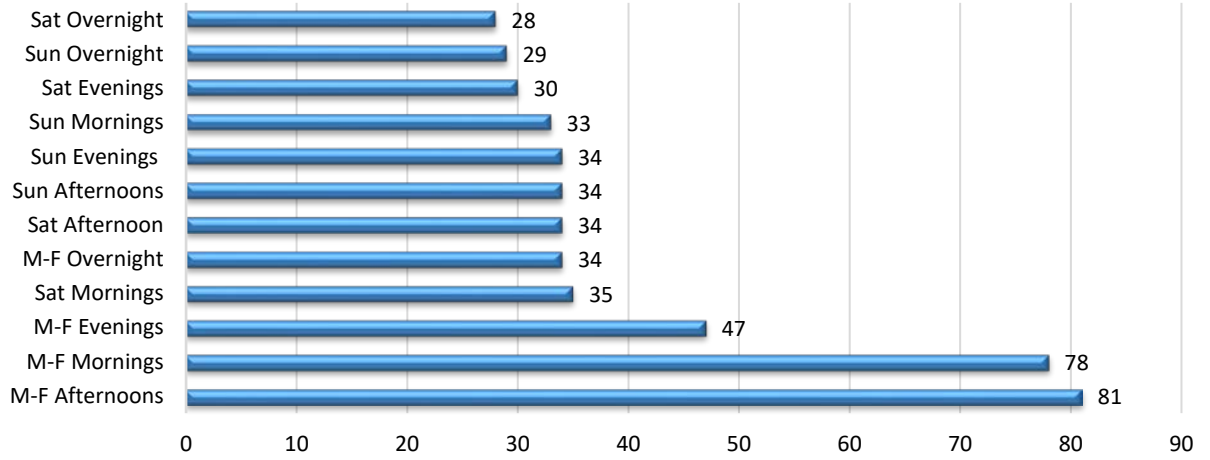


1.18.3

1.18.4 The majority of respondents said parking issues are experienced Mon-Fri throughout the day, with the most common answer being Mon-Fri afternoons (197 responses). Far fewer people selected the weekend as problematic, with Saturday and Sunday evenings and overnight seeing less issues compared to Saturday mornings and afternoons.

1.18.5 The bar chats below show all responses divided by the area they relate to.

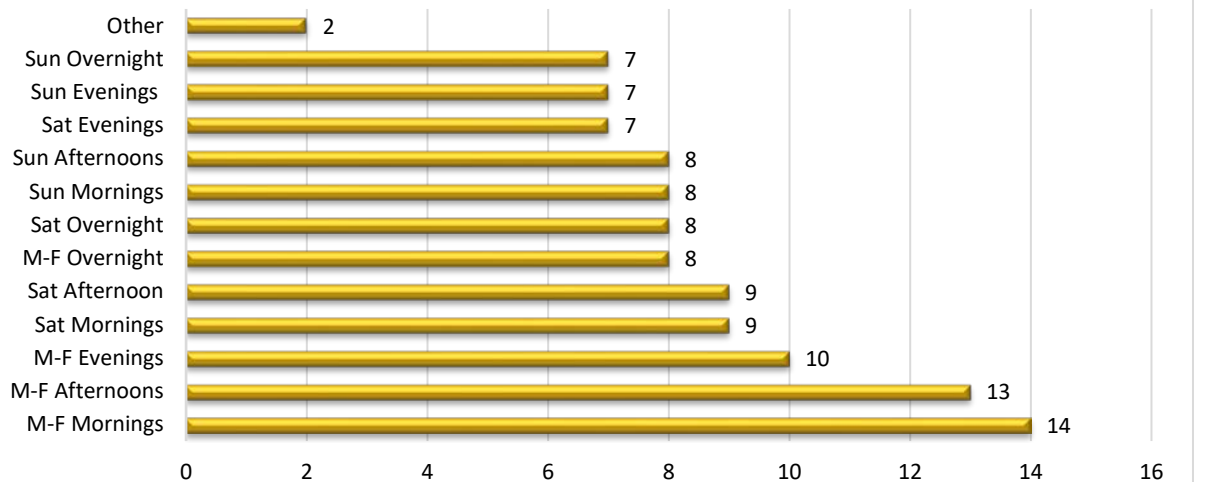
B1 - When do you experience these parking problems?



1.18.6

| M-F Afternoons | M-F Mornings | M-F Evenings | Sat Mornings | M-F Overnight | Sat Afternoon |
|----------------|--------------|--------------|--------------|---------------|---------------|
| 37% | 36% | 22% | 16% | 16% | 16% |
| Sun Afternoons | Sun Evenings | Sun Mornings | Sat Evenings | Sun Overnight | Sat Overnight |
| 16% | 16% | 15% | 14% | 13% | 13% |

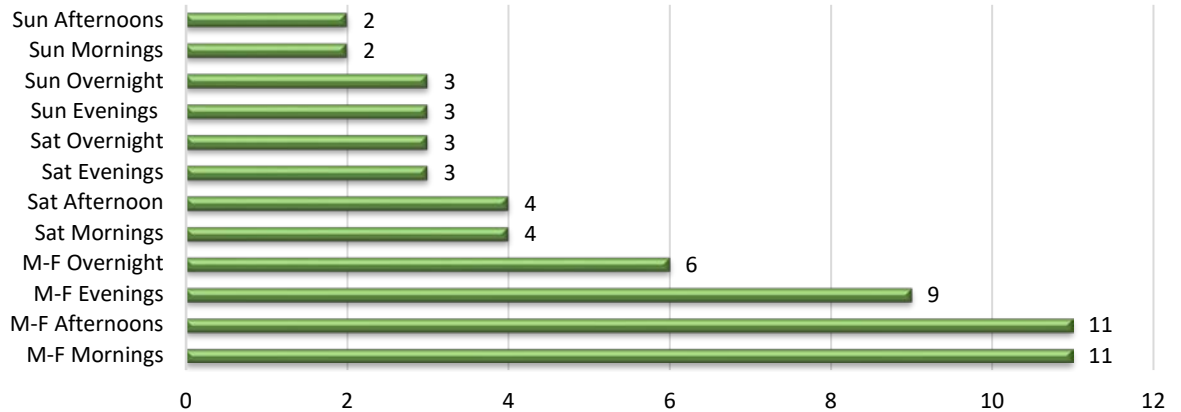
B3 - When do you experience these parking problems?



1.18.7

| M-F Mornings | M-F Afternoons | M-F Evenings | Sat Mornings | Sat Afternoon | M-F Overnight |
|---------------|----------------|----------------|--------------|---------------|---------------|
| 37% | 34% | 26% | 24% | 24% | 21% |
| Sat Overnight | Sun Mornings | Sun Afternoons | Sat Evenings | Sun Evenings | Sun Overnight |
| 21% | 21% | 21% | 18% | 18% | 18% |

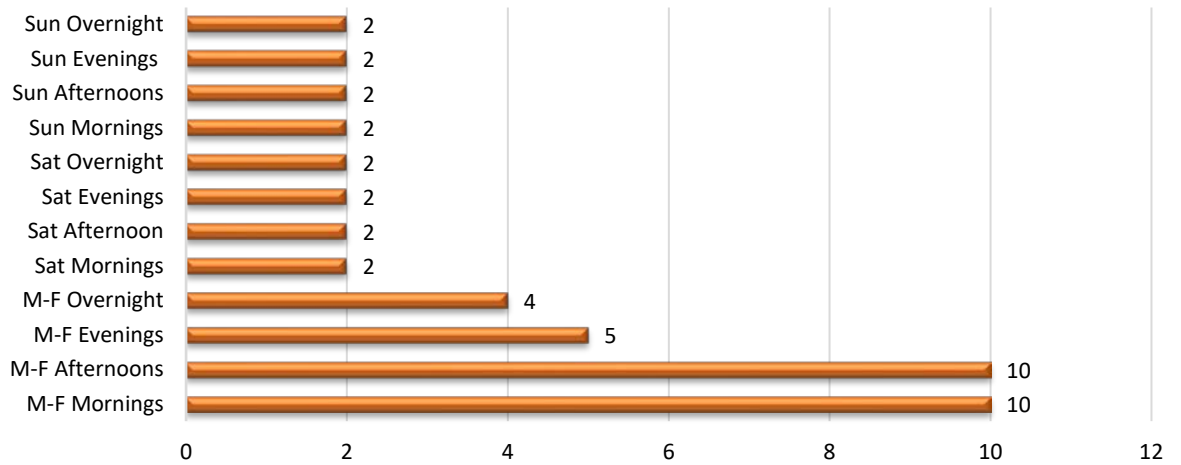
B4 - When do you experience these parking problems?



1.18.8

| M-F Mornings | M-F Afternoons | M-F Evenings | M-F Overnight | Sat Mornings | Sat Afternoon |
|---------------------|----------------------|---------------------|----------------------|---------------------|-----------------------|
| 44% | 44% | 36% | 24% | 16% | 16% |
| Sat Evenings | Sat Overnight | Sun Evenings | Sun Overnight | Sun Mornings | Sun Afternoons |
| 12% | 12% | 12% | 12% | 8% | 8% |

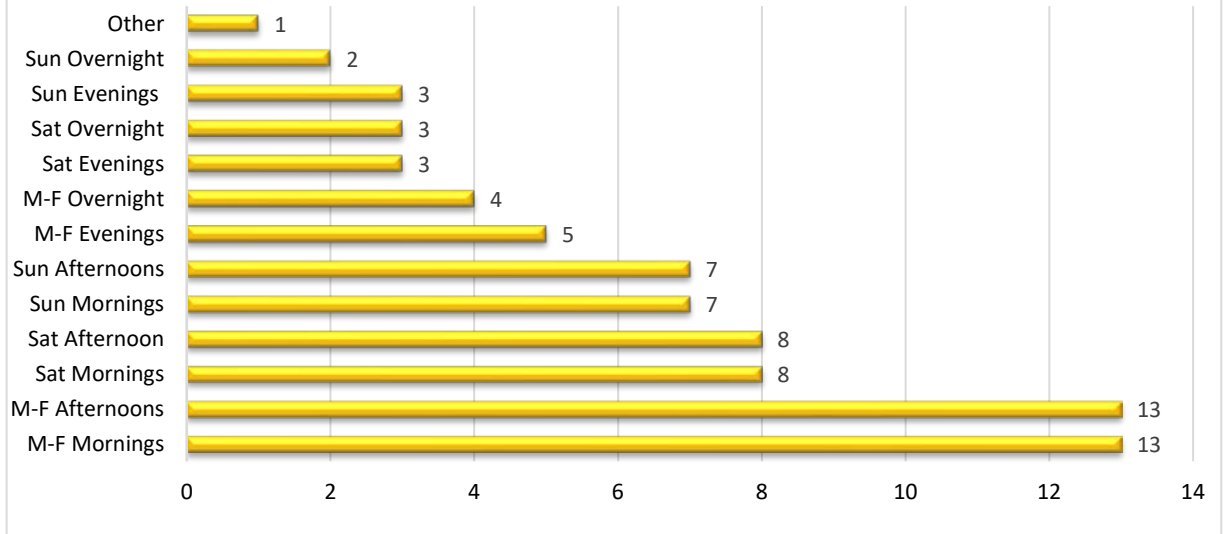
B5 - When do you experience these parking problems?



1.18.9

| M-F Mornings | M-F Afternoons | M-F Evenings | M-F Overnight | Sat Mornings | Sat Afternoon |
|---------------------|----------------------|---------------------|-----------------------|---------------------|----------------------|
| 28% | 28% | 14% | 11% | 6% | 6% |
| Sat Evenings | Sat Overnight | Sun Mornings | Sun Afternoons | Sun Evenings | Sun Overnight |
| 6% | 6% | 6% | 6% | 6% | 6% |

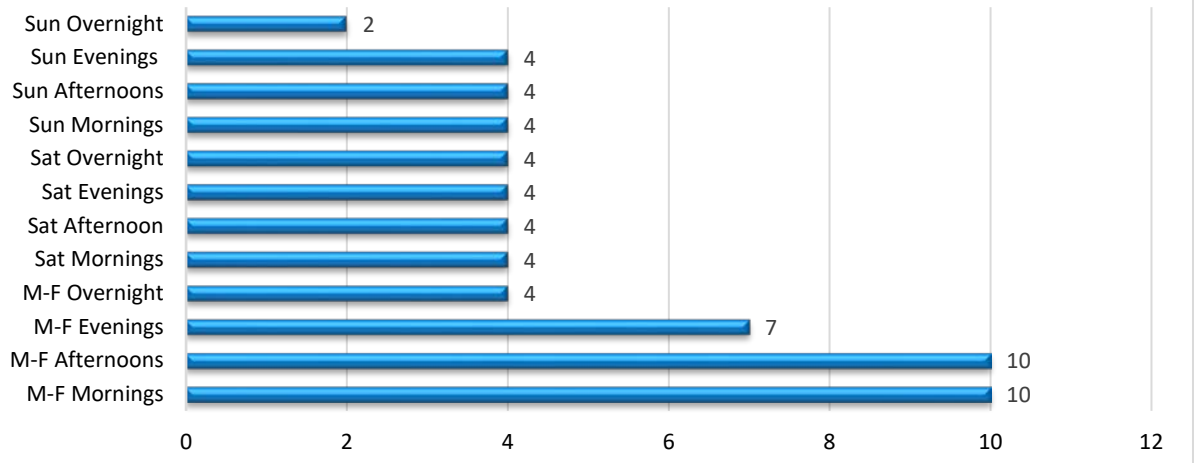
B7 - When do you experience these parking problems?



1.18.10

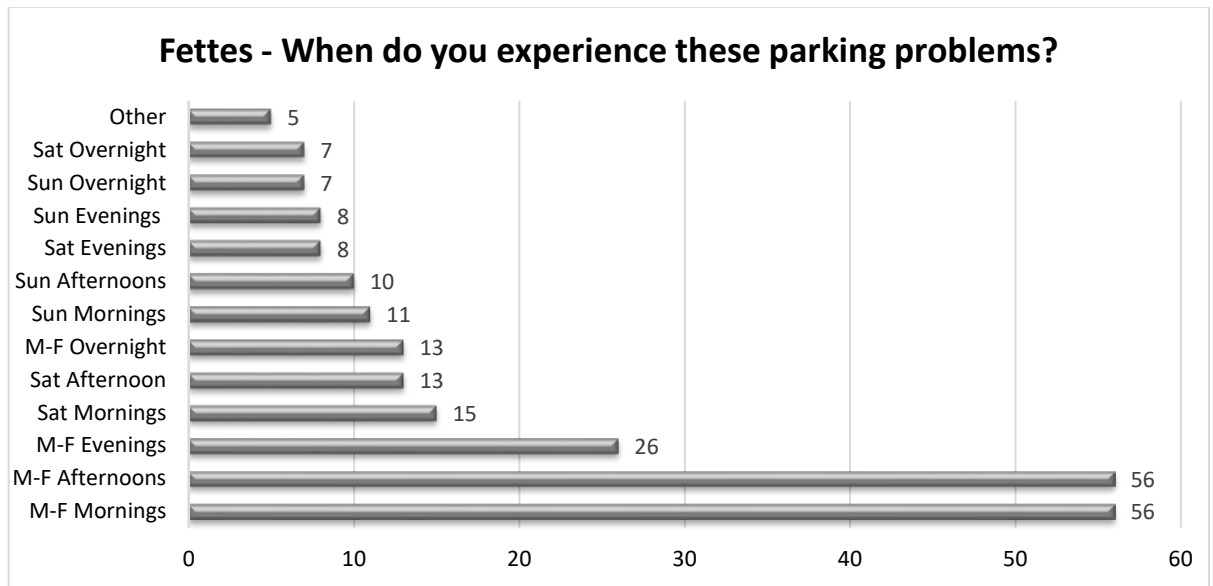
| M-F Mornings | M-F Afternoons | Sat Mornings | Sat Afternoon | Sun Mornings | Sun Afternoons |
|--------------|----------------|--------------|---------------|--------------|----------------|
| 17% | 17% | 11% | 11% | 9% | 9% |
| M-F Evenings | M-F Overnight | Sat Evenings | Sat Overnight | Sun Evenings | Sun Overnight |
| 7% | 5% | 4% | 4% | 4% | 3% |

B10 - When do you experience these parking problems?



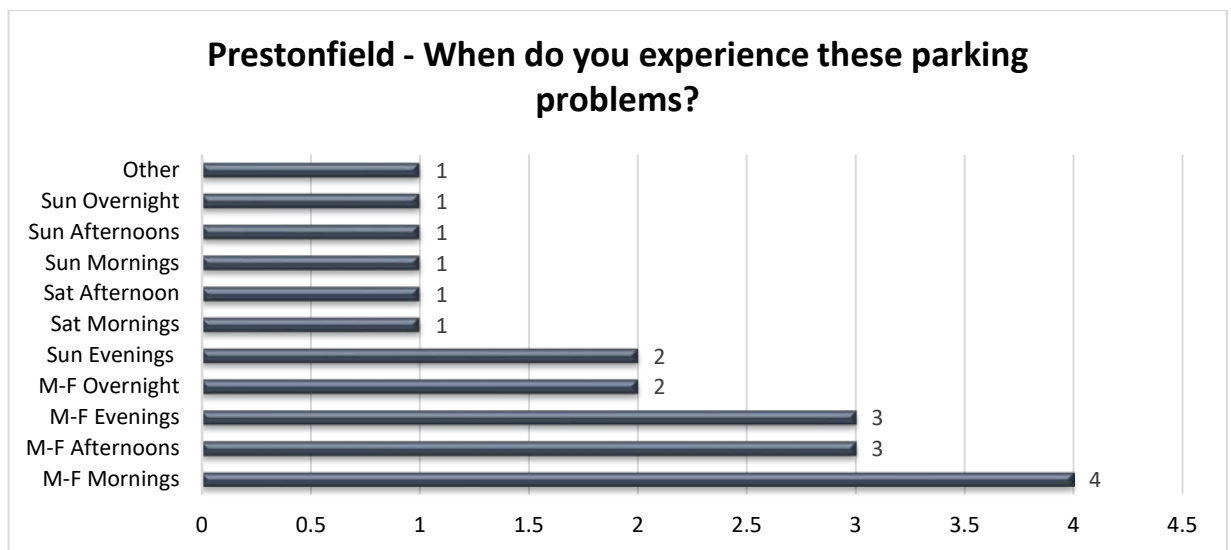
1.18.11

| M-F Mornings | M-F Afternoons | M-F Evenings | M-F Overnight | Sat Mornings | Sat Afternoon |
|--------------|----------------|--------------|----------------|--------------|---------------|
| 71% | 71% | 50% | 29% | 29% | 29% |
| Sat Evenings | Sat Overnight | Sun Mornings | Sun Afternoons | Sun Evenings | Sun Overnight |
| 29% | 29% | 29% | 29% | 29% | 14% |



1.18.12

| M-F Mornings | M-F Afternoons | M-F Evenings | Sat Mornings | Sat Afternoon | M-F Overnight |
|---------------------|-----------------------|---------------------|---------------------|----------------------|----------------------|
| 35% | 35% | 16% | 9% | 8% | 8% |
| Sun Mornings | Sun Afternoons | Sat Evenings | Sun Evenings | Sun Overnight | Sat Overnight |
| 7% | 6% | 5% | 5% | 4% | 4% |



1.18.13

| M-F Mornings | M-F Afternoons | M-F Evenings | M-F Overnight | Sun Evenings |
|---------------------|----------------------|---------------------|-----------------------|----------------------|
| 8% | 6% | 6% | 4% | 4% |
| Sat Mornings | Sat Afternoon | Sun Mornings | Sun Afternoons | Sun Overnight |
| 2% | 2% | 2% | 2% | 2% |

1.18.14 Of the 197 respondents who said they experienced parking issues between Mon-Fri in the afternoons, the most popular responding area was B1 with 82 (42%) responses. Respondents from Fettes (56, 28%) also identified Mon-Fri afternoons as the most frequent period for parking issues.

1.18.15 The B1 and Fettes areas also stated that Mon-Fri mornings (196 responses total) were an issue with almost identical figures (78, 40% and 56, 19% respectively).

1.18.16 Sunday overnight was the least frequent time period for seven of the eight areas, with B4 stating Sunday morning/afternoons as the least frequent issue time.

1.18.17 The tables below cross compare the times respondents experience issues with the nature of the issues they identified in question 13.

Q14. Cannot park near my home (116 responses)

| Mon - Fri AM | Mon - Fri PM | Mon - Fri Eve | Mon - Fri Overnight | Sat AM | Sat PM | Sat Eve | Sat Overnight | Sun AM | Sun PM | Sun Eve | Sun Overnight |
|--------------|--------------|---------------|---------------------|--------|--------|---------|---------------|--------|--------|---------|---------------|
| 34% | 34% | 24% | 19% | 16% | 15% | 14% | 14% | 15% | 14% | 15% | 14% |

Q14. Commuter parking (183 responses)

| Mon - Fri AM | Mon - Fri PM | Mon - Fri Eve | Mon - Fri Overnight | Sat AM | Sat PM | Sat Eve | Sat Overnight | Sun AM | Sun PM | Sun Eve | Sun Overnight |
|--------------|--------------|---------------|---------------------|--------|--------|---------|---------------|--------|--------|---------|---------------|
| 92% | 91% | 48% | 31% | 32% | 31% | 21% | 21% | 27% | 26% | 23% | 20% |

Q14. People parking dangerously i.e. on corners and/or yellow lines (138 responses)

| Mon - Fri AM | Mon - Fri PM | Mon - Fri Eve | Mon - Fri Overnight | Sat AM | Sat PM | Sat Eve | Sat Overnight | Sun AM | Sun PM | Sun Eve | Sun Overnight |
|--------------|--------------|---------------|---------------------|--------|--------|---------|---------------|--------|--------|---------|---------------|
| 94% | 96% | 57% | 35% | 43% | 41% | 30% | 30% | 38% | 36% | 34% | 30% |

Q14. Parking across driveways (86 responses)

| Mon - Fri AM | Mon - Fri PM | Mon - Fri Eve | Mon - Fri Overnight | Sat AM | Sat PM | Sat Eve | Sat Overnight | Sun AM | Sun PM | Sun Eve | Sun Overnight |
|--------------|--------------|---------------|---------------------|--------|--------|---------|---------------|--------|--------|---------|---------------|
| 95% | 95% | 58% | 40% | 33% | 30% | 24% | 27% | 27% | 26% | 27% | 27% |

Q14. Parking across dropped crossings (40 responses)

| Mon - Fri AM | Mon - Fri PM | Mon - Fri Eve | Mon - Fri Overnight | Sat AM | Sat PM | Sat Eve | Sat Overnight | Sun AM | Sun PM | Sun Eve | Sun Overnight |
|--------------|--------------|---------------|---------------------|--------|--------|---------|---------------|--------|--------|---------|---------------|
| 100% | 100% | 58% | 45% | 50% | 45% | 33% | 38% | 43% | 38% | 38% | 35% |

Q14. Footway or double parking (143 responses)

| Mon - Fri AM | Mon - Fri PM | Mon - Fri Eve | Mon - Fri Overnight | Sat AM | Sat PM | Sat Eve | Sat Overnight | Sun AM | Sun PM | Sun Eve | Sun Overnight |
|--------------|--------------|---------------|---------------------|--------|--------|---------|---------------|--------|--------|---------|---------------|
| 94% | 95% | 57% | 41% | 43% | 41% | 31% | 31% | 38% | 36% | 34% | 31% |

Q14. Narrow road due to parking on both sides (97 responses)

| Mon - Fri AM | Mon - Fri PM | Mon - Fri Eve | Mon - Fri Overnight | Sat AM | Sat PM | Sat Eve | Sat Overnight | Sun AM | Sun PM | Sun Eve | Sun Overnight |
|--------------|--------------|---------------|---------------------|--------|--------|---------|---------------|--------|--------|---------|---------------|
| 91% | 96% | 55% | 39% | 36% | 35% | 26% | 29% | 33% | 32% | 32% | 28% |

Q14. Abandoned Vehicles (75 responses)

| Mon - Fri AM | Mon - Fri PM | Mon - Fri Eve | Mon - Fri Overnight | Sat AM | Sat PM | Sat Eve | Sat Overnight | Sun AM | Sun PM | Sun Eve | Sun Overnight |
|--------------|--------------|---------------|---------------------|--------|--------|---------|---------------|--------|--------|---------|---------------|
| 95% | 96% | 65% | 57% | 47% | 45% | 39% | 41% | 43% | 41% | 41% | 43% |

Parking improvements

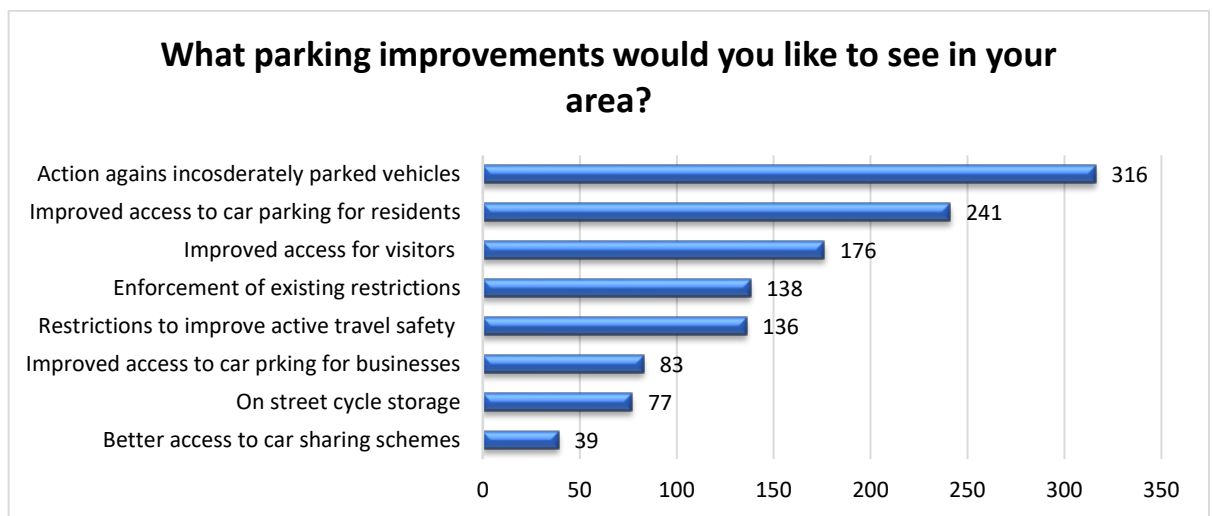
1.19.1 This question was open to all respondents regardless of whether they experienced parking problems.

1.19.2 In total, 1,206 boxes were ticked by all 718 respondents. Similar to the previous question, respondents were able to choose as many options as were applicable to them.

1.19.3 316 respondents (26%) believed action taken against vehicles that are parked inconsiderately or dangerously would improve the area.

1.19.4 This was followed by 241 respondents (20%) who suggested improved access to parking spaces for residents would be helpful.

The following bar charts provide an area breakdown for the answers provided in this question.



1.19.5

1.19.6 All areas selected action taken against vehicles that are parked inconsiderately or dangerously to be their top preference for improving parking within their areas. Of the 316 respondents who selected this answer, the highest responding area was B1, with 123

(40%) of respondents from the area believing that action against this would have a positive impact on the area. Fettes (74, 23%) and B7 (34, 11%) also saw high levels of responses for this answer.

- 1.19.7 The least popular solution was improved access to car sharing schemes like City Car Club, with four of the eight areas selecting this as their least frequent response, including B1, B3, B7 and Fettes.
- 1.19.8 B4's least popular solutions were both better access to car sharing schemes and on-street cycle storage, whilst B5 had no selections for on-street cycle storage.
- 1.19.9 Prestonfield had three matching response levels of four replies for better success to shared car schemes, enforcement of existing restrictions and improved access to car parking for businesses.

Parking control implementation

1.20 Q16. If parking controls were to be introduced, during what times do you think that they should apply?

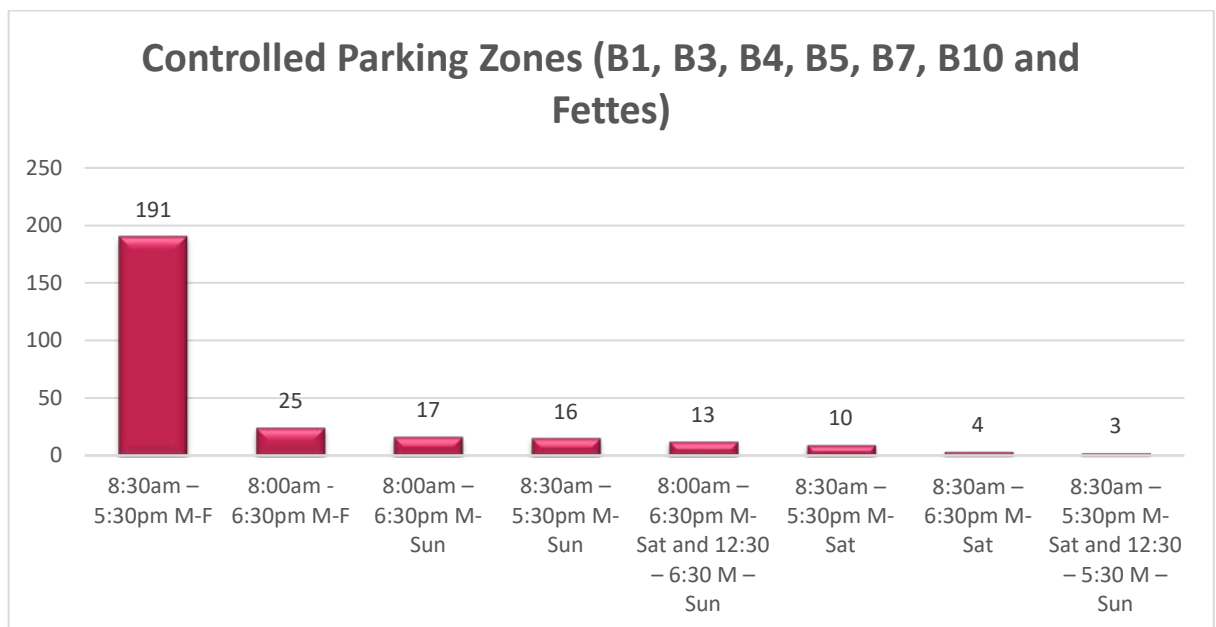
1.20.1 This question was split into two options owing to the fact that the Prestonfield PPA would have alternate operational times to a full CPZ. The questions still asked to all respondents, what time they would like parking controls to operate, should they be introduced. Only one selection could be made for each option.

1.20.2 A total of 718 answers were recorded for this answer, with 655 recorded for the CPZ areas (B1, B3, B4, B5, B7, B10 and Fettes) and 63 responses for the Prestonfield PPA.

1.20.3 367 of all respondents made 'Other' comments. Similarly, 57 respondents left the question blank.

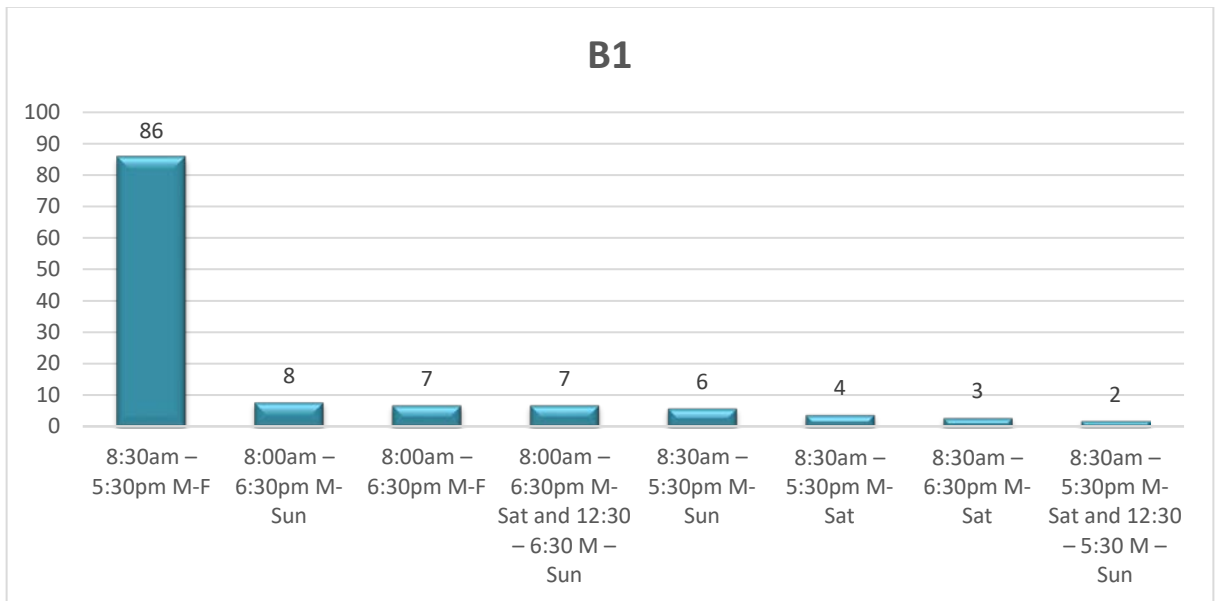
1.20.4 Below, the pie charts show the options chosen from the given times without blank and 'Other' responses included in the data. In total, 290 people selected times listed on the survey.

1.20.5 When excluding blank and other responses, 68% (191 people) selected the 8:30-5:30pm Mon-Fri option. Second highest at 9% (25 people) was people who selected parking restriction times between 8:00am – 6:30pm Mon-Fri.



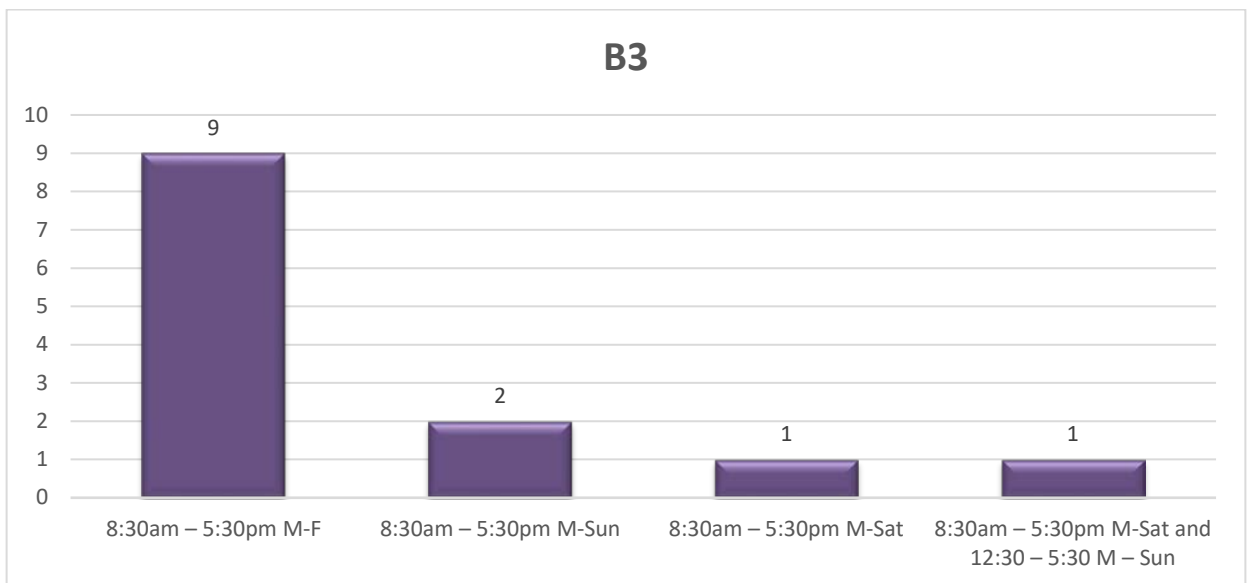
1.20.6

1.20.7 The charts below show the breakdown of timings chosen by area.



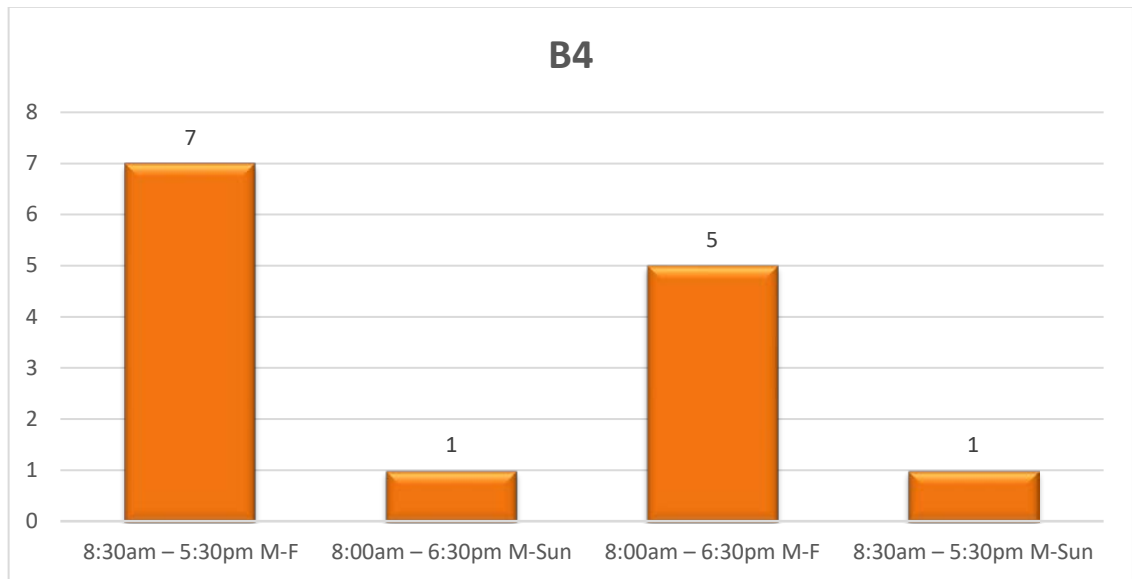
1.20.8

1.20.9 86 respondents (70%) said they would like to see restrictions in place between 8.30am – 5-30pm between Monday and Friday.



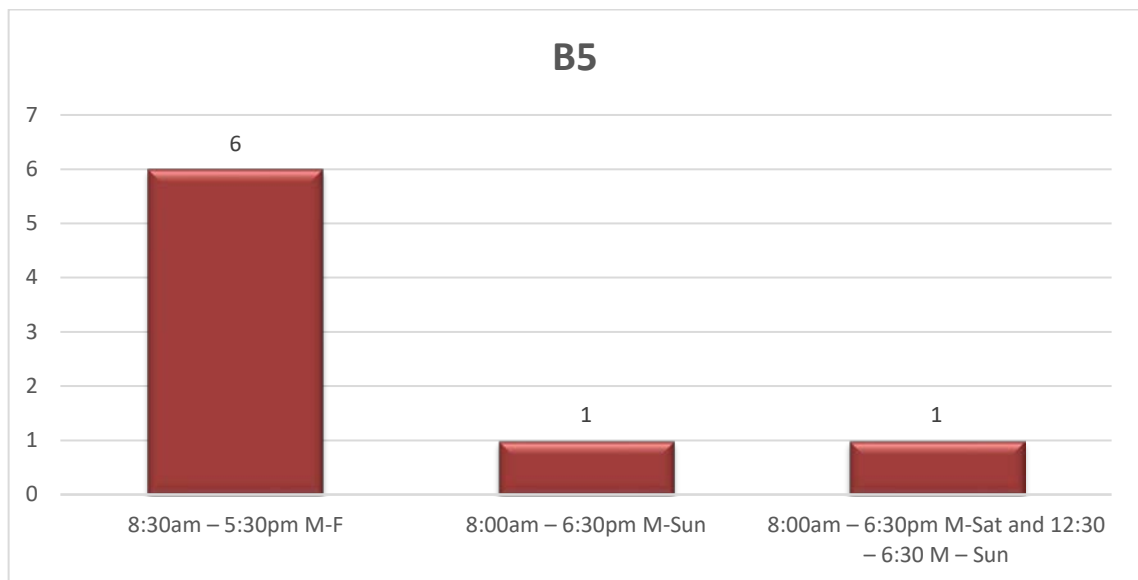
1.20.10

1.20.11 9 people (69%) said they would like to see restrictions in place between 8.30am – 5-30pm between Monday and Friday.



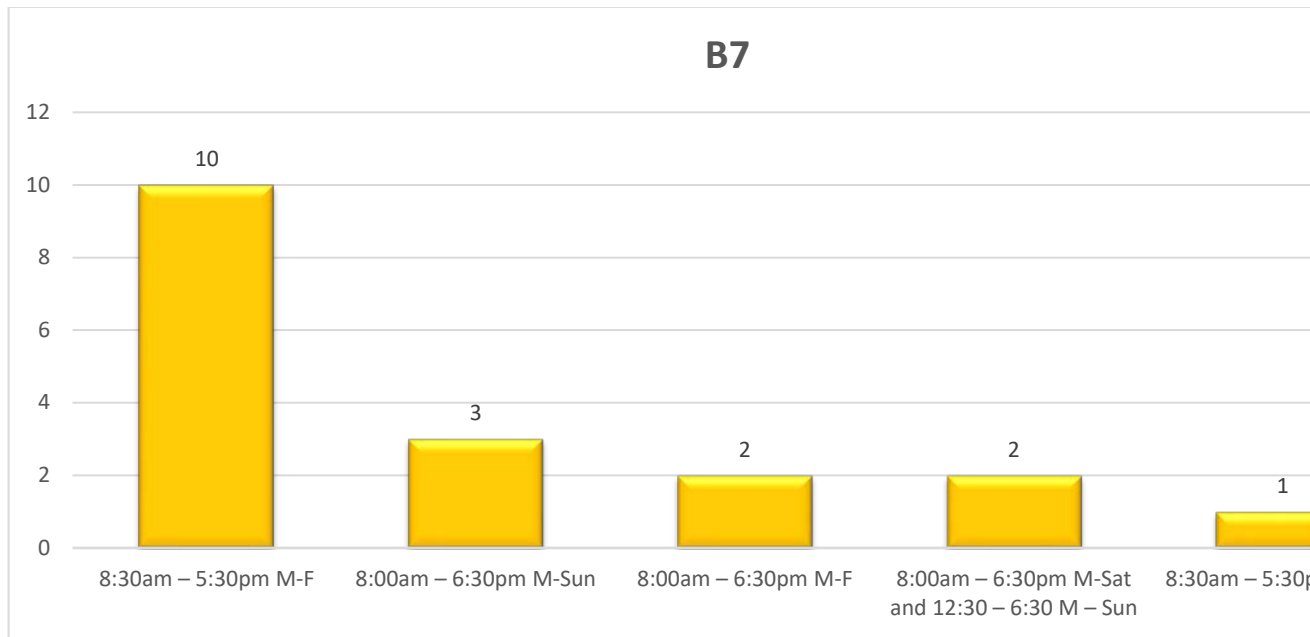
1.20.12

1.20.13 7 people (50%) said they would like to see restrictions in place between 8.30am – 5-30pm between Monday and Friday.



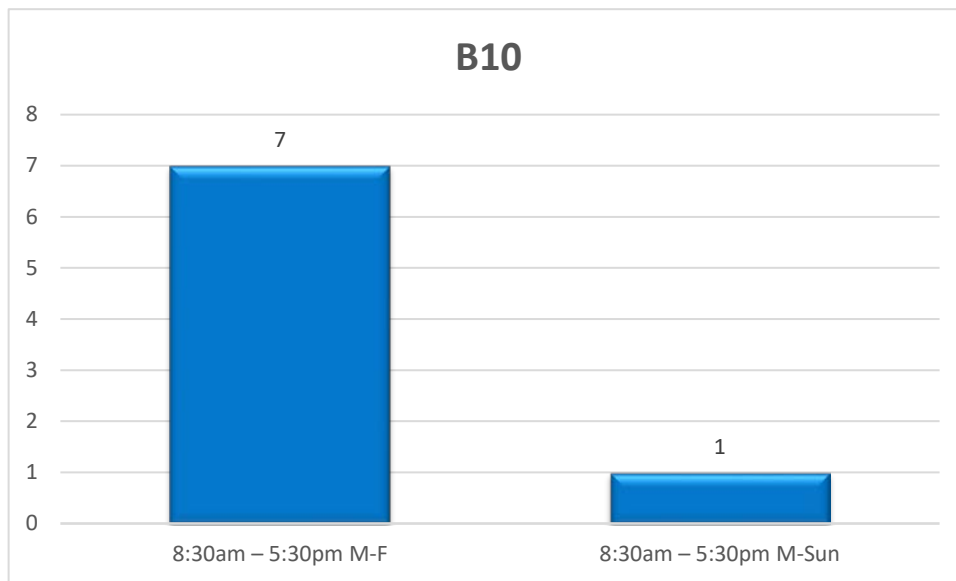
1.20.14

1.20.15 6 people (75%) said they would like to see restrictions in place between 8.30am – 5-30pm between Monday and Friday.



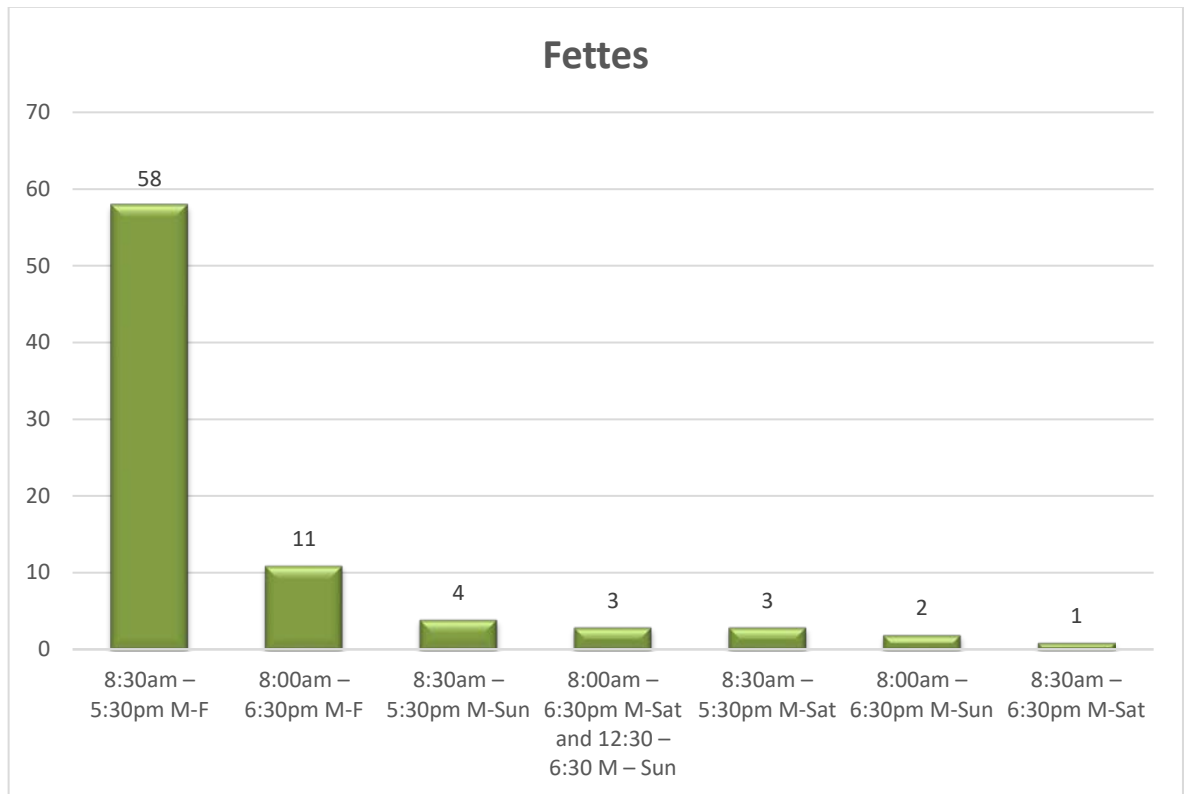
1.20.16

1.20.17 10 people (56%) said they would like to see restrictions in place between 8.30am – 5-30pm between Monday and Friday.



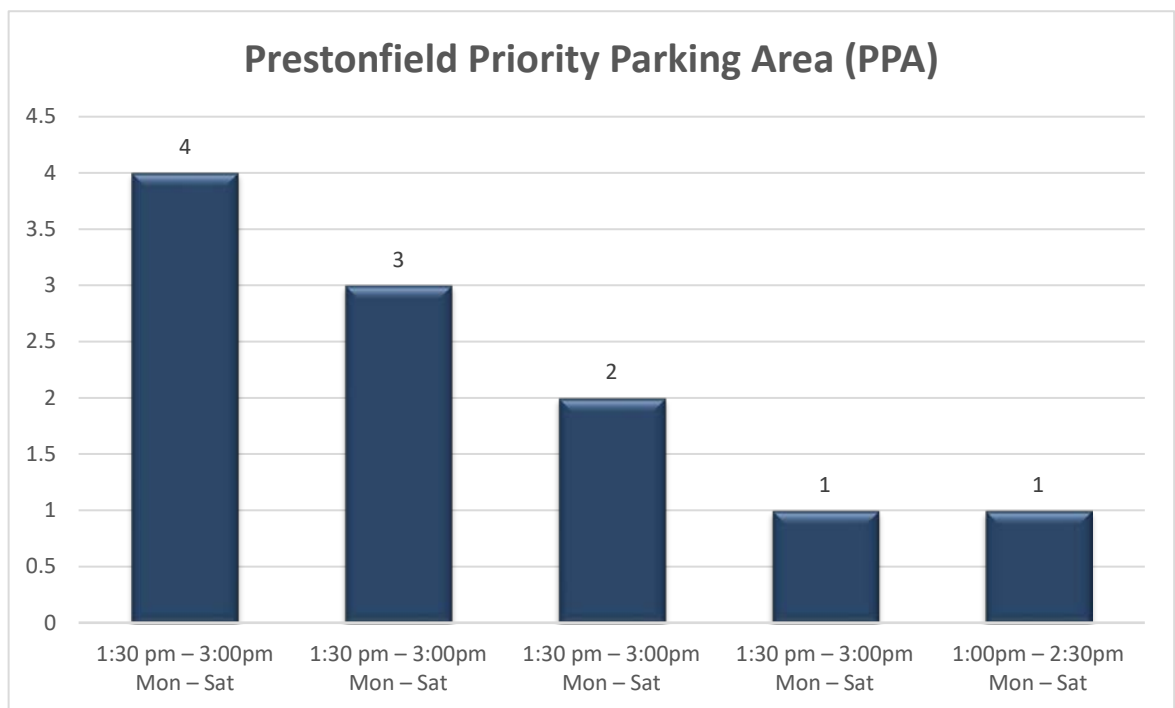
1.20.18

1.20.19 7 people (87%) said they would like to see restrictions in place between 8.30am – 5-30pm between Monday and Friday.



1.20.20

1.20.21 58 people (71%) said they would like to see restrictions in place between 8.30am – 5-30pm between Monday and Friday.



1.20.22

1.20.23 4 people (37%) said they would like to see restrictions in place between 1.30pm – 3.00pm between Monday and Saturday.

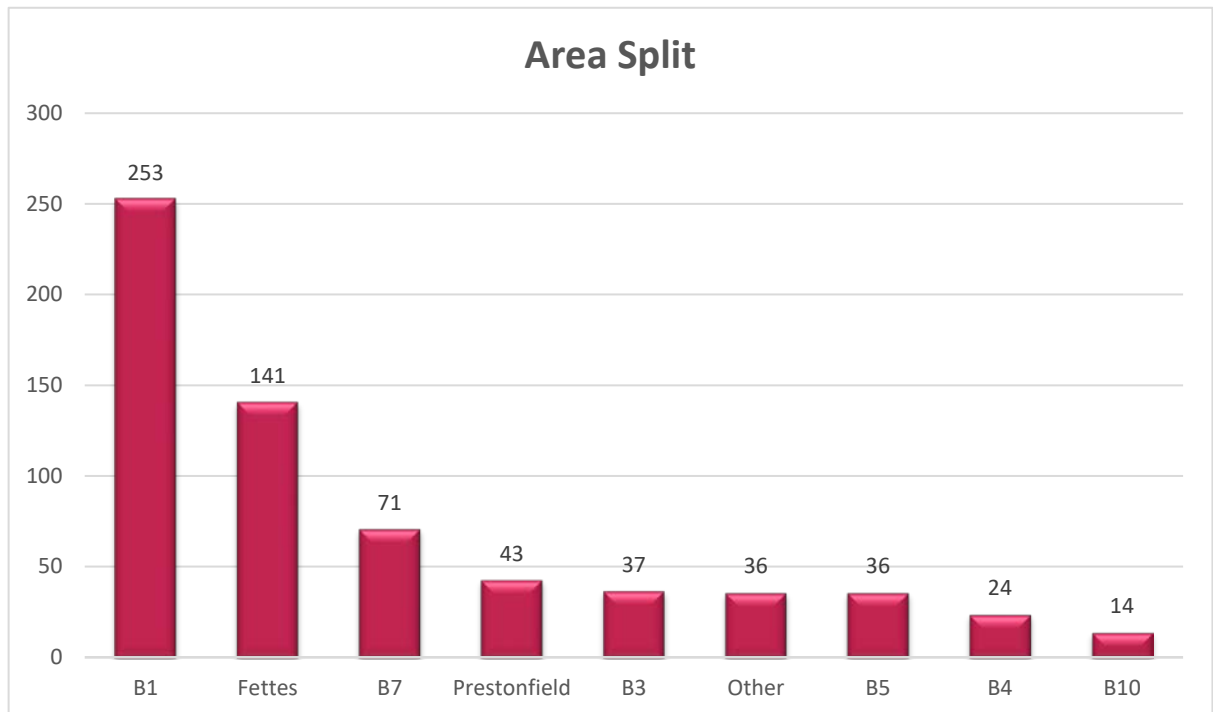
2. COMMENT THEMES

2.1.1 655 responders chose the 'other (please specify in your final comment)' response, they were invited to give alternate timing option within the free text area. Only 52 comments contained alternative timings. The comments have been broken down into themes and sub-themes:

2.1.2 The comments have been analysed and categorised into major and minor themes. This analysis forms the basis for this section of the report.

2.1.3 Some comments made mention of more than one theme which is why the total of tagged themes exceeds the total number of comments from each respective area.

2.1.4 The below graph shows the percentage of free text comments received based on the responding area:



2.1.5

2.1.6 The highest frequency area for free text responses was B1 with 253 comments (36%) received in total.

2.1.7 The second highest responding area for free text comments was Fettes with 141 comments (25%) received in total.

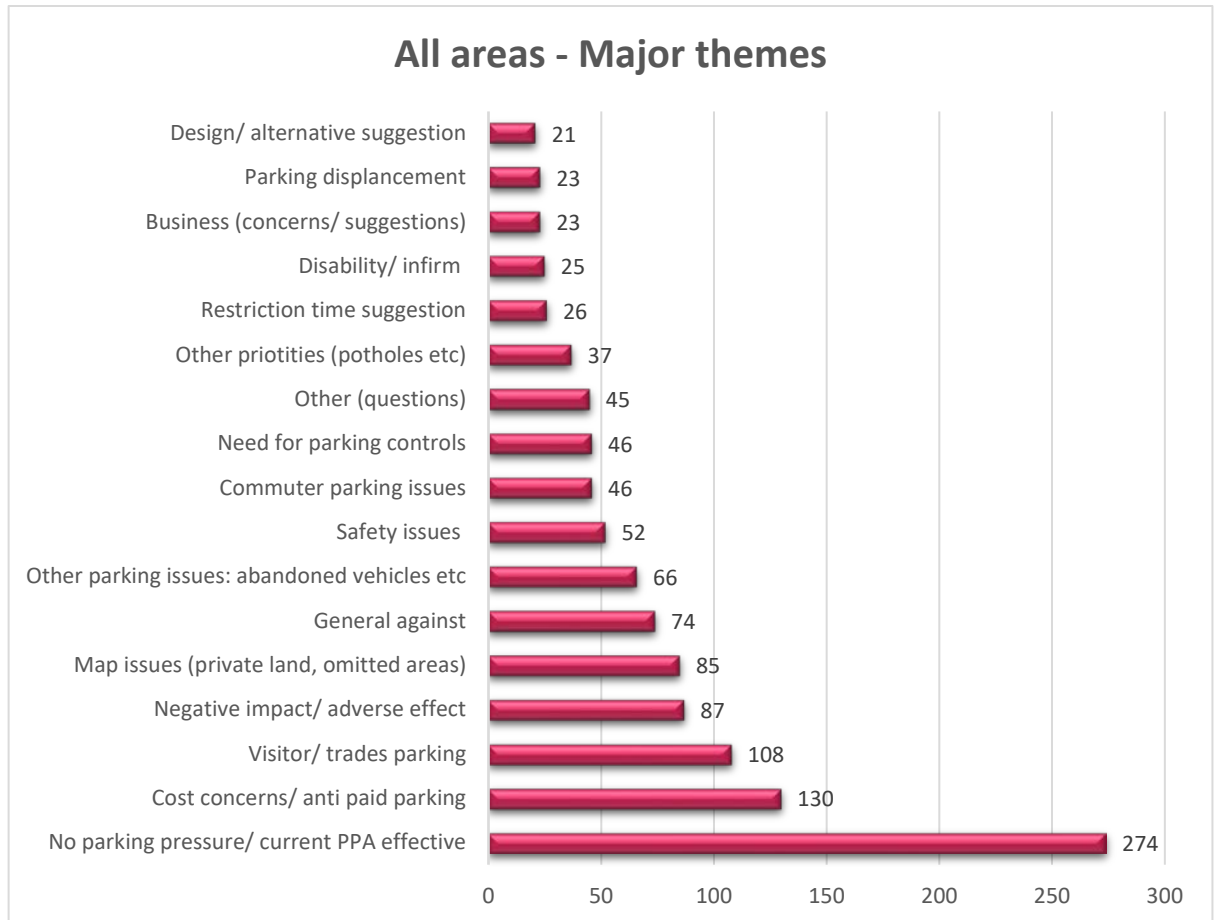
2.1.8 The lowest responding areas were B10 (14 / 2%) and B4 (24 / 4%).

2.1.9 36 (5%) comments were assigned to other, meaning that they did not pertain to any specific area.

2.1.10 A breakdown of the major and minor themes across all areas can be found in the following section.

2.1.11

2.2 All areas – Major themes



2.2.1

2.2.2 The above graph shows the major comment themes across all areas and the frequency at which they were mentioned. The criterion for major themes was any theme that received above 20 comments.

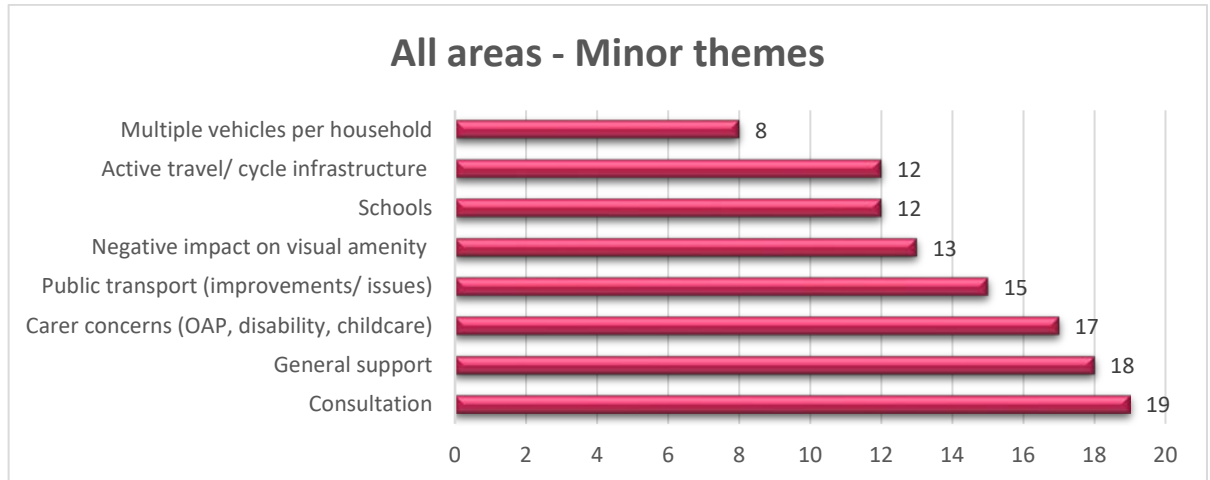
2.2.3 The highest frequency of major theme across all areas was the sentiment that there are no parking pressures, which received 274 (42%) comments.

2.2.4 Other high frequency major themes included cost concerns (130, 20%) and visitor and trades parking concerns (108, 16%).

2.2.5 Comments within the theme 'other (questions)', included any specific questions about certain element of the scheme and minor comments that were not mentioned at a high enough frequency to be assigned their own category, such as electric vehicle infrastructure, emergency vehicle access and services access.

2.2.6 Comments within the 'design/ alternative suggestions' category, include suggestions for the incorporation of other streets, suggestions for the type of parking controls should be introduced and suggestions for how the plans should be enforced.

2.3 All areas – Minor themes



2.3.1

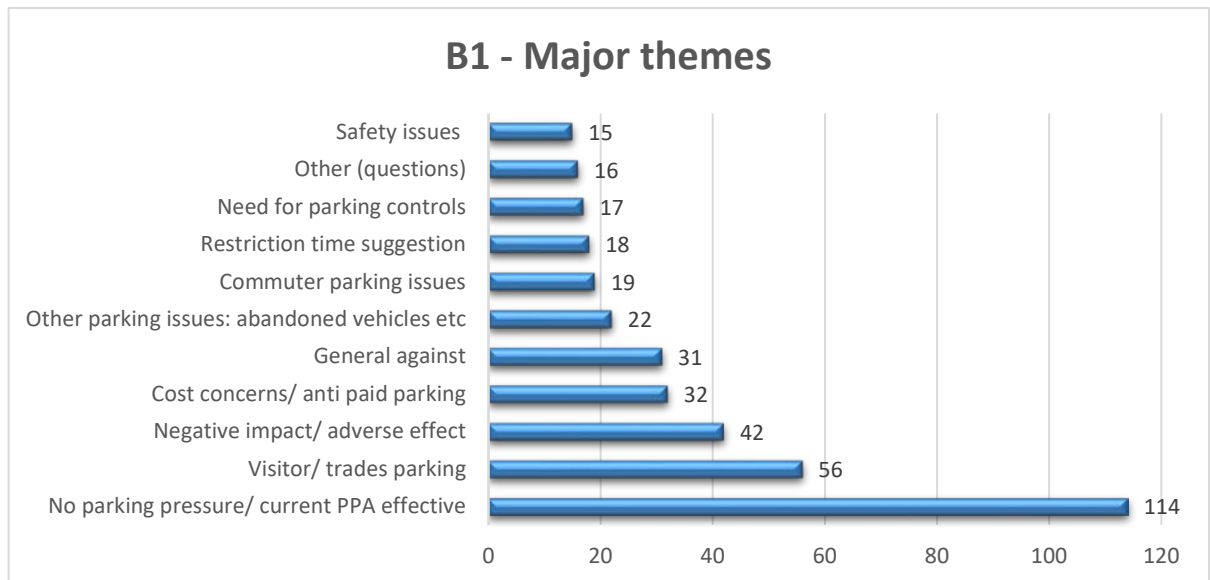
2.3.2 The criterion for minor themes was any theme that received fewer than 20 comments.

2.3.3 The highest frequency minor theme was consultation (19, 3%). These themes centred on troubles accessing the webpage and late information of virtual events.

2.3.4 Other high frequency minor themes included general support (18, 3%) and carer concerns (17, 3%).

2.4 B1

2.4.1 B1 – Major themes



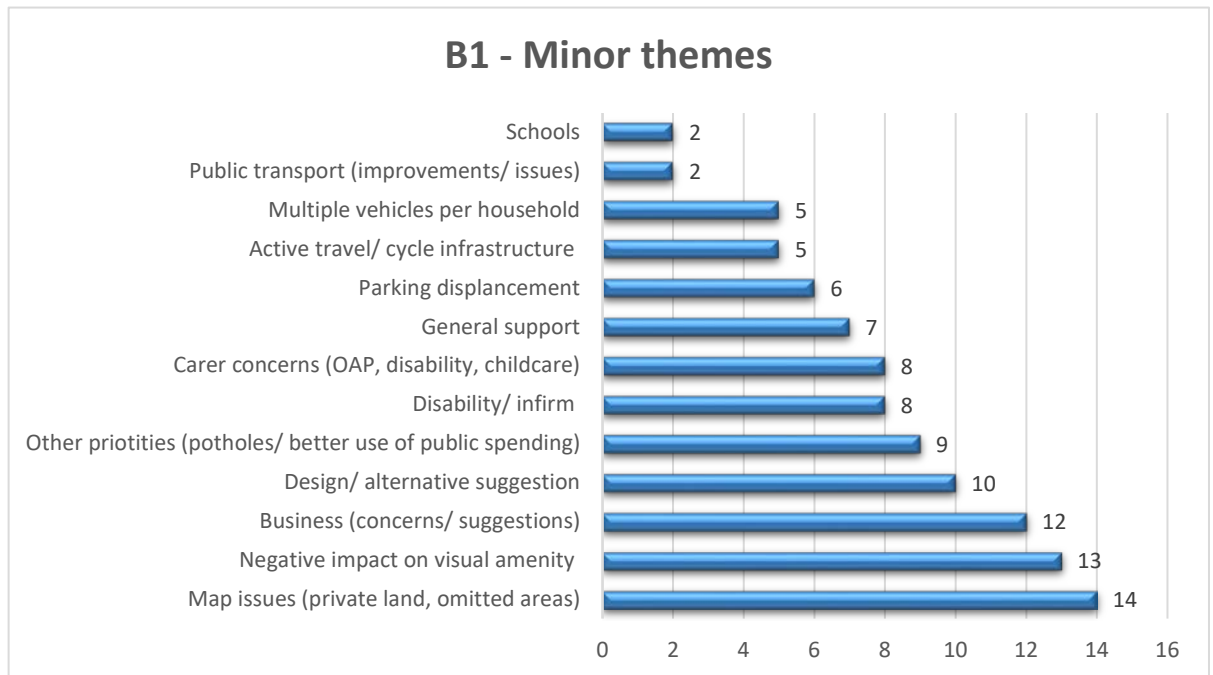
2.4.2 The criterion for major themes within the B1 area was any theme that received over 15 comments.

2.4.3 The highest frequency major theme for B1 was the view that there was no parking pressure (114, 45%).

2.4.4 Other high frequency major themes were visitor and trades concerns (56, 22%) and the perception that the plans may have a negative or adverse effect on the area (42, 17%).

2.4.5 Comments classified as 'other (questions)' largely include case-by-case questions and statements on how the proposals may impact specific residents. Other comments within this theme include suggestions for electric vehicle infrastructure and car clubs.

2.4.6 B1 – Minor themes



2.4.7

2.4.8 The criterion for minor themes in the B1 area was any theme that received fewer than 15 comments.

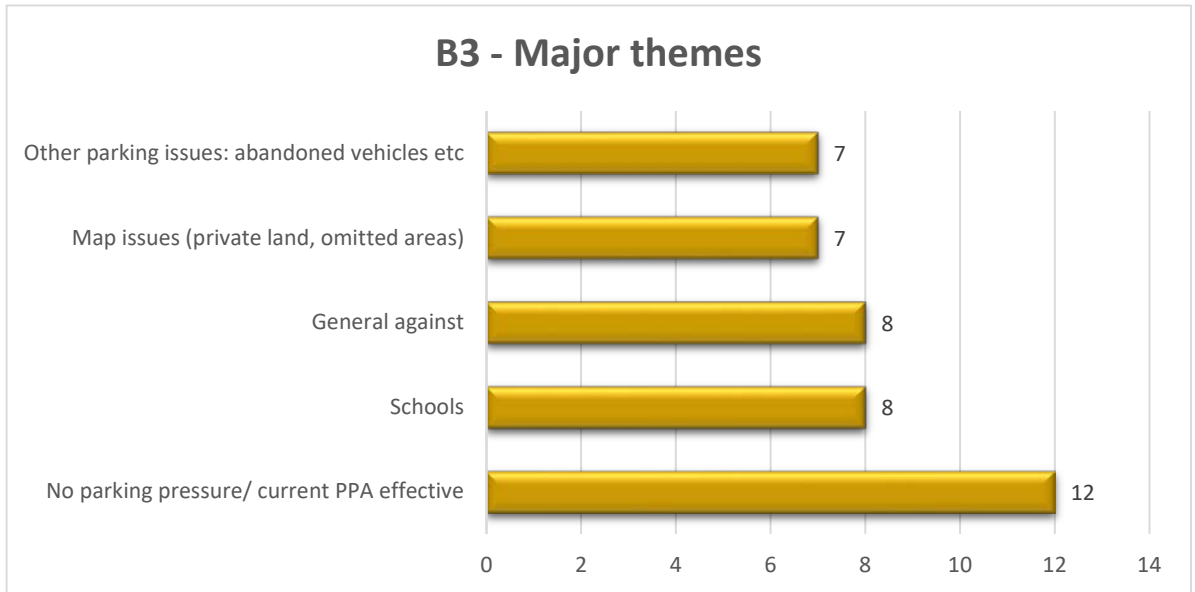
2.4.9 The highest frequency minor theme was map issues (14, 6%). This was largely in relation to Blackford Bank, which some plans included and others omitted. Residents of this area received further leaflets to rectify the issue.

2.4.10 Other high frequency minor themes include the possibility for the plans to have a negative impact on visual amenity (13, 5%) and business concerns (12, 5%).

2.4.11 Comments within the theme 'design/ alternative suggestions', include requests for mews parking, suggestions for the incorporation of additional streets into the CPZ and alternative placements of yellow and double yellow lines.

2.5 B3

2.5.1 B3 – Major themes



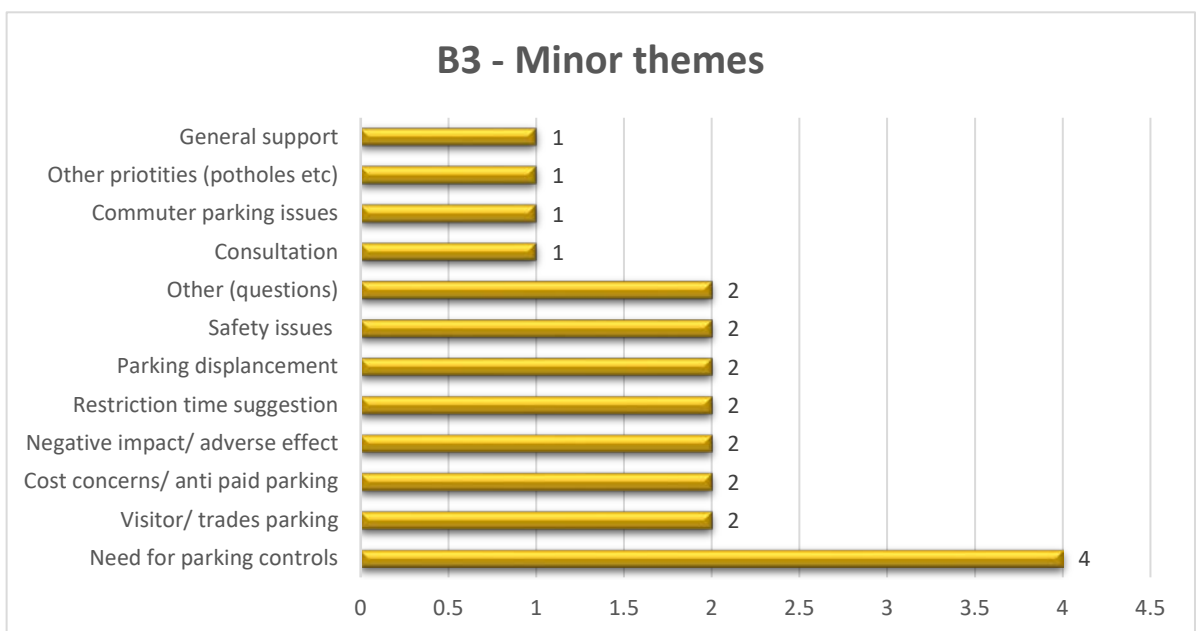
2.5.2

2.5.3 The criterion for major themes within the B3 area was any theme that received over 7 comments.

2.5.4 The highest frequency major theme for B3 was the view that there was no parking pressure (12, 32%).

2.5.5 Other high frequency major themes were school concerns and general comments expressing negativity (8, 21%).

2.5.6 B3 – Minor themes



2.5.7

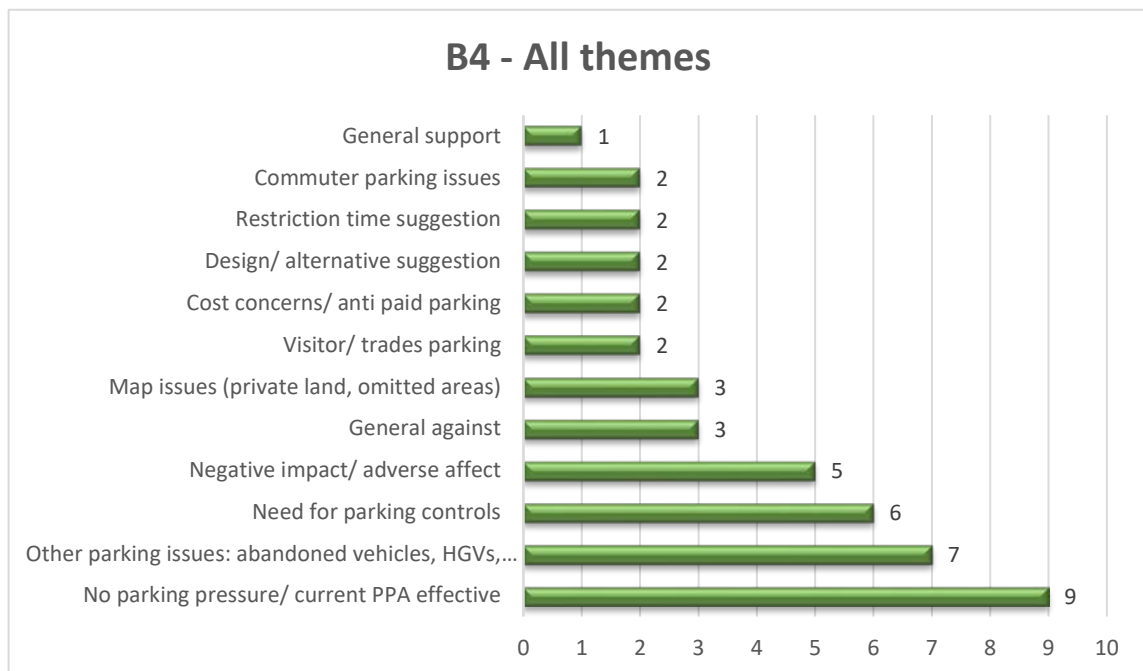
2.5.8 All comments that raised substantive points were considered a minor theme within the B3 area.

2.5.9 The highest frequency major theme for B3 was the view that there was a need for parking controls (4, 11%).

2.5.10 Other high frequency major themes were visitor parking, cost concerns, safety issues, negative impact, visitor parking and time suggestions (2, 5%).

2.6 B4

2.6.1 B4 – All themes



2.6.2

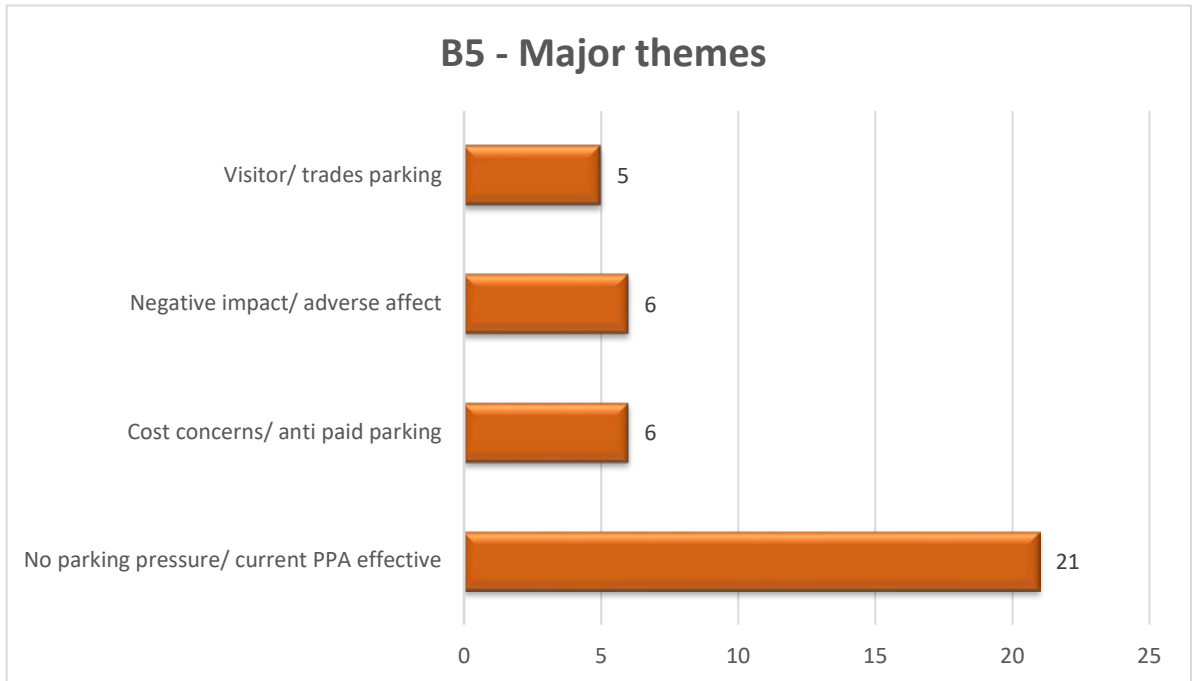
2.6.3 All comments that raised substantive points were considered a minor theme within the B4 area.

2.6.4 The highest frequency major theme for B4 was the view that there was no parking pressure in the area (9, 36%).

2.6.5 Other significant issues mentioned were abandoned vehicles (7, 28%) and need for parking controls (6, 24%).

2.7 B5

2.7.1 B5 – Major themes



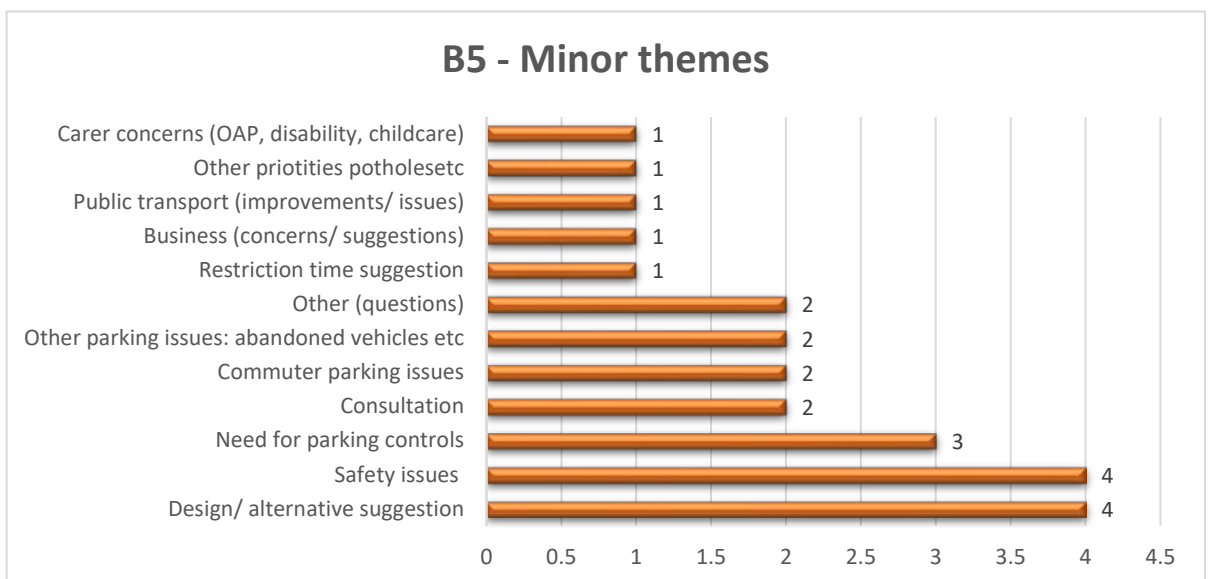
2.7.2

2.7.3 All comments that raised at least 5 comments were considered a major theme within the B5 area.

2.7.4 The highest frequency major theme for B5 was the view that there was no parking pressure in the area (21, 58%).

2.7.5 Other significant issues mentioned such as negative impact parking controls would have and cost concerns (6, 17%) were also popular.

2.7.6 B5 – Minor themes

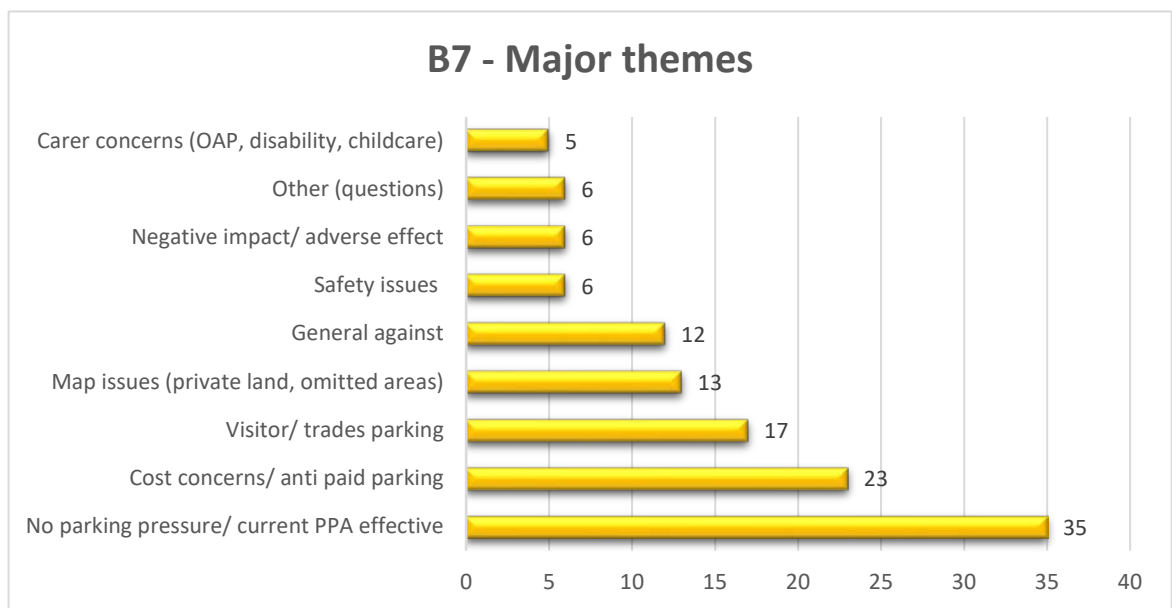


2.7.7

- 2.7.8 All comments that raised 4 comments or less were considered a minor theme within the B5 area.
- 2.7.9 The highest frequency minor theme for B4 was safety issues and design/ alternative suggestions (4, 11%).
- 2.7.10 Need for parking controls were also mentioned by a small segment of responses (3, 8%).

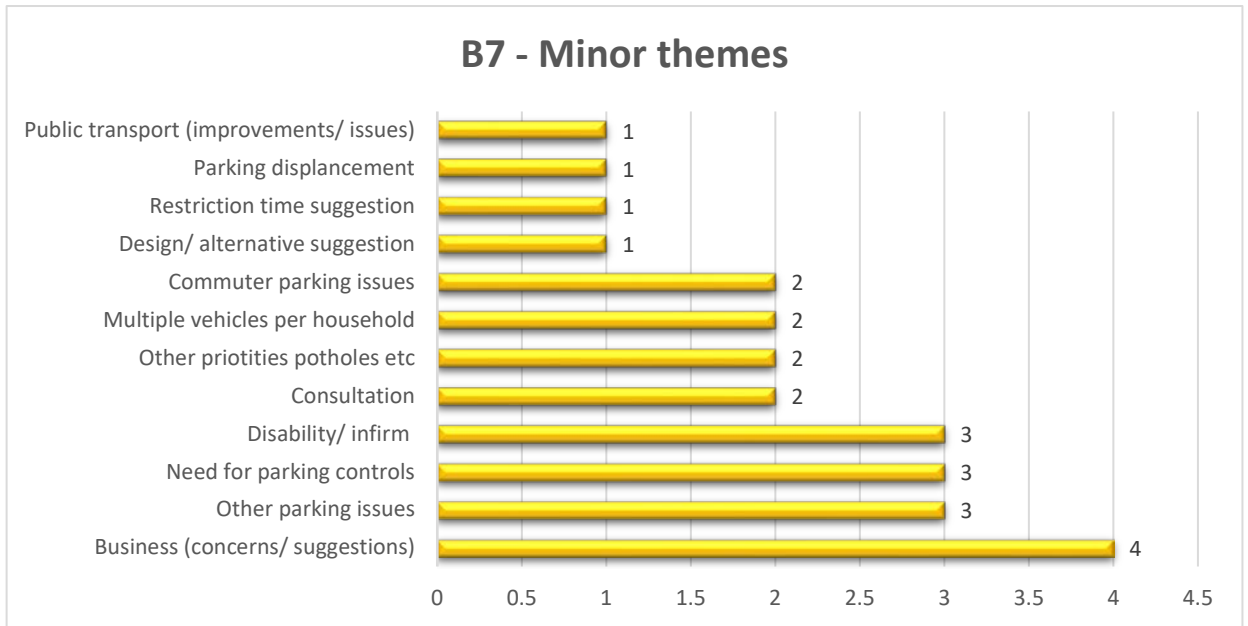
2.8 B7

2.8.1 B7 – Major themes



- 2.8.2
- 2.8.3 All comments that raised 5 comments or more were considered a major theme within the B7 area.
- 2.8.4 The highest frequency major theme for B7 was people who said there parking pressure in this area (35, 46%).
- 2.8.5 Cost concerns were the second most popular answer to emerge from people responding from the B7 area (23, 30.2%).

2.8.6 **B7 – Minor themes**



2.8.7

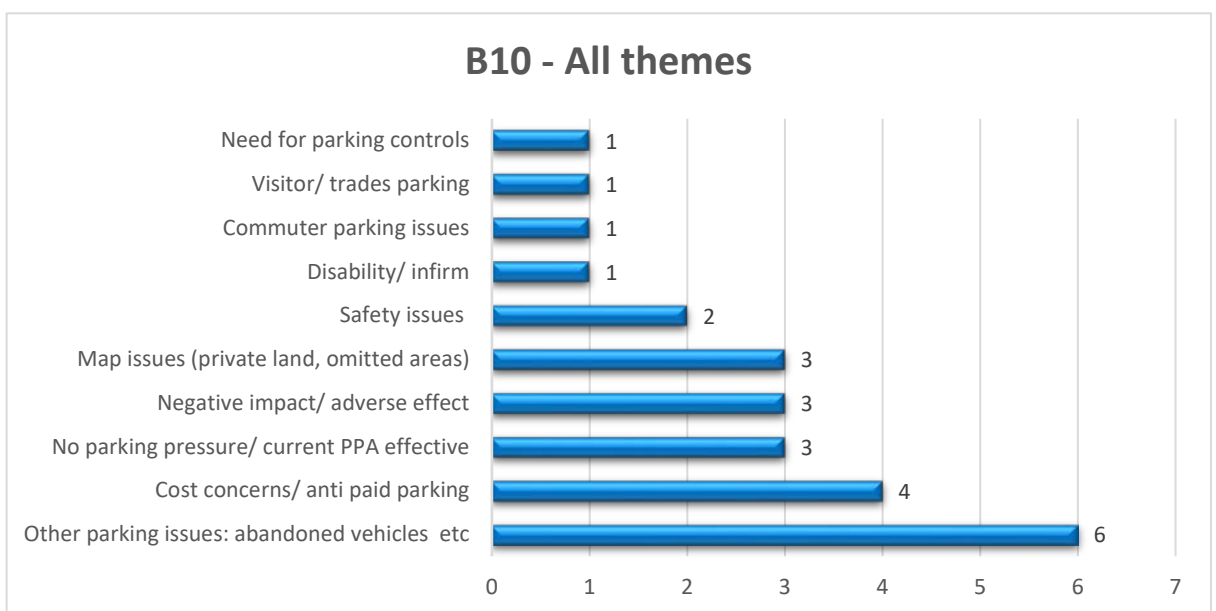
2.8.8 All comments that raised 1 comment or more were considered a minor theme within the B7 area.

2.8.9 The highest frequency minor theme for B7 was business concerns (4, 5%).

2.8.10 Other parking issues, need for parking controls and disability/infirm were also common concerned in segment of responses (3 each, 8%).

2.9 **B10**

2.9.1 **B10 – All themes**



2.9.2

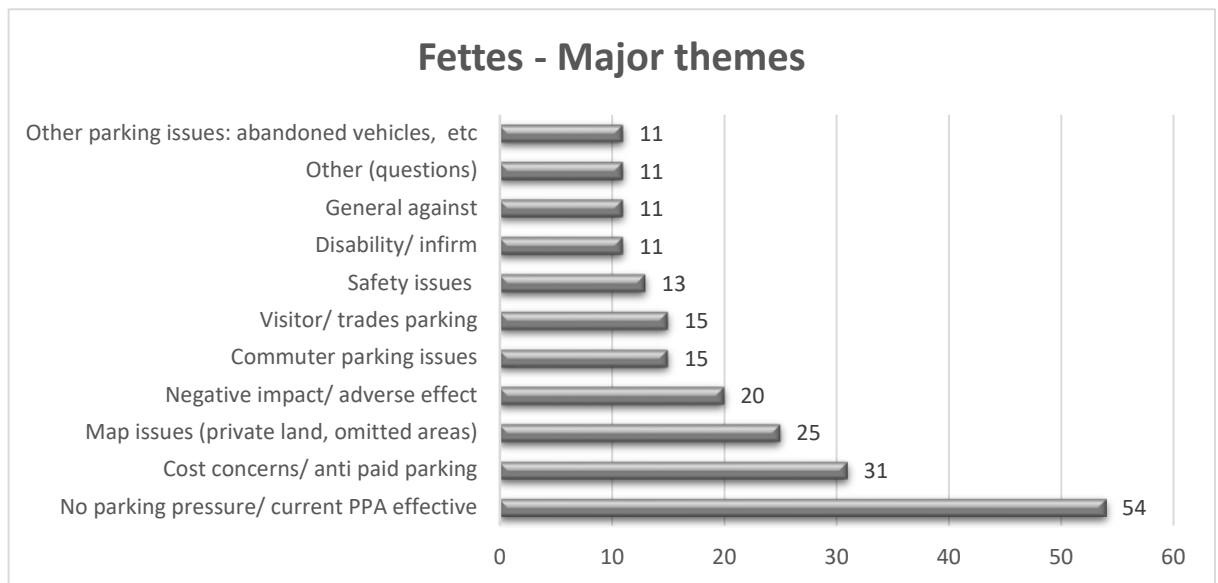
2.9.3 All comments that raised substantive points were considered a minor theme within the B10 area.

2.9.4 The highest frequency major theme for B10 was the view that there were other parking issues (6, 42%).

2.9.5 Another significant issue mentioned were cost concerns (4, 28%).

2.10 Fettes

2.10.1 Fettes – Major themes



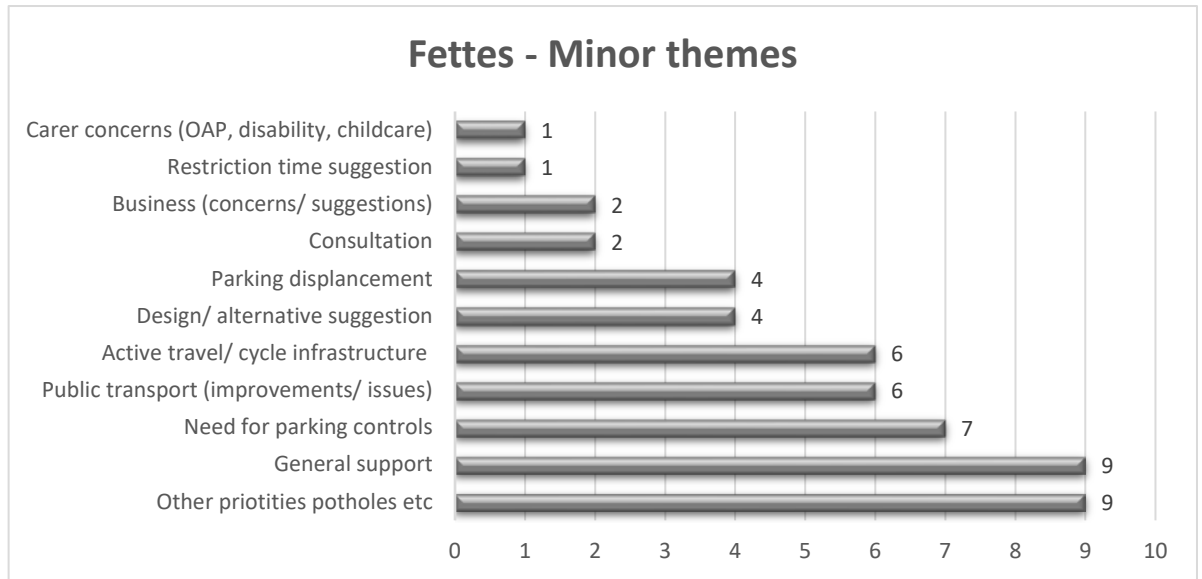
2.10.2

2.10.3 All comments that raised 11 comments or more were considered a major theme within the Fettes area.

2.10.4 The highest frequency major theme Fettes was people who said there was no parking pressure in this area (54, 33%).

2.10.5 Cost concerns were the second most popular answer to emerge from people responding from the Fettes area (31, 19%).

2.10.6 Fettes – Minor themes



2.10.7

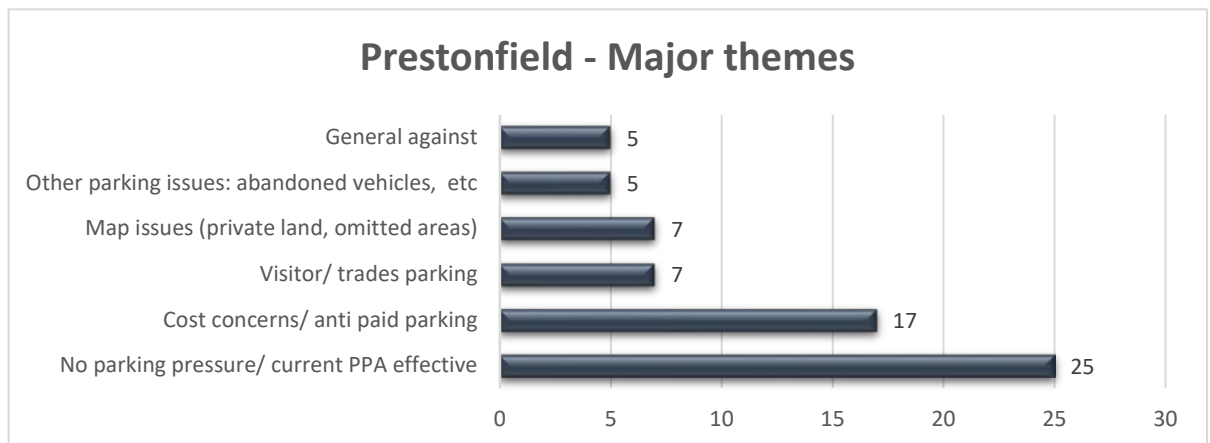
2.10.8 All comments that raised 1 comment or more were considered a minor theme within the Fettes area.

2.10.9 The highest frequency minor theme for Fettes was other priorities and general (9 each, 5%).

2.10.10 Need for parking controls was the second most common response (7, 4%).

2.11 Prestonfield

2.11.1 Prestonfield – Major themes



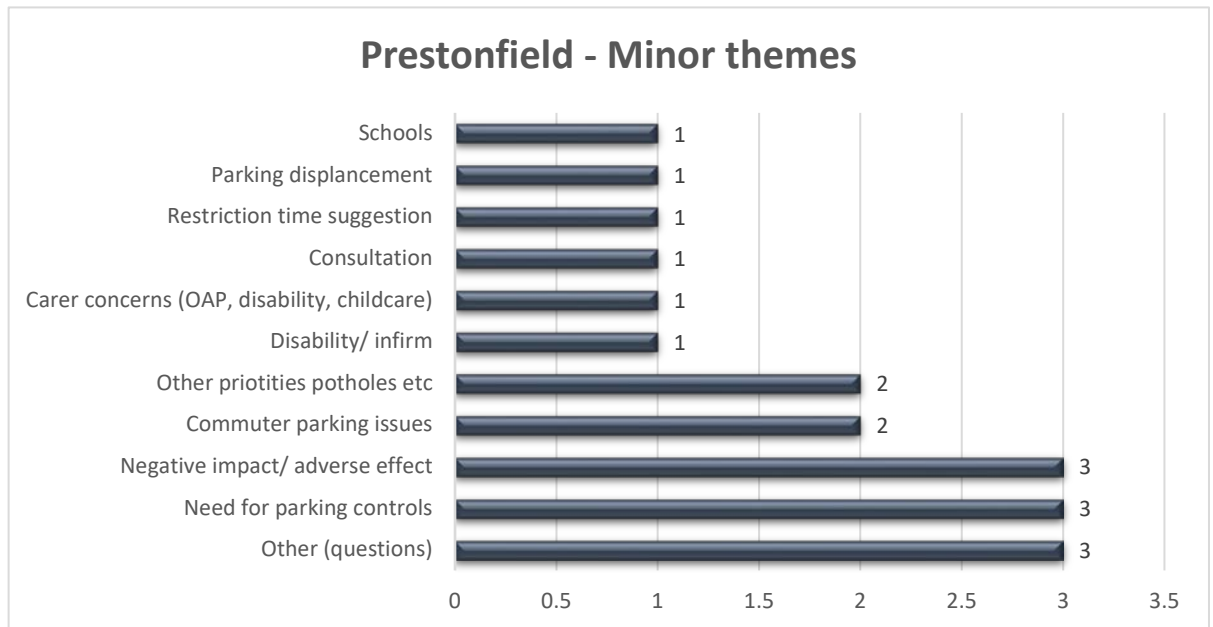
2.11.2

2.11.3 All comments that raised 5 comments or more were considered a major theme within the Prestonfield area.

2.11.4 The highest frequency major theme Prestonfield was people who said there was no parking pressure in this area (25, 51%).

2.11.5 Cost concerns were the second most popular answer to emerge from people responding from the Prestonfield area (17, 34 %).

2.11.6 **Prestonfield – Minor themes**



2.11.7

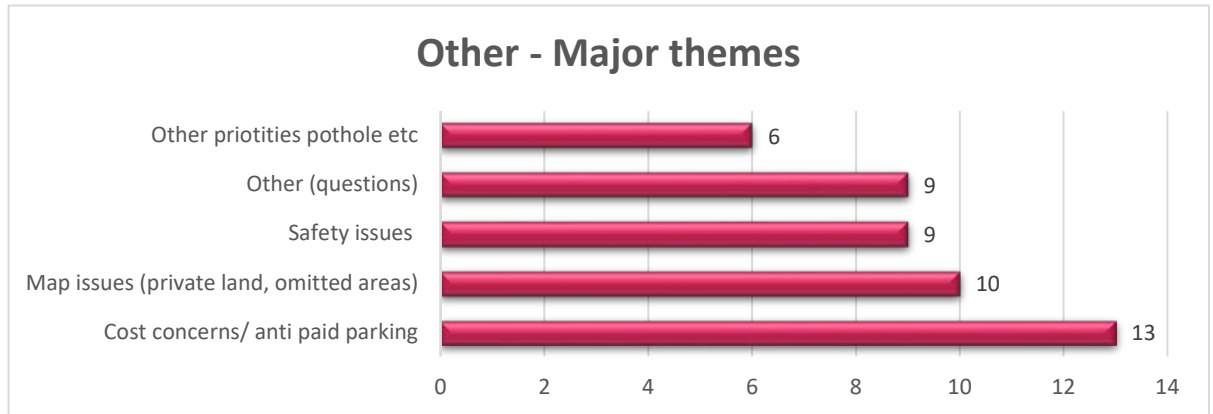
2.11.8 All comments that raised 1 comment or more were considered a minor theme within the Prestonfield area.

2.11.9 The highest frequency minor theme for Prestonfield was other questions, need for parking controls and negative impact (3 each, 6 %).

2.11.10 Commuter parking issues and other priorities was the second most common response (2 each, 4 %).

2.12 Other

2.12.1 Other – Major themes



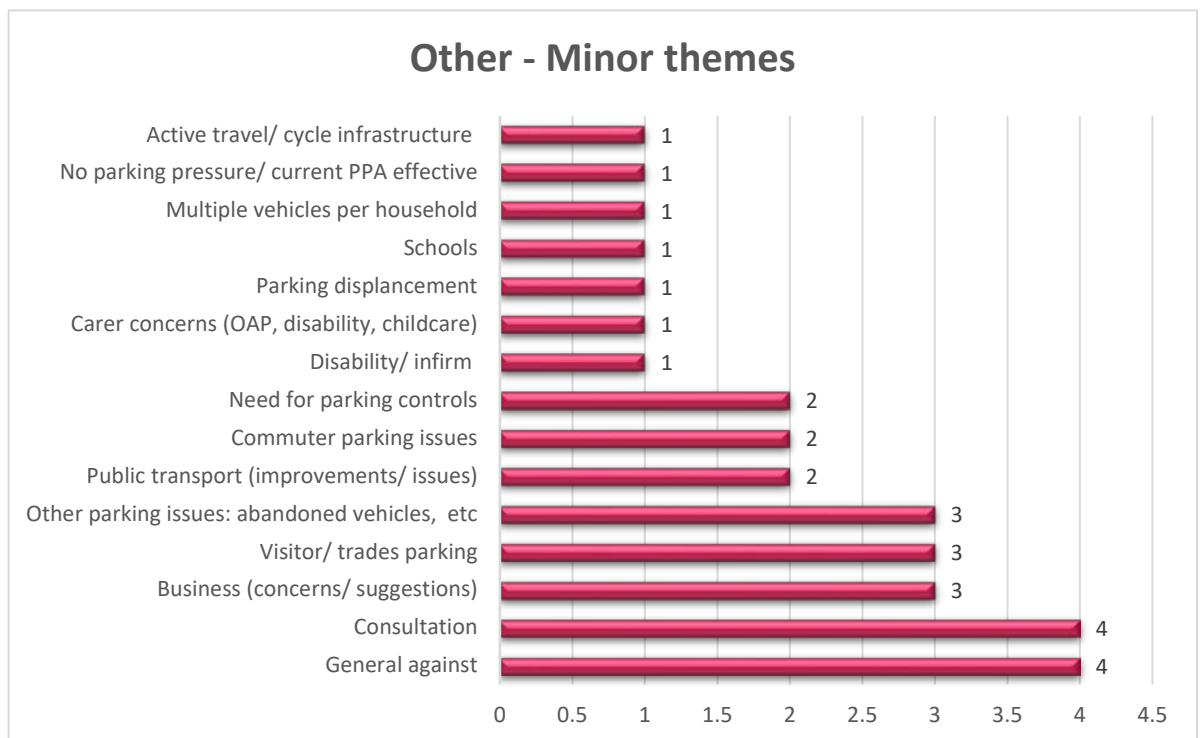
2.12.2

2.12.3 All comments that raised 6 comments or more were considered a major theme within the other category.

2.12.4 The highest frequency major theme for other was people who said there was cost concerns (13, 30%).

2.12.5 Map issues were the second most popular answer to emerge from people responding from the other category (10, 25%).

2.12.6 Other – Minor themes



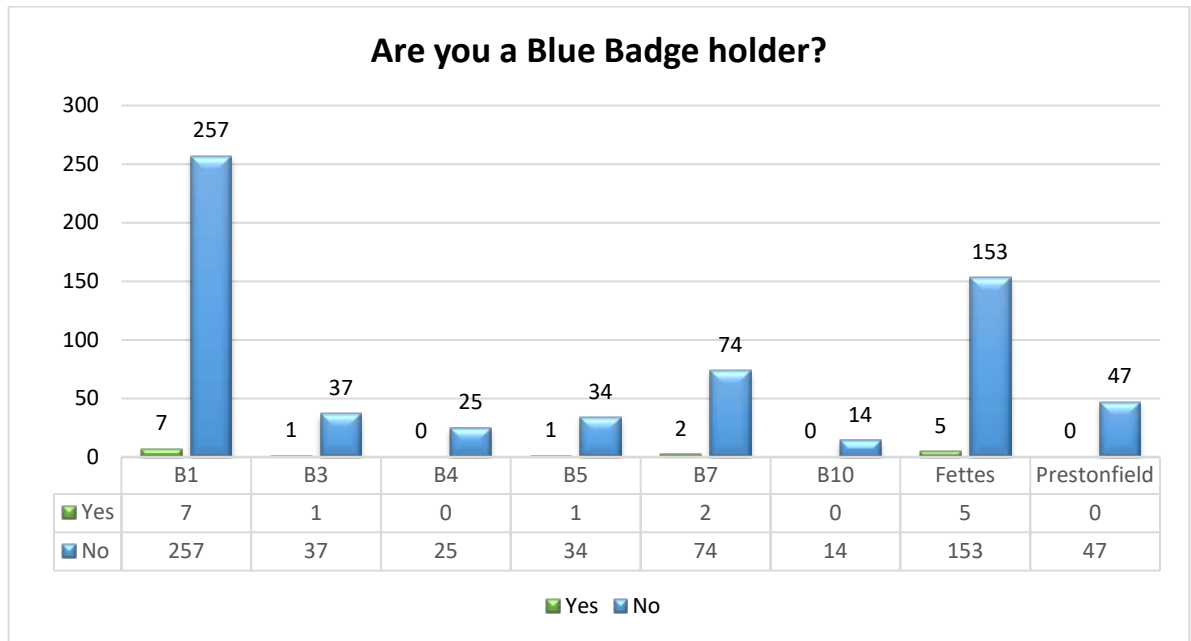
2.12.7

2.12.8 All comments that raised 1 comment or more were considered a minor theme within the other theme.

2.12.9 The highest frequency minor theme for other was consultations and general against (4 each, 10%).

2.12.10 Business concerns/suggestions, visitor parking, other parking issues was the second most common responses (3 each, 7.6 %).

2.13 Q17. Are you a blue badge holder?



2.13.1

2.13.2 95% of respondents selected the No response. 2% said they were blue badge holder. 3% of respondents left the question blank.

2.13.3 The B1 are had the highest number of blue badge holders (7, 2%)

2.13.4 The Fettes area has the second most blue badge holders (5, 3%)

2.13.5 The B3 and B4 area had one blude badge holder whilst B7 had two blue badge holders, all accounting for 2%.

2.13.6 The areas B4, B10 and Preston field had no blue badge holders

Appendix 2 – Results of Phase 4 Consultation
Consultant Report



Strategic Review of Parking

Engagement on proposed changes to the operation of parking controls around Edinburgh City Centre – Phase 4

The City of Edinburgh Council

Document Reference: 1000007638
November 2022

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DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from the City of Edinburgh Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

CONTENTS

PAGE NO.

| | | |
|----|------------------------|----|
| 1. | EXECUTIVE SUMMARY | 3 |
| 2. | INTRODUCTION | 5 |
| 3. | ENGAGEMENT METHODOLOGY | 6 |
| 4. | ENGAGEMENT FINDINGS | 8 |
| 5. | DESIGN AMENDMENTS | 11 |
| 6. | STRATEGY INTEGRATION | 12 |
| 7. | RECOMMENDATIONS | 18 |
| 8. | APPENDICES | 21 |
| | QUALITY | 22 |

1. EXECUTIVE SUMMARY

Background

In August 2018, the City of Edinburgh Council's Transport & Environment Committee approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area.

The review identified several areas across the city to be developed across four phases:

Phase 1: engagement took place over a four-week period from 16 October to 12 November 2019, with the findings being presented at Committee in January 2021.

Phase 2: engagement of this four-phase project concluded in March 2021, with the findings being presented at Committee in August 2021.

Phase 3: proposals were engaged on over a four-week period from Monday 19 April to Sunday 30 May 2021.

Phase 4: this report details the results of the engagement period which ran from Monday 9 August to Sunday 5 September 2021. The Phase 4 proposals suggested a range of changes to the operation of parking controls in Edinburgh, all of which are linked to delivering on the commitments in the current Local Transport Strategy and the City Mobility Plan.

Engagement Approach

The engagement provided residents of the three areas in Phase 4 with an opportunity to view and comment upon the proposals. Feedback was submitted through a wide range of channels, including a dedicated engagement website with interactive maps outlining the proposals for each area, six virtual engagement events and via email.

A map of the proposal areas is available in the supplementary document, **Appendix A**, page 1.

Engagement Summary

- **8,800** leaflets were distributed across the three areas advertising the engagement and providing details of drop-in sessions. A copy of these leaflets can be found in **Appendix A**.
- **774** comments were left across the three interactive maps online (one for each of the areas) and details of these can be found in **Appendix B**.

- **118** emails received containing comments and questions. An overview of these emails can be found in **Appendix C**.
- **1,218** responses to the online survey were received, and of these 1,150 free text comments were received. These free text comments combined with the 118 emails received meant there were **1,268** comments in total to analyse. An overview of the free text comments can be found in **Appendix F**.

Identification of respondents (1,218 respondents answered this question):

- 1,100 of the respondents stated they were residents within the area.
- 70 of the respondents stated they were visitors to the area.
- 28 respondents stated that they worked in the consultation area.
- 9 respondents stated that they were commuters that travelled through the consultation areas.
- 8 respondents stated that they were a business owner in the consultation area.
- 2 respondents stated that they would prefer not to indicate one of the answers listed.
- 1 respondent stated that they were a group or organisation in the area.

Conclusion

The outcome of the engagement programme for the fourth phase of the Strategic Review of Parking has highlighted that residents and local communities are aware of the challenges around parking within Edinburgh and welcome the opportunity to provide feedback at an early stage.

A broad range of engagement activities were carried out to reach as many people in the three specific areas as possible and this is evidenced in the summary above.

There were **323** responses from those who felt there were parking issues in their area. Of those who felt there were parking problems in their area, the main issues experienced were pavement or double yellow parking, residents being unable to park near to their home and dangerous parking.

2. INTRODUCTION

The City of Edinburgh Council has previously undertaken a Strategic Review of Parking (SROP) in the city and is proposing new areas of parking control, in order to manage the rising parking demands of both residents and commuting workers who live and work in the areas with existing parking zones.

The Council appointed Project Centre in September 2019 to undertake a programme of informal engagement on the key elements of the proposals. These key elements include the introduction of:

- Permit Holder Parking
- Shared Use Parking
- Pay & Display
- No Waiting at Any Time Restrictions (double yellow lines)
- Time Banded No Waiting Restrictions (single yellow lines)

The engagement programme has been split into four phases, with each phase focusing on a group of different areas. These areas were determined by extensive on-street parking surveys and then the phases were split by the priority of issues. This engagement gave members of various resident groups, community councils, businesses, and residents the opportunity to view, comment and advise on the Council's proposals for their area(s) at an early stage of conception.

This report focuses on Phase 4 of the SROP and includes the following areas:

- Newhaven South
- Portobello (PPA)
- Trinity

The feedback received from the engagement programme will be carefully reviewed to inform the design proposals and to enable the Council to consider any amendments that may need to be incorporated ahead of reporting to Committee.

3. ENGAGEMENT METHODOLOGY

Engagement channels

Just under **8,800** leaflets were delivered to addresses across all the areas in Phase 4 over a one-week period (from **3 to 10 August 2021**), with the proposal details and area maps included. A copy of this leaflet can be found in **Appendix A** (supplementary PDF).

Stakeholders included residents, businesses, places of worship, and schools.

The engagement was open for four weeks from **Monday 9 August to Sunday 5 September 2021**.

The stakeholders were invited to view the proposals for the parking changes on Project Centre's online engagement platform, Engagement HQ (consultprojectcentre.co.uk/parkingph4), where respondents were able to make comments on the proposals through the online survey, as well as the use of interactive maps.

Three interactive maps, showing each zone that was being engaged on, were available to view via the website. They offered the chance for the responder to plot comments in specific areas relating to the type of proposal in that location. A total of **774** comments were left across the three maps. These comments have been analysed for each area and are available to view, un-edited¹, in **Appendix B** (supplementary PDF).

A dedicated project email address was set up at Edinburgh.Consultation@projectcentre.co.uk, which enabled those who could not attend a drop-in session, or were uncomfortable with the online mapping, to communicate via this channel. In total **118** emails were received which have been analysed and categorised in **Appendix C** (supplementary PDF).

Project Centre hosted **six virtual public drop-in sessions** via Microsoft Teams, carried out over six days, to allow stakeholders to discuss the proposals with Council officials and Project Centre's parking consultants. Two sessions for each area were scheduled, one for an early afternoon time, and the other in the early evening time to allow for flexibility of attendance.

¹ Any identifying personal details and any profanity have been removed or redacted

The times of the sessions for each area are listed below:

Portobello

- 18 August 2021 6.00pm-8.00pm
- 19 August 2021 1.00pm-3.00pm

Newhaven South

- 23 August 2021 1.00pm-3.00pm
- 25 August 2021 6.00pm-8.00pm

Trinity

- 24 August 2021 6.00pm-8.00pm
- 26 August 2021 1.00pm-3.00pm

4. ENGAGEMENT FINDINGS

Virtual Drop-in Sessions

Feedback received throughout the six virtual engagement sessions was mixed and largely dependent on the area being discussed.

In each of the virtual sessions, Council officials and consultants outlined the aims and objectives of the Strategic Review of Parking for the City of Edinburgh, to ensure the proposals were explained to attendees effectively. This was done in the form of a presentation, with information specific to each area.

After the presentation, attendees were split into smaller virtual breakout rooms (where there were enough participants; smaller groups of attendees were not split and remained in the main meeting) with one Council official and one member of Project Centre staff to facilitate the discussions. Members of the public were able to raise their hand virtually and the facilitator would call upon people to speak.

At the end of each meeting, there was a short demonstration on how to use the interactive map. All questions that were typed into the chat box were logged. Many of the questions received were used to develop FAQs².

Respondents' Location Analysis

Respondents were asked to state the area that they were referring to and whether they were a resident, worker, visitor or other within that area. In total, **98%** of respondents identified themselves as residents of the area they were referring to.

Portobello was the area with the highest level of responses which was **414**.

Response location maps and analysis can be found in **Appendix D** (supplementary PDF).

Questionnaire Responses

There were **1,218** responses to the online survey in total, once blank and duplicate answers were removed. These responses have been analysed and a breakdown of each area is available in **Appendix E** (supplementary PDF).

² <https://consultprojectcentre.co.uk/parkingph4>

Vehicle ownership

1,218 indicated a response to this question. 1,142 of the 1,218 respondents stated that they had a vehicle: **66% (755)** own or have access to one vehicle, **30% (341)** own or have access to two vehicles and **4% (46)** own or have access to three or more vehicles.

Off-street parking

Of the 1,204 that responded to this question, **68% (821)** of respondents do not have access to off-street parking or a garage and **32% (383)** do have access to off-street parking or a garage.

The Portobello area respondents reported the highest percentage of access to off-street parking. **472** respondents answered this question and **34% (161)** of respondents said they had access to off-street parking or a garage, whereas **66% (311)** did not.

The Newhaven South area respondents reported the lowest access to off-street parking. **319** respondents answered this question and **22% (70)** said they had access to off-street parking or a garage, whereas **78% (249)** did not.

Car club membership

98% (1,193) of respondents answered this question. Of these **95% (1,128)** are not currently members of a car club and **5% (65)** are members of a car club.

Parking issues

Across the three areas, **1,198** respondents answered this question. **27%** of respondents (**323 people**) said they experience parking problems, while **73% (875)** of people said they do not experience parking problems. A multiple-choice question was posed to those who said they experience parking problems asking them to choose from a list. More than one option could be selected, and this meant there was a total of **1,039** responses to the specific parking issues listed.

The biggest issue respondents said they face is double parking or people parking on pavements. In total, **21% (214)** said this was an issue for them in their area. Not being able to park near their home was the second biggest issue highlighted with **20% (210)** indicating that this was a problem and **19% (202)** felt that people parking dangerously was an issue in their area. The other **40%** of the responses were spread across the other parking issues listed including, parking across driveways and commuter parking.

Parking issue times

Most of the parking issues are encountered on weekday mornings, afternoons, and evenings. Some respondents (primarily in the Portobello area) said they experienced issues on weekend mornings and afternoons also. Section 1.12.2 of **Appendix E** (Supplementary PDF) provides a full analysis of each problem reported and the time periods they are encountered by respondents.

Improvements and timescales

A multiple-choice question was posed to all respondents asking what parking improvements they would like to see in their area and there were **2,302** responses to the specific choices given. **41% (953)** of respondents would like to see more action on enforcing existing restrictions. This was followed by **14% (323)** who said improved access to parking for residents would be helpful.

Question 16 referred to preferred timescales. Although a range of timescales was provided, **28%** of respondents (**658**) made 'other' comments enabling them to enter their own free text.

Excluding 'other' and blank responses, **520** respondents did select a timeframe that was provided in the survey. Out of this, **18% (95)** selected the 8:30am – 5:30pm M-F option. This was followed by **16% (84)** who selected the 10:30am – 12:00pm M-F option.

A full analysis of every response in Q16 is provided in sections 11.1.1 – 11.1.10 of **Appendix E** (supplementary PDF).

Interactive Map Responses

Across the three interactive maps, **815** points were plotted by **527** respondents. Not every plot had a comment. **774** comments were left on the maps and **29** of these comments were left anonymously. A full breakdown and analysis of interactive map comments can be found in **Appendix B** (supplementary PDF).

5. DESIGN AMENDMENTS

The consultation feedback will be used to inform the next stage of the design process.

Newhaven South

- Review location of permit holder bay on Laverockbank Road (No. 16) as comments received claims it blocks access and will cause issues access garage.
- Review parking layout on Stanley Road. Comments received highlight that existing parking layout is on the south side to allow traffic to move safely. Current arrangement would mean buses will be unable to negotiate street without zig zagging.

Portobello

- Review of landownership in EH15 1UB & EH15 1UD. Residents note parking provision forms part of Title Deeds.
- Recommend proposed CPZ designs to take in consideration current temporary traffic orders as some orders may become permanent.

Trinity

- Review permit parking layout on Boswall Road. Comments received claim that residents park on the side road of Boswall Road rather than on the main road and without additional bays spaces will be taken by visitors.
- Review landownership of Trinity Grove. General feedback claims this is an unadopted road so would require no additional restrictions.

6. STRATEGY INTEGRATION

Introduction

While Controlled Parking Zones are an effective tool for managing the supply and demand for on-street parking, they can also contribute towards both National and Local policies and objectives. They can improve road safety by discouraging parking in unsafe locations, support active travel objectives, reduce congestion by discouraging demand and contribute to improved air quality amongst other benefits.

National Objectives

The Climate Change Secretary Roseanne Cunningham has said; *“There is a global climate emergency. This is not just about government action. And it is not something that only affects Scotland. All countries must act and must do so quickly and decisively. We all have a part to play, individuals, communities, businesses, other organisations. And opposition parties also have a responsibility to look at their own approaches”*³.

Scotland has a number of policy documents which provide objectives to improve air quality. These policy documents are based around providing cleaner air for Scotland as well as improved health, which is linked to cleaner air. The Cleaner Air for Scotland Strategy encompasses the guidance set out in the National Modelling Framework (NMF) and the National Low Emissions Framework (NLEF) and provides a number of key objectives which it aims to achieve across Scotland as a whole.

Cleaner Air for Scotland Strategy (2015)

- The cleaner air for Scotland policy document sets out a number of objectives which include:
- % change in NO₂ at each monitoring location, averaged over a three-year period;
- % change in PM₁₀ at each monitoring location, averaged over a three-year period;
- Share of public transport journeys in the overall modal split - % change and/or comparison to the national average;

³ [The Global Climate Emergency - Scotland's Response: Climate Change Secretary Roseanna Cunningham's statement - gov.scot \(www.gov.scot\)](https://www.gov.scot/collections/2018-07-19-climate-change-secretary-roseanna-cunningham-statement)

- Share of low emission vehicles in the overall modal split - % change and/or comparison to the national average; and
- Share of walking and cycling journeys in the overall modal split - % change and/or comparison to the national average.

Local Air Quality Management

Since the Local Air Quality Management (LAQM) review and assessment process was introduced, local authorities across Scotland have been required to review and assess the air quality within their geographical areas. The process is designed to identify any exceedances of the UK Air Quality Strategy Objectives and to enable any local authority that identifies such an area to develop and implement a plan with stakeholders to improve air quality within the area (www.gov.scot).

Air Quality Management Areas

Under section 83(1) of the Environment Act 1995, local authorities have a duty to designate any relevant areas where the air quality objectives are not (or are unlikely to be) being met as Air Quality Management Areas (AQMAs). AQMAs must be designated officially by means of an 'order'. The extent of the AQMA may be limited to the area of exceedance or encompass a larger area. Following the declaration of an AQMA, the local authority is required to develop and implement a plan (Air Quality Action Plan) to improve air quality in that area.⁴

The National Transport Strategy

The National Transport Strategy has a strong focus towards evolving travel patterns and public demands which the introduction of a CPZ would support. Under the Priorities 'Takes Climate Action' and 'Improves Our Health and Wellbeing' the Strategy is clear that to tackle the climate change issue and improve wellbeing, the demand for travel by car must be tackled to reduce congestion. Equally, reducing congestion is noted as an enabler to 'help deliver inclusive economic growth.' As Edinburgh is the sixth most congested City in the UK, there are opportunities for the introduction of a CPZ to contribute towards these priorities. The Strategy specifically mentions that the cost of parking could influence individuals' and businesses' travel choices.

To support the National Transport Strategy the Scottish Government has defined 'A Long-term Vision for Active travel in Scotland 2030.' This document clearly

⁴ [Cleaner air for Scotland: the road to a healthier future - gov.scot \(www.gov.scot\)](http://www.gov.scot)

emphasises the need to encourage active travel through a number of means, several of which would be supported by the introduction of a CPZ. The introduction of a CPZ would allow parking to be managed in such a way to enable new cycling infrastructure, with improved and enhanced environments creating a sense of place.

Local Level – Edinburgh City

The City of Edinburgh Council aims to set out how it will use CPZs as one of the main tools to reduce pollution and encourage modal shift in the city. There are a number of challenges in the city that need to be tackled and these have been outlined below:

City Plan 2030

The Council is preparing a new Local Development Plan for Edinburgh called the City Plan 2030, which will set out policies and proposals for development in Edinburgh between 2020 and 2030. The representation period for the proposed City Plan 2030 ran for 6 weeks and concluded on 6 December 2021, and the plan is expected to be submitted to Scottish Ministers during 2022. The City Plan's alignment with local air quality management and the City of Edinburgh Council LAQM Annual Progress Report 2020 in developing local and national air quality strategies will be crucial to ensuring sustainable economic growth.

The Council aims to reduce car dependency and encourage a public modal shift to sustainable transport methods by implementing actions including, CPZs, increased cycle parking and repurposing kerb space for public realm uses.

People will be able to make travel choices that minimise the long-term impacts on our climate and the wellbeing of future generations. We face a global climate emergency. Scotland must transition to a net-zero emissions economy for the benefit of our environment, our people, and our future prosperity.

Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys. This helps people make healthy living choices and assists in delivering places that are happier, more inclusive, and equal, and more prosperous. Travelling by foot or cycle, or with a personal mobility aid such as a mobility scooter, is a realistic option for all local journeys as individuals. People are confident to walk and cycle more than ever and they value and use their local transport networks (streets, roads, and path networks), which offer safe, high

quality, realistic and predictable journey options for active travel.⁵

CEC City Mobility Plan (2020)

The City Mobility Plan (CMP) replaces the 2014-2019 Local Transport Strategy and provides a strategic framework for the safe and effective movement of people and goods around the city up until 2030. The CMP addresses the relationship between transport and environmental emissions and, alongside partnering policies, aims to achieve carbon neutrality by 2030. The core objectives of the CMP are:

- To improve health, wellbeing, equality, and inclusion.
- To protect and enhance Edinburgh's environment and respond to climate change.
- To support inclusive and sustainable economic growth.

The CMP Action Plan is set out in a three-stage vision, with key milestones for 2022, 2025 and 2030. Some of these milestones include the review of citywide bus routes and existing active travel schemes, reformation of council-owned transport companies and the implementation of a Low Emissions Zone. Longer term milestones relate to full delivery of cycling and walking networks and a largely car-free city centre by 2030.

Air Quality: Action Plan (Revised 2008)

The Air Quality Action Plan presented a number of initiatives and actions designed to mitigate air quality impacts and assist in the meeting of air quality objectives. These included encouraging a cleaner fleet focusing on bus and freight through the formation of Quality Partnerships, greater consideration of the impact of developments, and Transport Planning initiatives including;

- Park & ride and associated bus priority
- Differential parking charges
- Cycle share scheme
- Tram line introduction.

⁵ [active_travel.pdf \(transport.gov.scot\)](#) pg.16

Low Emission Zone Proposal

The City of Edinburgh Council LEZ seeks to improve air quality by restricting the most polluting vehicles. The LEZ can help to realise a number of benefits including reduction in non-compliant vehicles entering the zones, a reduction on the number of harmful pollutants and a reduction in total traffic numbers in the zone.

The introduction of a LEZ in Edinburgh helps to realise some of Scotland's national objectives and Edinburgh's local objectives.

The current proposal is that only a tight city centre zone would apply to all vehicles (with exceptions). The introduction of a CPZ can support the aims of the LEZ by focusing on wider areas which will encourage commuters and visitors to consider if they really need to bring a car into the city or if there are alternative modes of transport they can use.

Conclusion

A four-week period of engagement was undertaken for Phase 4 using a variety of methods and this resulted in **1,216** survey responses received, **118** emails received and **774** comments on three online interactive maps.

A high proportion of the respondents were residents (**98%**) and **96%** of respondents owned one or more cars. A large number of respondents (**68%**) do not have access to off street parking or a garage. **95%** of those who responded said they do not belong to a car club.

In regard to the parking issues listed, the main issues respondents identified were pavement or double parking, residents being unable to park near their homes and people parking dangerously.

The main areas where respondents would like to see improvements are more action taken against inconsiderate or dangerous parking and more parking for local residents. Of the timeframes offered for the proposed parking control measures, **19%** indicated that 8.30am – 5.30pm Monday to Friday was preferable with **16%** opting for 10.30am – 12 noon Monday to Friday.

Whilst the overall engagement response indicated that the majority of respondents felt there were not issues with parking in their area, we are also considering the strategies, policies, and targets of the City of Edinburgh Council for lower emissions and better

public transport infrastructure in this report, to ensure a joined-up approach with wider council projects.

7. RECOMMENDATIONS

Continuing economic growth in the city of Edinburgh and the wider region presents a challenge for air quality. Population growth has inevitable demand for all modes of transport and supported infrastructure. Alignment with local air quality management and developing local and national air quality strategies is crucial to ensuring sustainable economic growth.

Based on the national and local strategies mentioned in the previous sections, the introduction of CPZs is an effective tool toward supporting the defined outcomes. As well as supporting broader strategies, specific issues the proposed CPZs are aiming to improve are detailed below:

Congestion hotspots

As seen in **Figure 1** overleaf, there are congestion hotspots throughout the city, many of which are anticipated to expand in the future due to the high level of road traffic flowing through specific corridors. The Trinity and Newhaven South areas are bordered to the south by the A902 Ferry Road which is identified as one of the busiest roads in the city (>20,000 daily vehicles), with an AQMA and congestion hotspot identified at the Ferry Road / Inverleith Row junction. The Portobello area is also bordered by the A119 Sir Harry Lauder Road. This is also identified in **Figure 1** as one of the busiest roads, and a future congestion hotspot.

Introducing parking controls in these areas, and throughout the city, will not only help to reduce current congestion but will also future-proof areas against predicted congestion arising in the next few years due to new development. The parking controls being proposed are designed to work in conjunction with other controls being introduced elsewhere in Edinburgh, so that the impact on residents is minimal. These parking control proposals support the Council's wider active travel measures that focus on providing high quality public transport for commuting and an improved active travel network for walking and cycling. This provides residents with a better choice of travel modes away from the private car.

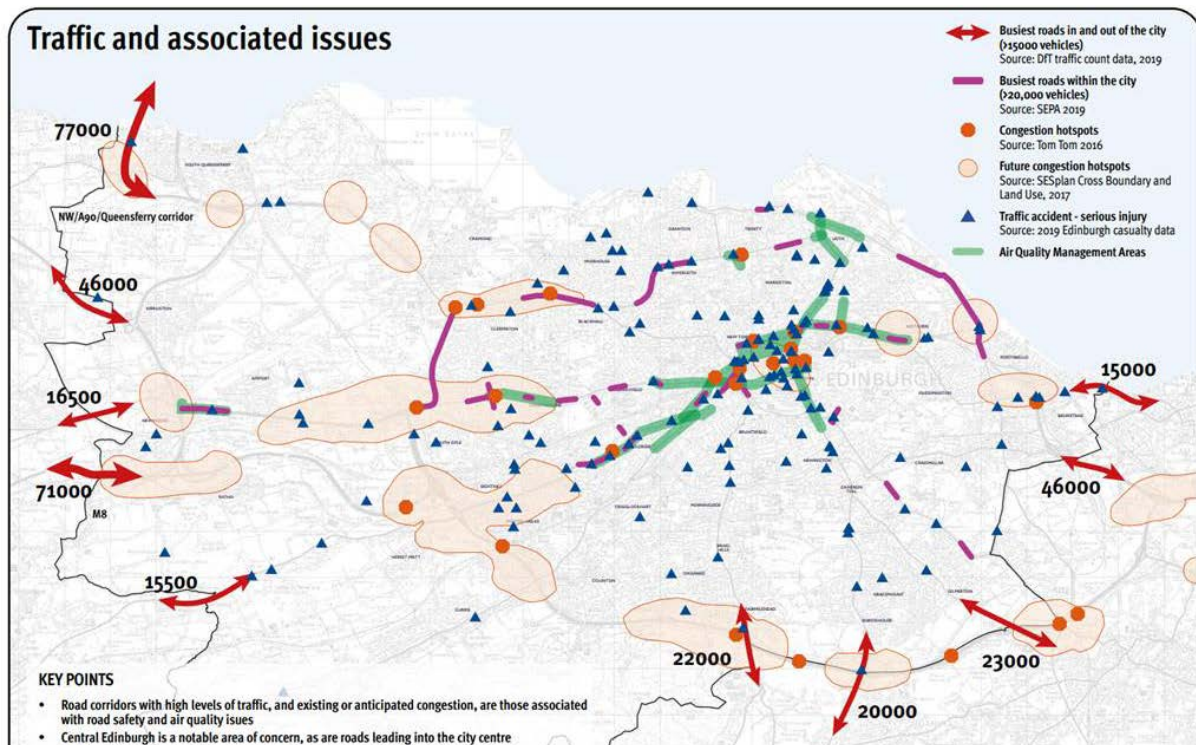


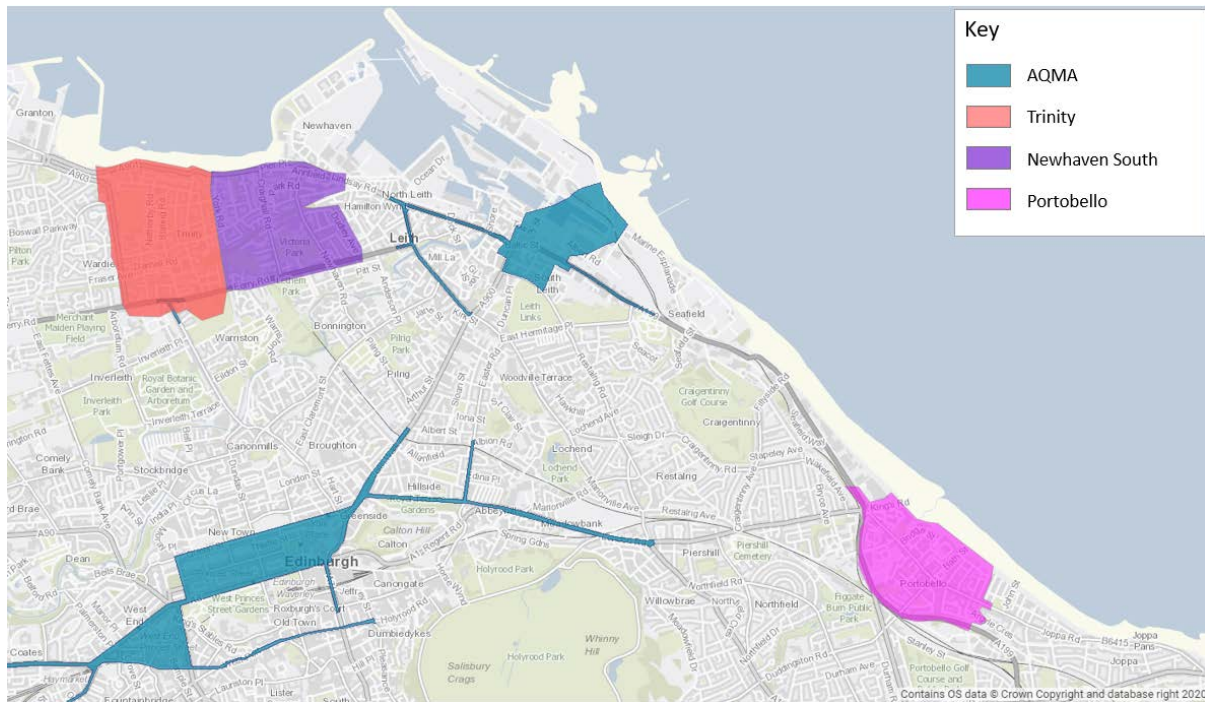
Figure 1: Overview map of traffic and associated issues in Edinburgh

Air Quality Management

The Council continuously monitor air pollution across the city to ensure it falls within legal target levels. Where areas are measuring above the legal limits, the Council have to put measures in place to improve air quality, usually in the form of Air Quality Management Areas (AQMAs). **Figure 2** below shows the AQMA areas in the north and east areas of the city. The proposed Phase 4 locations are also indicated for reference. The Inverleith Row AQMA falls within the south of the Trinity area. It was declared in 2013. Although not within the proposed CPZ areas, the Great Junction Street AQMA (declared in 2009) is located within 300m of the Newhaven South area's border,

These AQMAs then have Air Quality Action Plans (AQAPs) developed which outline a range of measures to be delivered over a certain timescale to improve the air quality in the AQMA and bring it back to within legal limits. Local Air Quality Annual Progress Reports are prepared to monitor local pollutant trends and emerging issues in the areas. More information on Edinburgh's local air quality management is available [here](#).

The introduction of parking controls would support the AQMAs through encouraging people to use alternative modes of transport where possible, re-evaluate their car use, and thereby ease congestion in the local and wider AQMA areas through a reduction in car use and movement throughout these locations.



Source: DEFRA AQMA Interactive Map

Figure 2 - Map of the north and eastern AQMAs

8. APPENDICES

Appendix A – Engagement Area Maps and Leaflet (supplementary PDF)

Appendix B – Interactive Map Comments and Analysis (supplementary PDF)

Appendix C – Emails (supplementary PDF)

Appendix D – Response Location Maps (supplementary PDF)

Appendix E – Online Survey Analysis by Area (supplementary PDF)

Appendix F – Free Text Comments Analysis (supplementary PDF)

Quality

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

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

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

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

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



Award Winning



Certifications



Accreditations



Memberships



Contact

London Head Office
12th Floor
One America Square
17 Crosswall
EC3N 2LB
tel: 0330 1358 950

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 910

Ashford Office
Kent House
81 Station Road
Kent TN23 1PP
tel: 0330 135 8955

Edinburgh Office
12 Lower Gilmore
Place
Edinburgh, EH3 9NY

Manchester Office
Bartle House
Oxford Court
Manchester, M2 3WQ
tel: 0161 914 9300

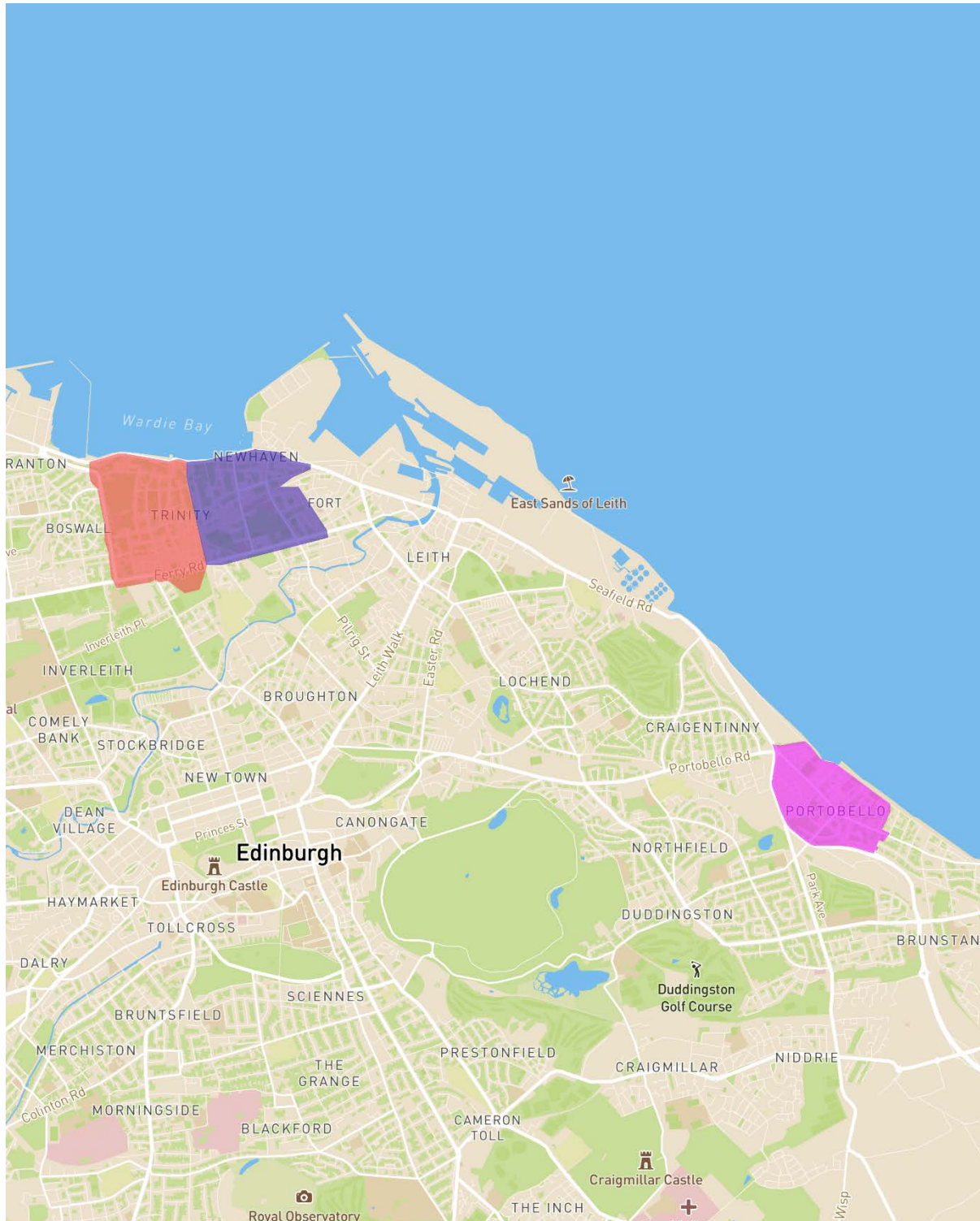
info@projectcentre.co.uk • www.marstonholdings.co.uk/projectcentre

Appendix A

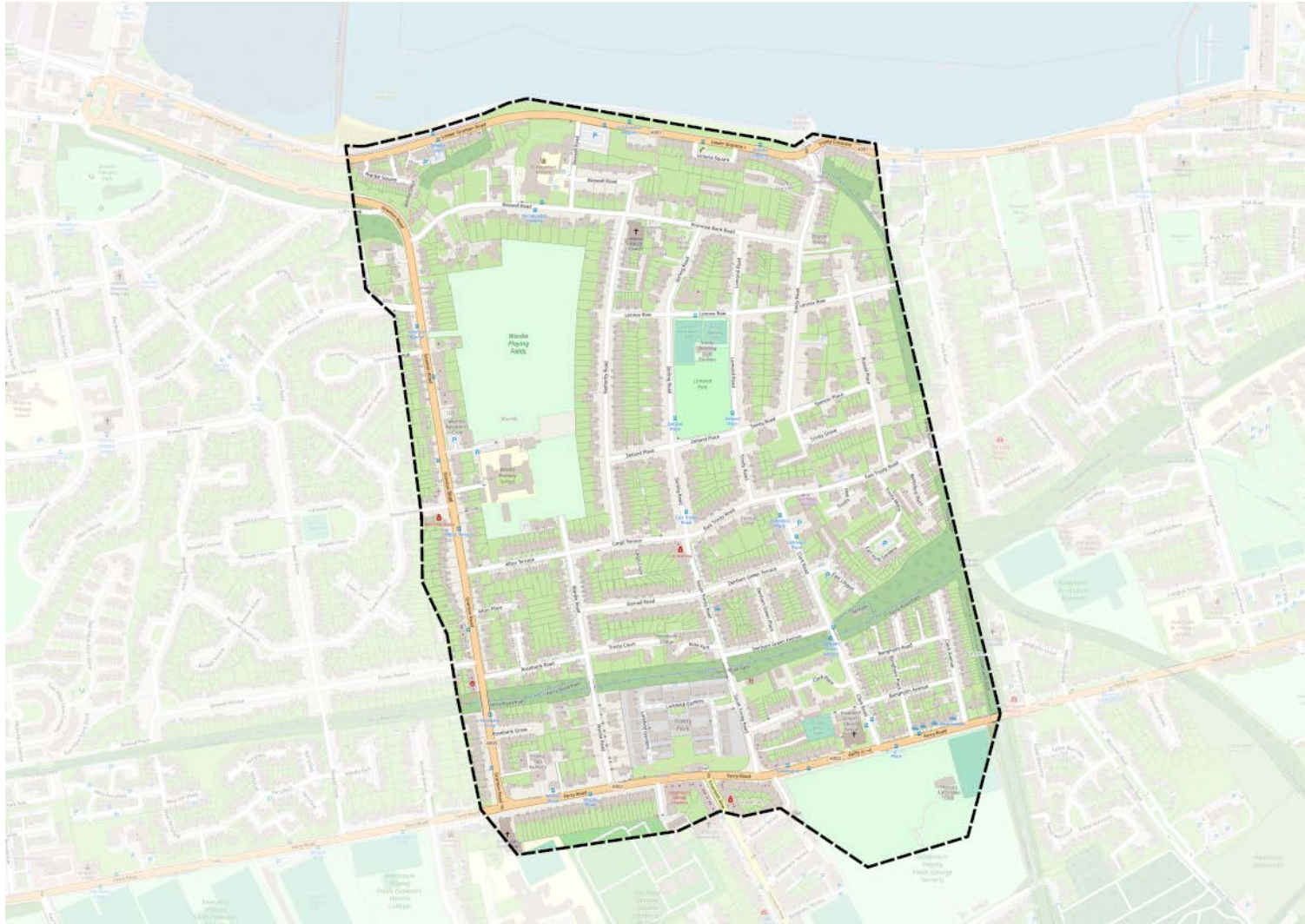
City of Edinburgh Council Controlled Parking Zones

Engagement Area Maps and Leaflet

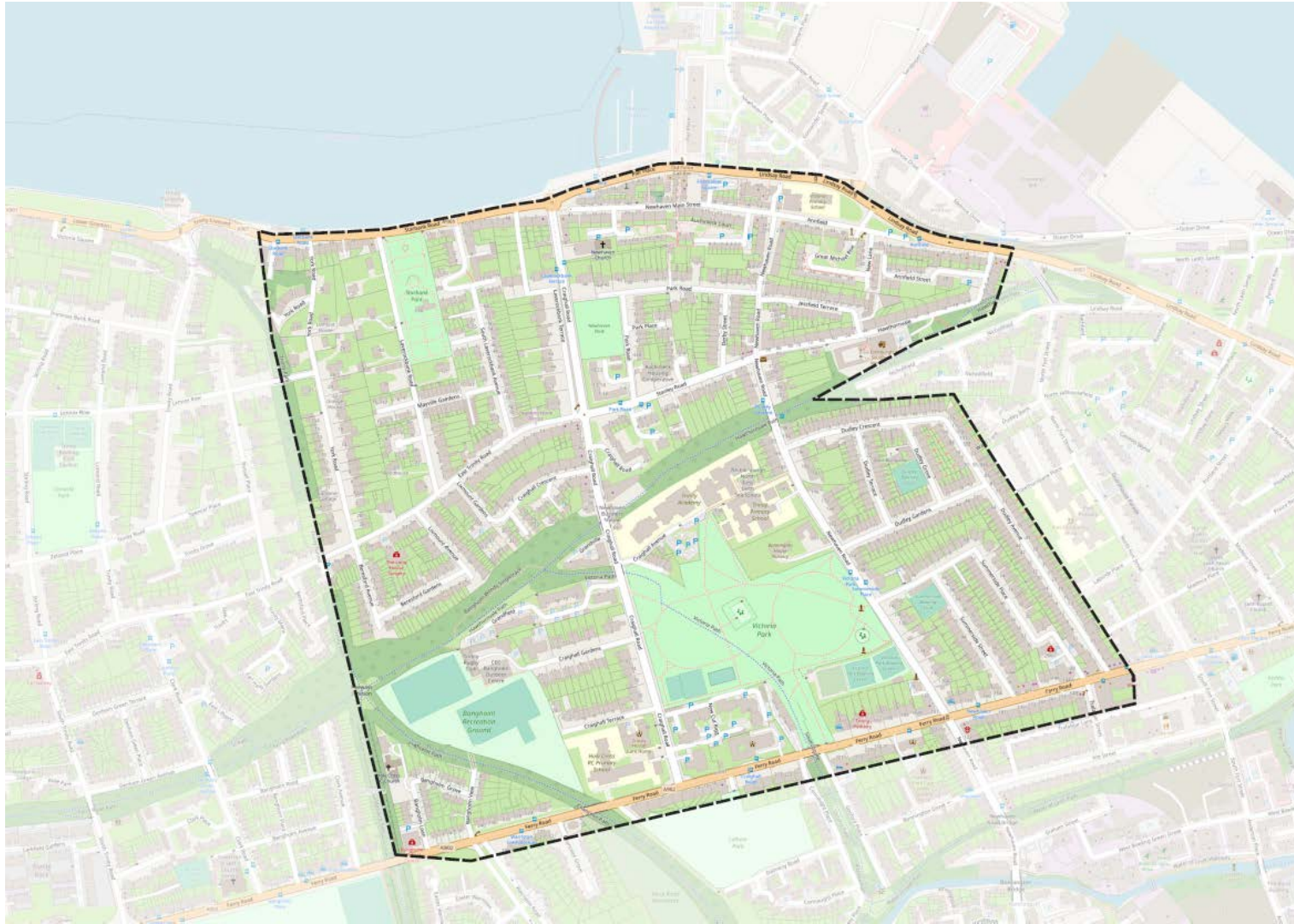
Engagement areas



Trinity engagement area



Newhaven South engagement area

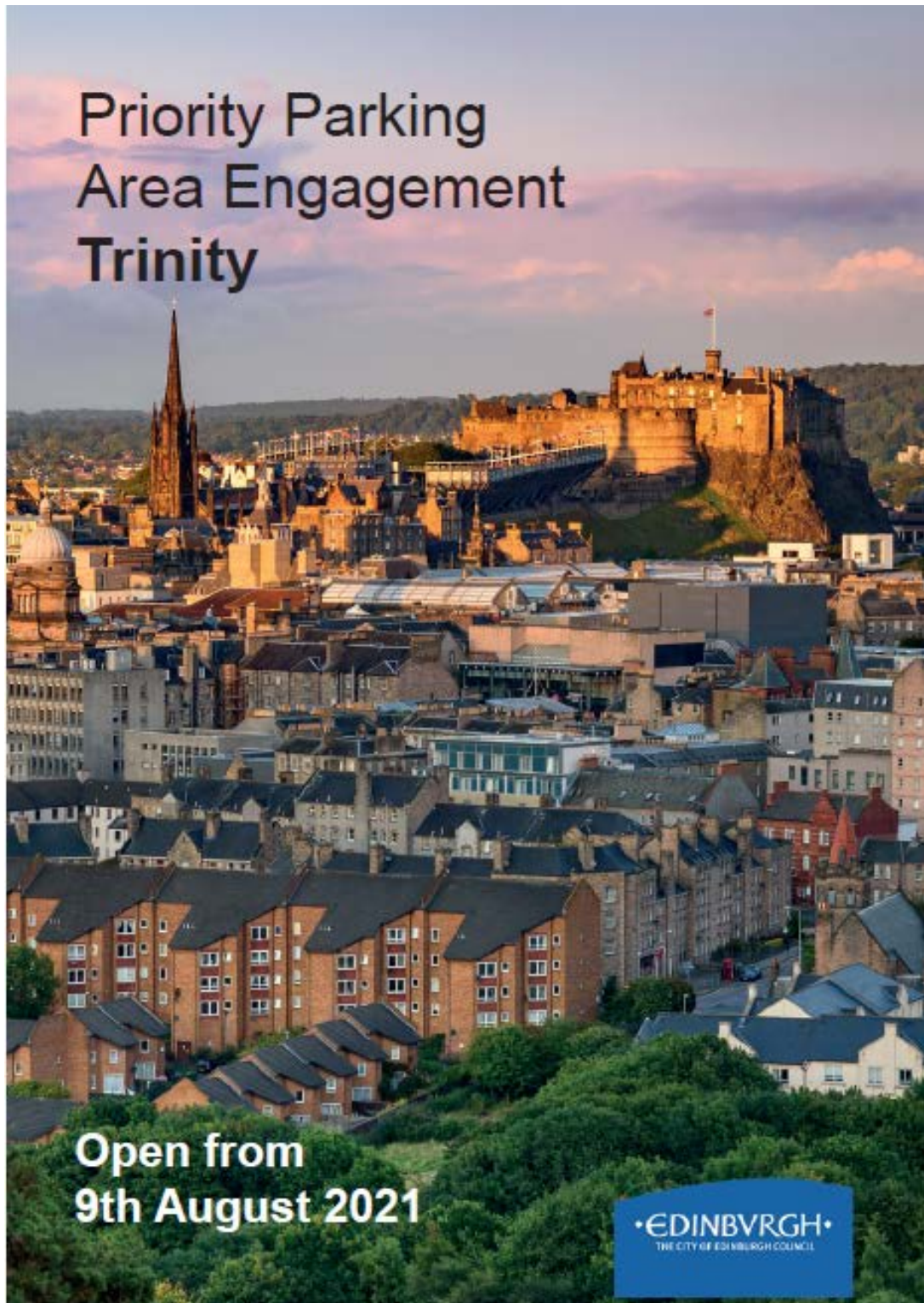


Portobello engagement area



Engagement Leaflets

Edinburgh Trinity engagement leaflet



Introduction

The City of Edinburgh Council is proposing measures to address parking pressures in your area. As part of early engagement, we want to know what difficulties you experience with parking in your area, as well as your views on what is being proposed. Feedback from this engagement will inform our designs and amends, where possible, will be made reflect these comments.

Background

The Council has seen a recent increase in requests from communities across the city, asking them to take action to tackle the issues caused by non-residential parking. In particular, residents have expressed concern that the lack of parking controls is impacting on their ability to park near to their own homes.

In response to those concerns, the Council took the decision to undertake a citywide assessment of parking pressures. This review took a strategic, proactive approach to address increasing parking pressures across the city.

The review split the city into 124 areas, with surveys undertaken in every street in each area to measure parking availability. The results were then used to create the proposals within this engagement.

Proposals

We are now proposing parking controls in several areas where we believe would provide benefits not only to residents but also to visitors and businesses.

The fourth phase of these proposed parking controls includes Newhaven South, Trinity and Portobello areas.

You can get this document on tape, in Braille, large print and various computer formats if you ask us.

Please contact Interpretation and Translation Service (ITS) on 0131 242 8181 and quote reference number 20-6918C. ITS can also give information on community language translations.

If you would like a hard copy survey, please also use this number.

Have your say

Your views on parking and parking issues in your area are important to us. You can have your say by providing your feedback through our online survey. You can also use the interactive maps on each of the area pages.

Please note that this is not a formal consultation and written objections aren't required at this stage. Should the proposals move forward to TRO, we would advertise the legal notice and invite any objections to be raised formally.

Share your views online at www.consultprojectcentre.co.uk/parkingph4

We are also holding virtual public meetings where we will go through the proposals and staff will be on-hand to answer your questions.

- Microsoft Teams, Tuesday 24 August, 6-8pm
- Microsoft Teams, Thursday 26 August, 1-3pm

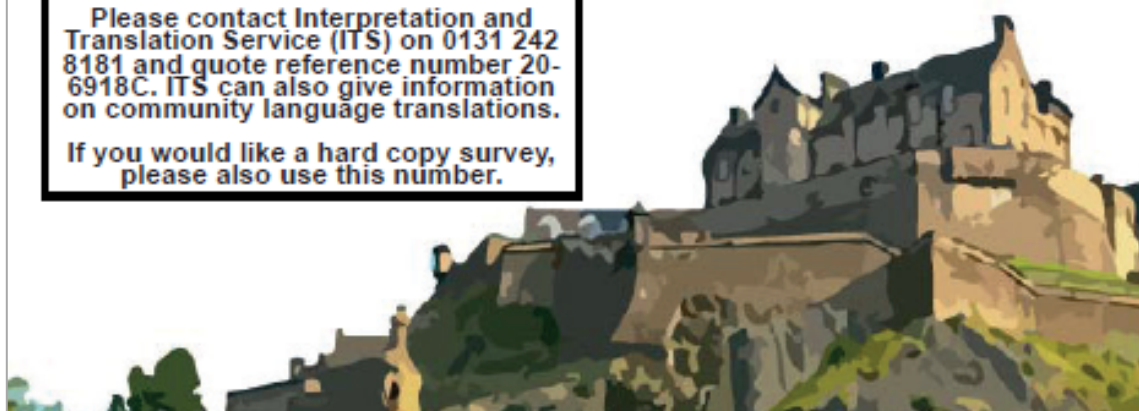
Tickets to sessions will need to be booked in advance. Please see the website for further info.

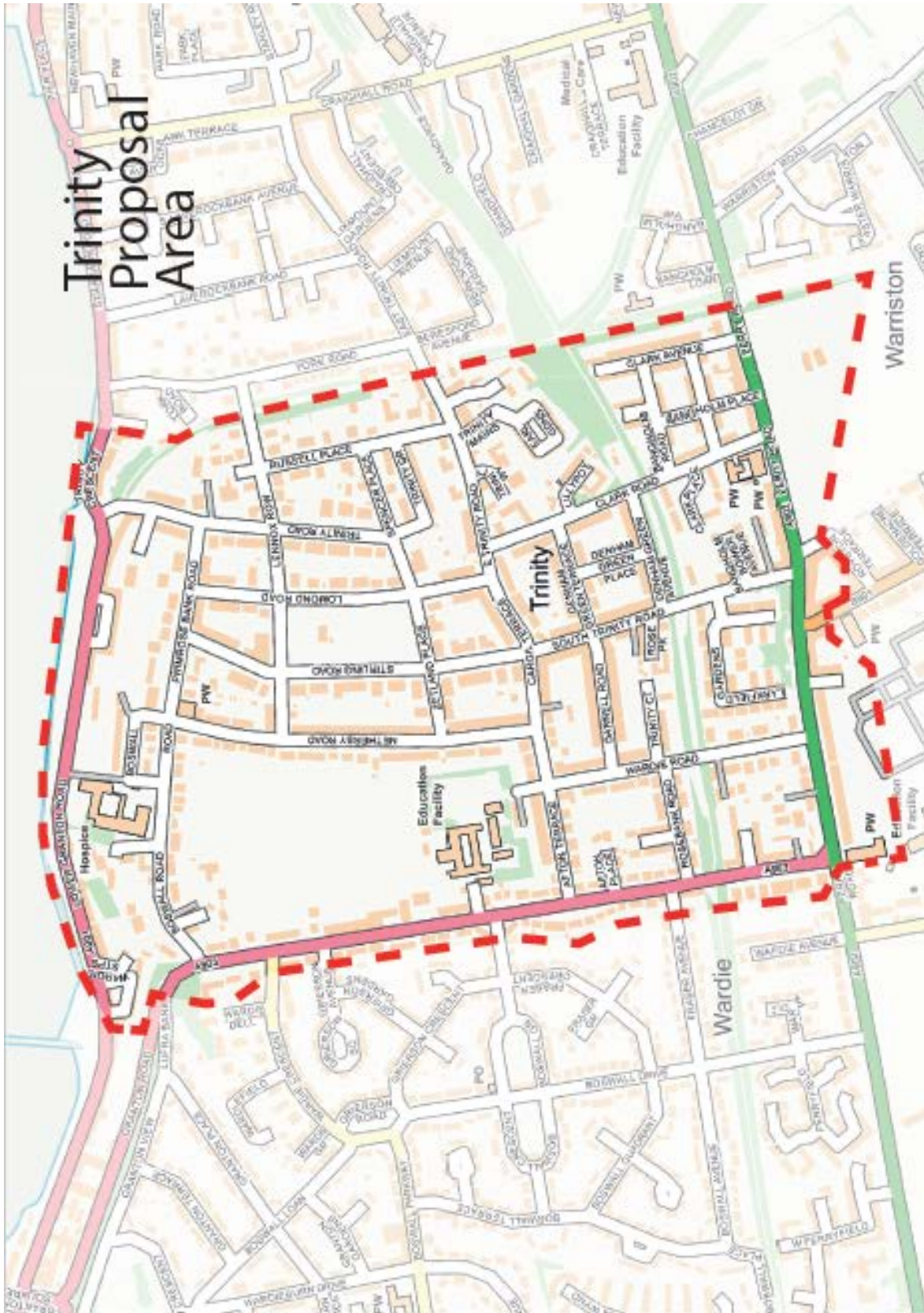
If you have any questions on how to access the webpage, interactive map or anything else, please email us at edinburgh.consultation@projectcentre.co.uk

This consultation will close on Sunday 5 September 2021 at midnight.

What happens next?

The results of this consultation will be reported to a future meeting of the Transportation and Environment Committee, so that the Council can consider your views and comments. For updates and further information visit, www.edinburgh.gov.uk/parkingreview





What is proposed in my area?

We are proposing that your area could become a Priority Parking Area (PPA).

How does a PPA work?

PPAs work by controlling only part of the available space, and for only a 90 minute period of the day. The controlled spaces are designated for use by permit holders only, while the remaining space is uncontrolled. This gives priority to residents who have permits, allowing them to park in the designated spaces. Non-residents cannot park in such areas throughout the day, helping to ensure that residents with permits can park near to their homes.

What parking would be available?

Parking will mainly consist of permit holder parking places. Existing disabled parking places and city car club spaces, for example, will be unaffected by the proposals.

When would a PPA operate?

PPAs tend to operate Monday to Friday, for a 90 minute period. The results of this consultation will help the Council to decide the best time for that 90 minute period.

Am I eligible for a permit?

To be eligible for a resident's permit you must both live and have a vehicle registered at an address within a PPA. Permits are available for most vehicle types, provided that the vehicle is not more than 2.5m in height. Each household would be entitled to up to two permits, but only one permit can be issued to any individual.

Would I have to buy a permit?

If you are a resident and wish to park your vehicle on-street during the hours of control, then you may need to buy a permit. If you decided not to purchase a permit, you could park in an uncontrolled area.

How much will permits cost?

No decision has been made on what the cost of permits might be in your area. Costs will be dependent on a number of factors, including the proposed hours and days when parking controls apply as well as your vehicle's emissions. Details of current permit prices in existing PPAs can be found on the Council's website at www.edinburgh.gov.uk/parking.

How will a PPA affect my visitors?

Your visitors will be able to make use of visitor permits. Each household within the PPA would be entitled to buy an annual allocation of visitor permits. Each permit allows 90 minutes of parking and is a cheaper alternative to pay-and-display. Alternatively, visitors may park in any nearby, uncontrolled roads.

How will a PPA affect blue badge holders?

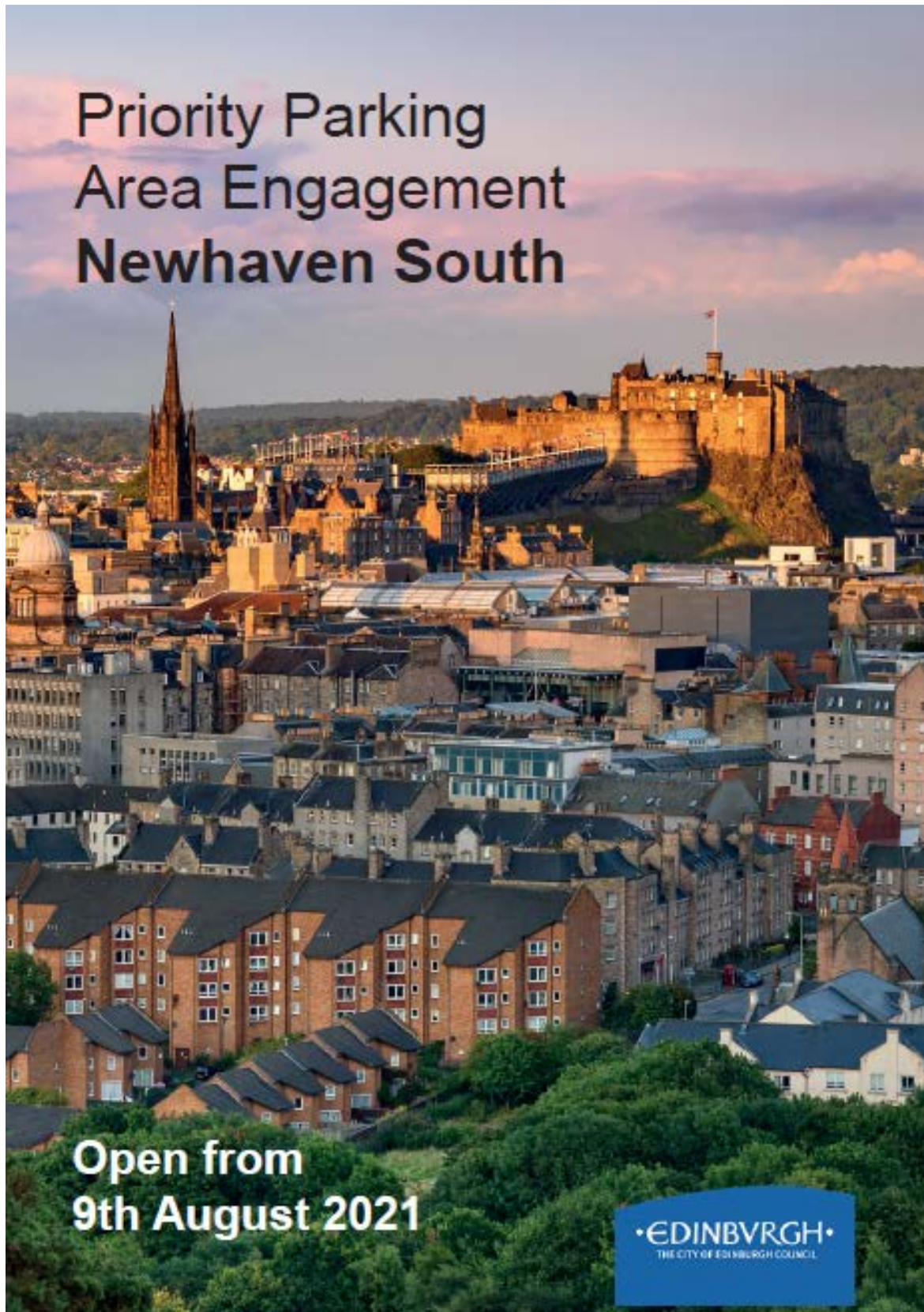
Blue badge holders who are resident in a PPA can obtain a permit at no cost. Blue badge holders also receive an increased number of visitor permits at reduced cost. All blue badge holders can park for free, and without limit of stay, in any shared use or pay-and-display parking place.

Would I still be able to have tradesmen visit?

Yes. You can issue tradesmen with visitor permits or they park in any nearby, uncontrolled roads. They can also apply to the Council for a Trades Permit.

For a full list of FAQs, please visit www.consultprojectcentre.co.uk/parkingph4

Edinburgh Newhaven South engagement leaflet



Introduction

The City of Edinburgh Council is proposing measures to address parking pressures in your area. As part of early engagement, we want to know what difficulties you experience with parking in your area, as well as your views on what is being proposed. Feedback from this engagement will inform our designs and amends, where possible, will be made reflect these comments.

Background

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Proposals

We are now proposing parking controls in several areas where we believe would provide benefits not only to residents but also to visitors and businesses.

The fourth phase of these proposed parking controls includes Newhaven South, Trinity and Portobello areas.

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Please note that this is not a formal consultation and written objections aren't required at this stage. Should the proposals move forward to TRO, we would advertise the legal notice and invite any objections to be raised formally.

Share your views online at www.consultprojectcentre.co.uk/parkingph4

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- Microsoft Teams, Monday 23 August at 1-3pm
- Microsoft Teams, Wednesday 25 August 6-8pm

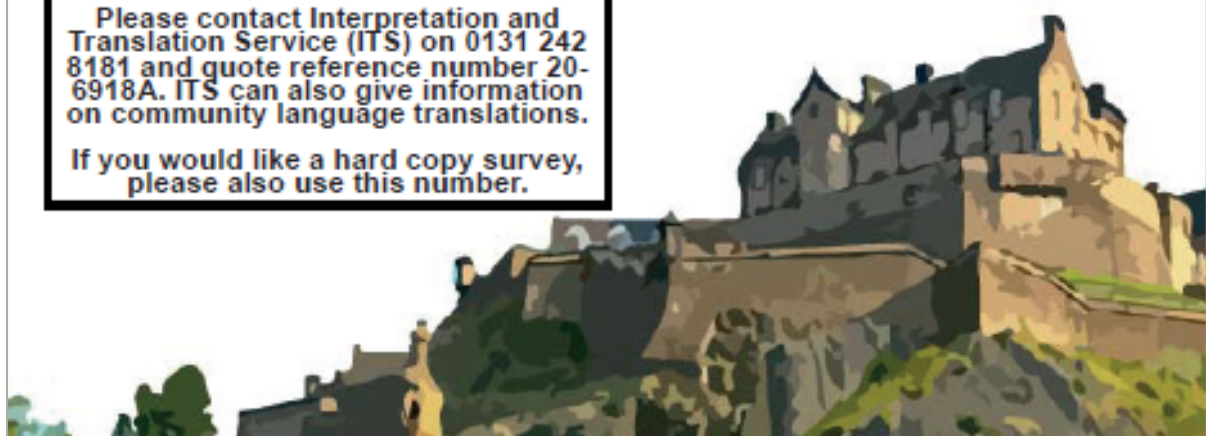
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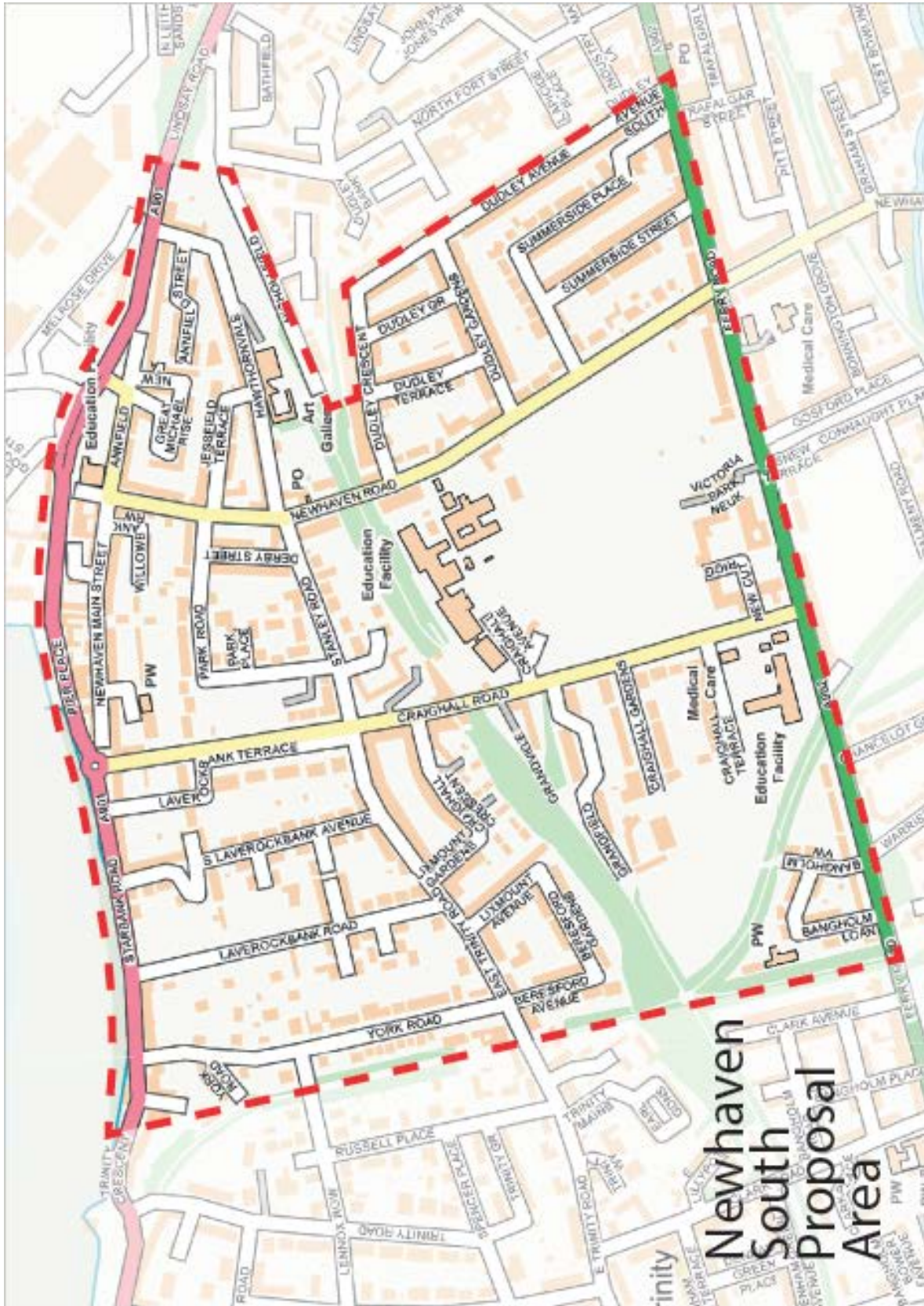
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What parking would be available?

Parking will mainly consist of permit holder parking places. Existing disabled parking places and city car club spaces, for example, will be unaffected by the proposals.

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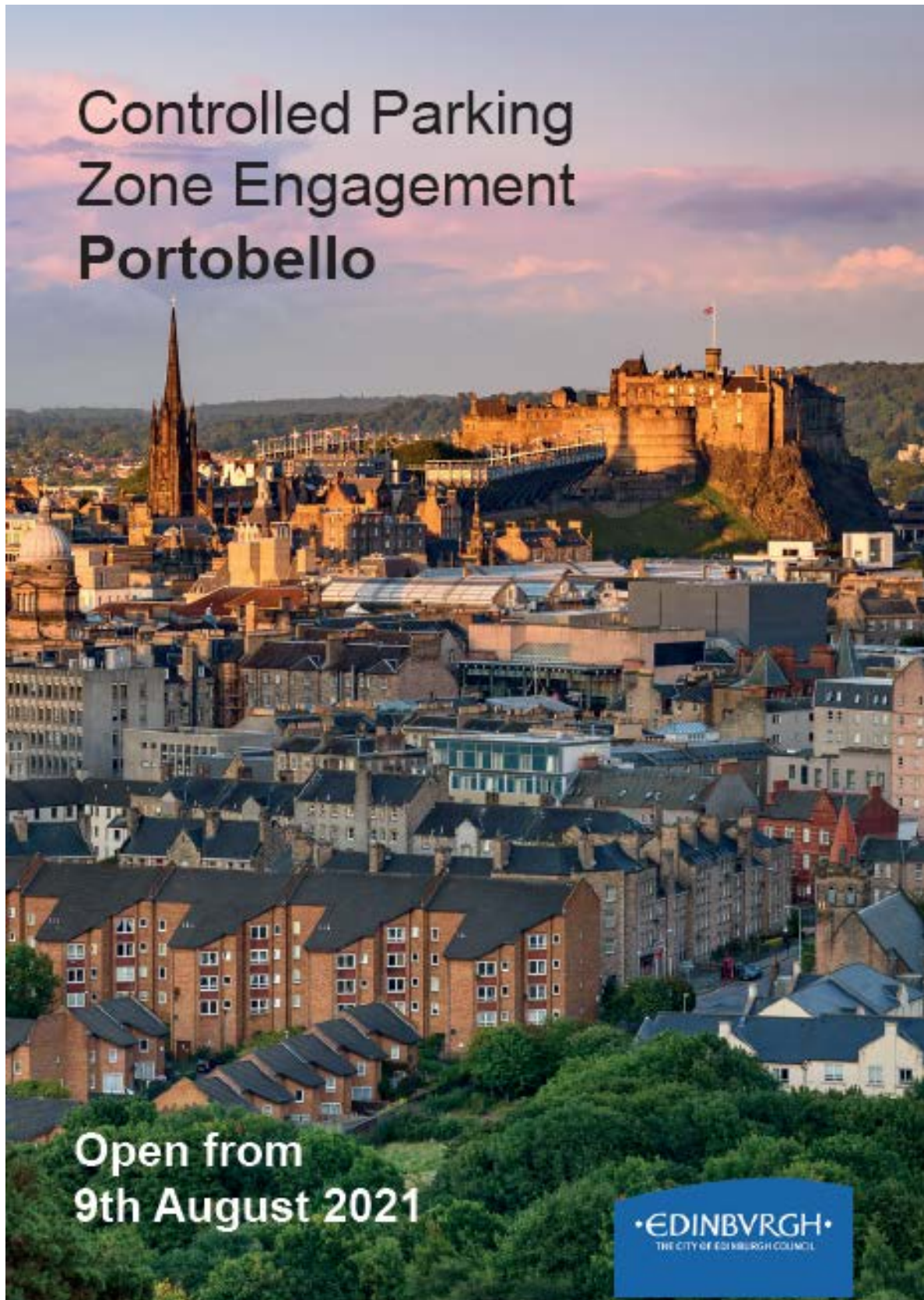
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Edinburgh Portobello engagement leaflet



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- Microsoft Teams, Thursday 19 August 1-3pm

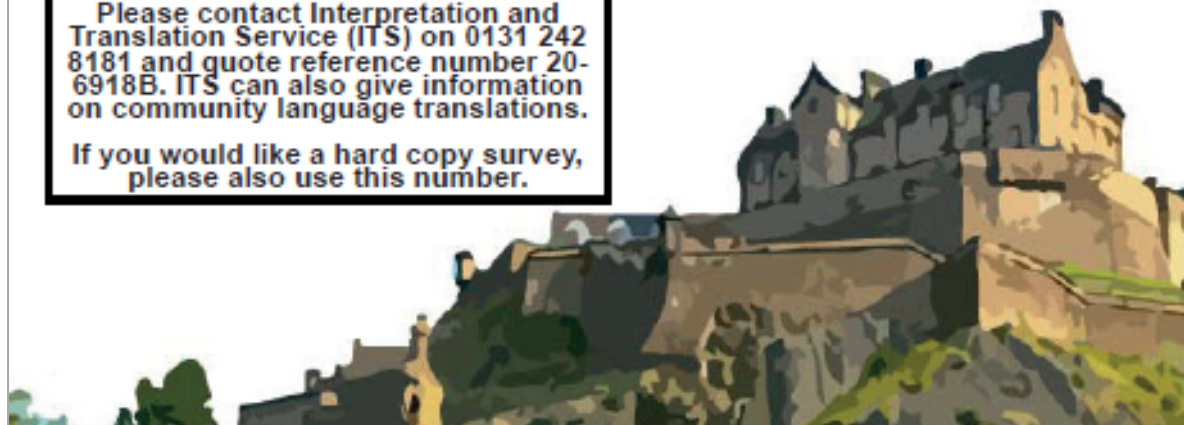
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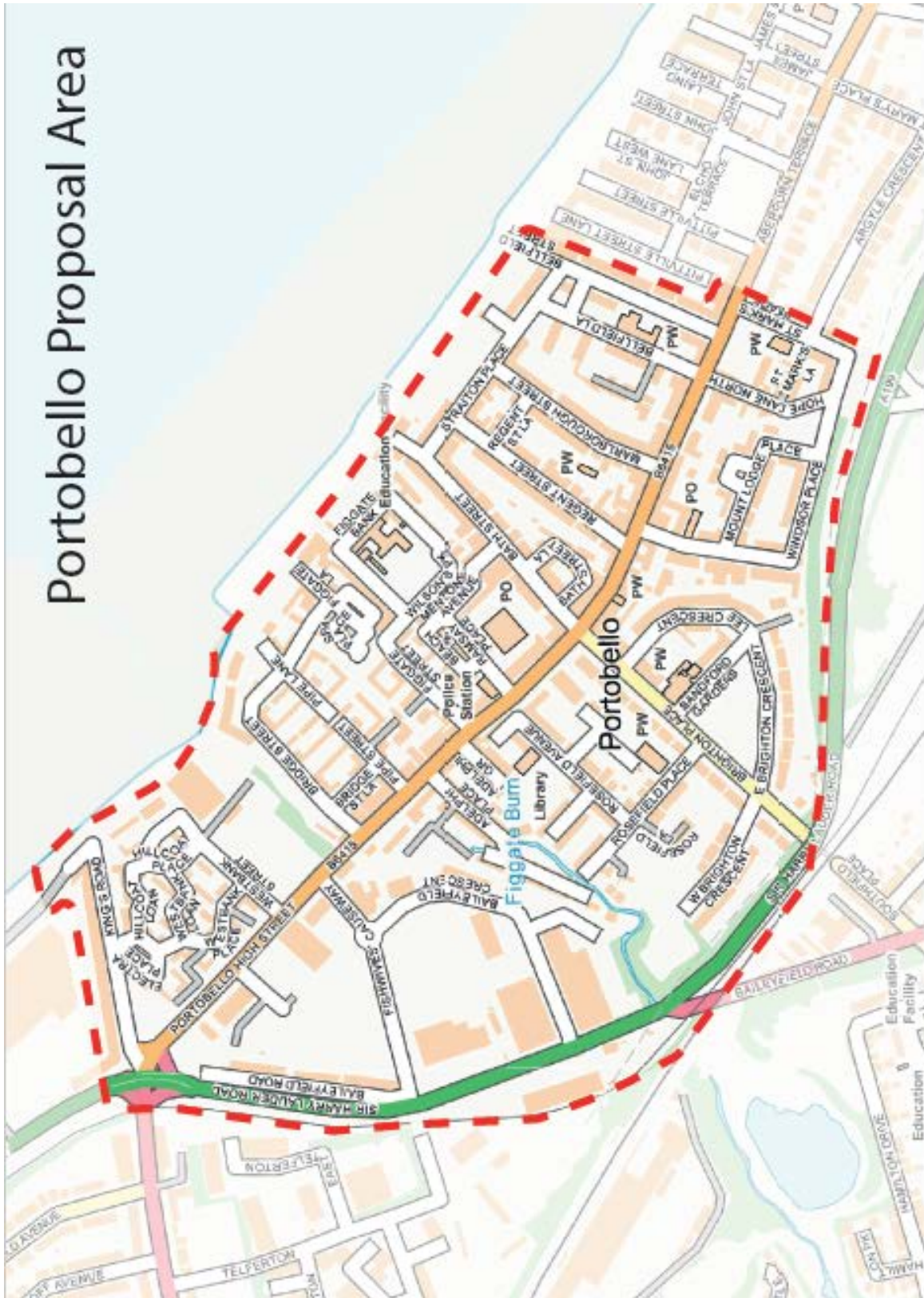
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Portobello Proposal Area



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If you are a resident and wish to park your vehicle on-street during the hours of control, then you may need to buy a permit. If you decided not to purchase a permit, you could park in an uncontrolled area.

How much will permits cost?

No decision has been made on what the cost of permits might be in your area. Costs will be dependent on a number of factors, including the proposed hours and days when parking controls apply as well as your vehicle's emissions. Details of current permit prices in existing PPAs can be found on the Council's website at www.edinburgh.gov.uk/parking.

How will a PPA affect my visitors?

Your visitors will be able to make use of visitor permits. Each household within the PPA would be entitled to buy an annual allocation of visitor permits. Each permit allows 90 minutes of parking and is a cheaper alternative to pay-and-display. Alternatively, visitors may park in any nearby, uncontrolled roads.

How will a PPA affect blue badge holders?

Blue badge holders who are resident in a PPA can obtain a permit at no cost. Blue badge holders also receive an increased number of visitor permits at reduced cost. All blue badge holders can park for free, and without limit of stay, in any shared use or pay-and-display parking place.

Would I still be able to have tradesmen visit?

Yes. You can issue tradesmen with visitor permits or they park in any nearby, uncontrolled roads. They can also apply to the Council for a Trades Permit.

For a full list of FAQs, please visit www.consultprojectcentre.co.uk/parkingph4

Appendix B

City of Edinburgh Council

Controlled Parking Zones

Interactive Map Comments and Analysis

SUMMARY

A total of three interactive maps were made available for responders to drop pins on and leave a comment. Each of the maps showed the proposed lines and bays that would form the Controlled Parking Zone (CPZ). The maps also showed any existing bays and markings as well as dropped kerbs and bus stops.

Responders were able to choose a pin theme of “I like this”, “I do not like this” and “I am neutral to this” and were then able to leave a free text comment. The comments listed as they appear with the tag that was chosen for them. They were then assigned themes for the comment content which has also been analysed.

The number of pins dropped is not correspondent with the number of comments as people were able to drop pins with a tag and no comment and people were able to drop more than one pin.

| | Number of Locations Plotted | Number of Comments | Number of Responders | Anonymous Comments/ Plots |
|----------------|-----------------------------|--------------------|----------------------|---------------------------|
| Portobello | 459 | 430 | 276 | 17 |
| Trinity | 145 | 140 | 111 | 5 |
| Newhaven South | 211 | 204 | 140 | 7 |
| Total | 815 | 774 | 527 | 29 |

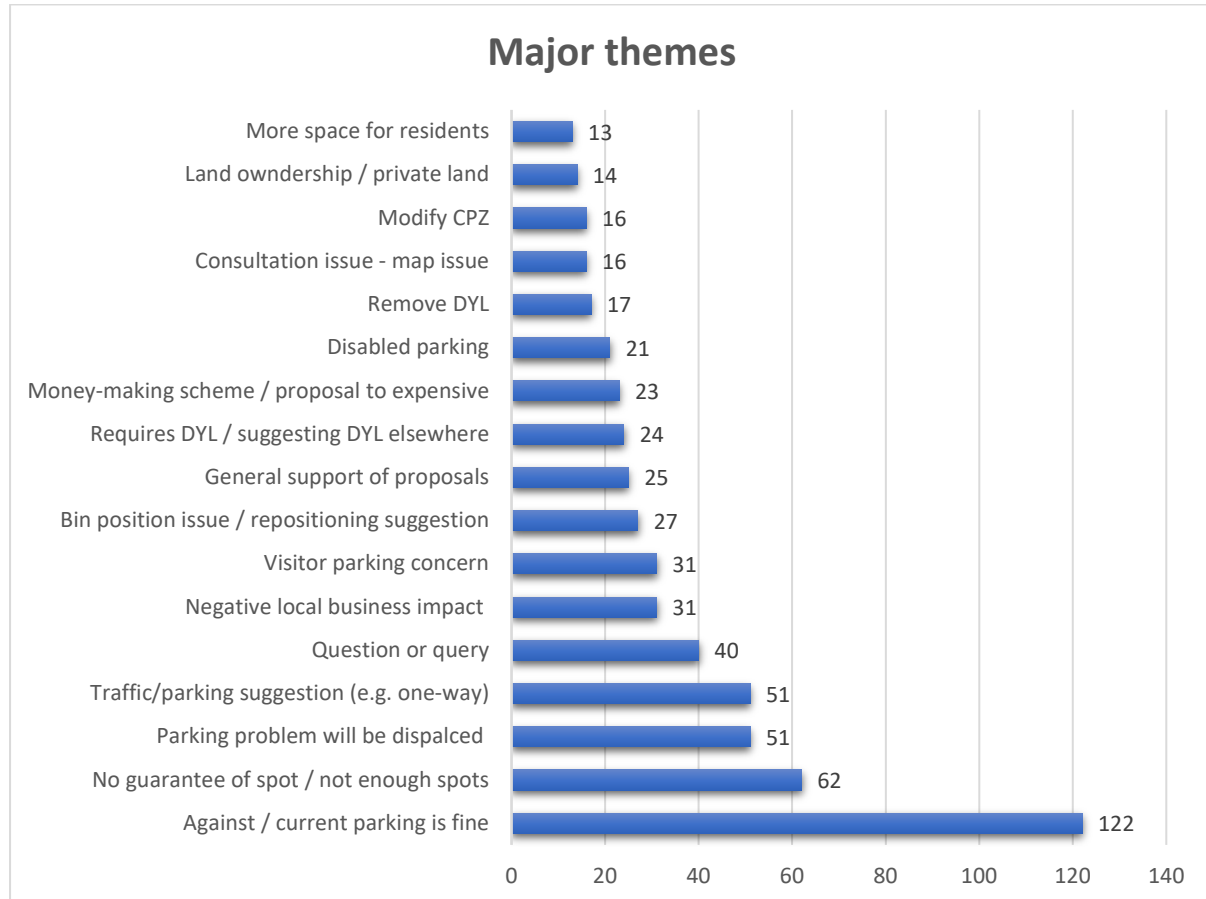
1. PORTOBELLO

1.1.1 276 people dropped 459 pins on the interactive map

1.1.2 Of those, 430 had comments and 17 were left blank

1.1.3 Out of these 395 were within the proposal area, while 64 were not.

Major Themes

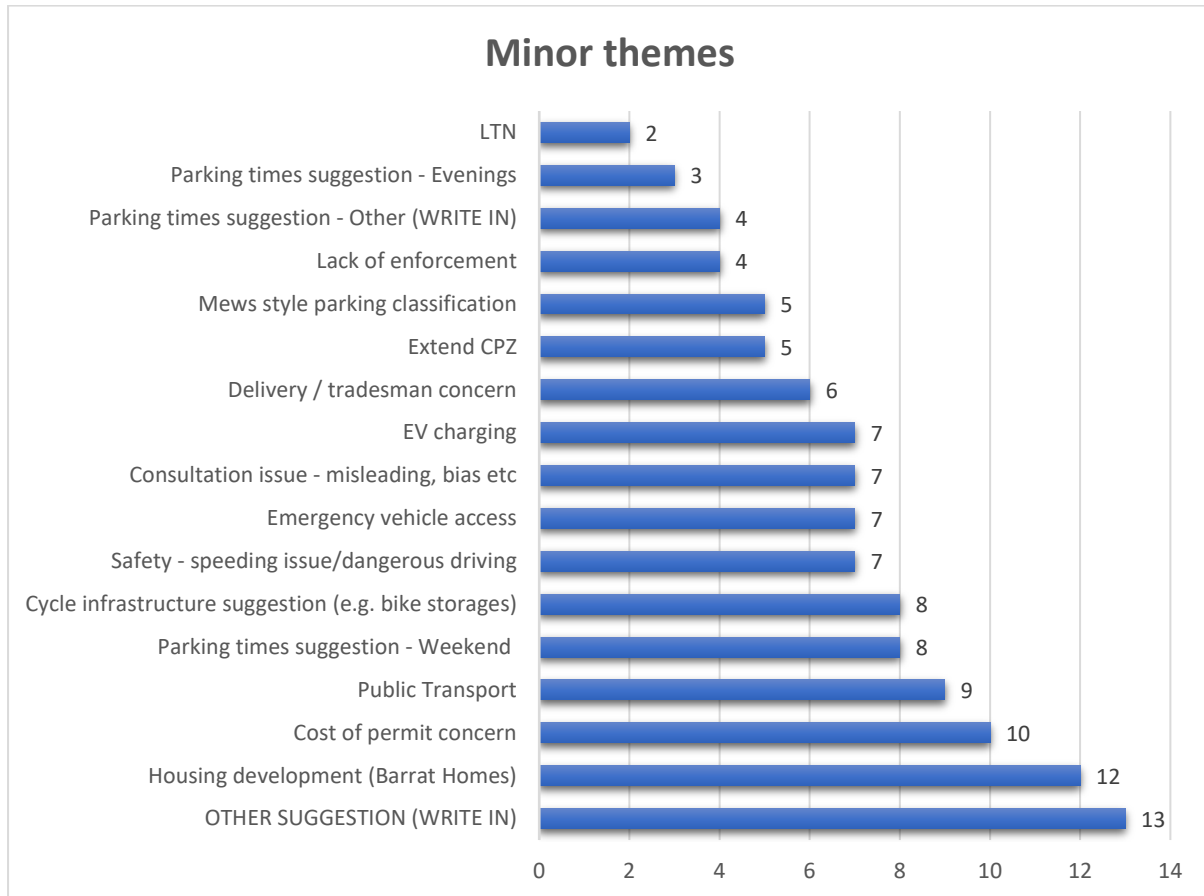


1.1.4 The criterion for major themes in this section was any theme that exceeded 30 comments.

1.1.5 The most common major theme was that the current parking provision is fine, and respondents did not want changes.

1.1.6 Other frequent comments included not enough parking currently, parking issues will be displaced, suggestions for alternative parking measures, impact on local businesses, visitor parking concerns and repositioning suggestions. Alternative suggestions included any comments that suggested either alterations to components of the scheme, or suggestions to expand the scheme to alternative areas.

1.2 Minor Themes



1.2.1 The criterion for minor themes was any theme that received less than 30 comments.

1.2.2 The most frequent minor theme was 'other suggestions'. This category included any comment that was not mentioned frequently enough to be a theme in its own right, as well as comments that were personal to the individual respondent.

1.2.3 Some of the themes within this category included impact of housing developments, concerns about permit costs, public transport, weekend parking times and cycle infrastructure suggestions.

| I am a... | Category | Comment | X | y |
|-----------|-------------------|--|---------|---------|
| Resident | I don't like this | Your road map for the Baileyfield Crescent area is OUT OF DATE. This area is now a new development of town houses and apartments. The new development (50% completed) is called The Strand at Portobello; builders Barrett Homes. Please update your map | -3.1196 | 55.9548 |
| Resident | I don't like this | This is a purely residential area with no business premises other than the garage. There is no requirement for controlled parking here. This will make living here unaffordable due to the increased cost for parking permits and/or pay and display. | -3.1219 | 55.9548 |

| | | | | |
|-----------------|------------------------|---|---------|---------|
| Resident | I don't like this | Portobello does not need pay and display parking. By all means increase yellow lines but introducing a CPZ is purely a money making project by the council and will be harmful for residents, visitors and businesses. | -3.1212 | 55.955 |
| Resident | I don't like this | What is the motivator behind this? Money? There aren't really any particular problems with parking in the Portobello area and all this is going to do is force residents to park elsewhere. It will be damaging to local businesses. | -3.1066 | 55.9529 |
| Visitor | I like this | Too many vehicles for the amount of houses there are. I know people that have over 3 cars. Time to clamp down | -3.1227 | 55.9575 |
| Resident | I don't like this | Not enough spaces for all of kings road residents to get a space even with a permit. No need for zone parking near King's road/terrace end of portobello. | -3.123 | 55.958 |
| Resident | I don't like this | I don't find the current parking situation a problem at all. If the intention is to encourage more environmentally friendly choices of transport, will the council be installing EV chargers on each street as part of the plan? | -3.1092 | 55.9516 |
| Resident | I don't like this | Portobello is a busy place, and these streets are already busy. By restricting parking, it means the problem will be pushed further out. | -3.1183 | 55.9506 |
| Resident | I like this | The area covered is small - could be bigger | -3.1008 | 55.9429 |
| Resident | I'm neutral about this | What is plan for the streets that are within the area particularly in the new development which aren't included in this proposal as this will only move some of the issue to these areas e.g., Walford drive just off fishwives causeway | -3.1223 | 55.9554 |
| Resident | I don't like this | If the area of Portobello goes to controlled parking the streets adjacent to this area will come under severe pressure from displaced cars looking for free parking in residential street. I live in an adjacent street where we are constantly full. | -3.1265 | 55.9579 |
| Resident | I like this | I currently own a car so I'm part of the problem! The regulation of cars is overdue. We are living in a climate emergency, and we need to act accordingly. Fewer cars will make for a much nicer place to live. | -3.1088 | 55.9535 |
| Resident | I don't like this | No need for this. The majority of the parking problem is predominantly during summer months when weather is good, and visitors come to the area. People are lazy. There is a car park at Bridge St. Money making scheme. | -3.1164 | 55.9515 |
| Resident | I don't like this | I am against any type of parking restrictions | -3.1164 | 55.9515 |
| Resident | I don't like this | I find it very difficult to comment, when I can find little or no information on, 1. The actual cost of a Residents Parking Ticket. 2. The actual number of spaces available for residents. The number of tickets which will be issued. | -3.1097 | 55.9539 |
| Resident | I don't like this | Will just push the problem somewhere else | -3.116 | 55.9533 |
| Resident | I don't like this | I would like permit parking in this area, however from this proposal there is not nearly enough permit holder spaces available that the Council are proposing | -3.1164 | 55.9515 |

| | | | | |
|-----------------|------------------------|---|---------|---------|
| Resident | I like this | I think this is a good idea. We have a car, and we don't generally have issues parking around our flat (High St), but it's a circus on busy days, the pavements are barely wide enough to walk on for parked cars and the high street is heavily trafficked. | -3.1108 | 55.9519 |
| Resident | I don't like this | Residents should be able to park for free outside their homes. Adding parking charges around the prom will make the beach and community shops less attractive, given the recent revival of party high street this will likely hinder the development | -3.1082 | 55.9532 |
| Resident | I don't like this | CPZ is simply going to push parking congestion further along. Not everyone can afford permits. Visitors are hammered for spaces. Residents can't always give up car use. I can't cycle. Walking far hurts like hell. Only those with money can afford. | -3.111 | 55.9545 |
| Resident | I don't like this | Above makes no sense, whatsoever. The above map is significantly outdated for Baileyfield, which is residential now. Double lines and park and display would not work at all given the streets are already full of residential parking. | -3.1196 | 55.9541 |
| Resident | I don't like this | There is currently no problem to be solved, so I see no reason to impose this on the neighbourhood. Residents and visitors alike can easily find ample parking as is. This scheme will reduce visits, strangle business and is a stealth tax on residents. | -3.1105 | 55.9529 |
| Resident | I don't like this | Placing communal bins in front of homes with front gardens is unsightly, unhygienic, will affect quality of life and garden use, as well as property values. No problem with bike lockers though. | -3.1104 | 55.953 |
| Resident | I'm neutral about this | Parking harder, but driving easier under these proposals. Cars will loop around too fast in area FULL of children, dogs, pedestrians. Strongly suggest move to low traffic neighbourhood, creating turning circles in 3 directions HERE. | -3.1093 | 55.9538 |
| Resident | I don't like this | Remove parking down here, requiring permits on neighbouring streets will free up spaces there removing the need for parking along Brighton Place. Cycling along the cobbles in traffic is awful & a major deterrent. | -3.1156 | 55.952 |
| Resident | I like this | In Straiton Place, Portobello, parking controls are needed BUT AT WEEKENDS, not during the week. Parking and traffic problems happen at beach times! | -3.1089 | 55.9536 |
| Resident | I like this | Getting parking off pavements in Marlborough Street and Regent Street would be wonderful for the many pedestrians, disabled, people with pushchairs etc. A much nicer place. BUT cars will go too fast. Move to low traffic neighbourhood please. | -3.1102 | 55.9531 |
| Resident | I don't like this | I would like to know what you intend to spend the revenue from the proposal on in my area that will improve it for me. I have never had a problem parking in my area, I have lived here 21 years. | -3.1151 | 55.9522 |
| Resident | I don't like this | Surely the council want to encourage visitors to Portobello. Their financial contribution to the area is vital. | -3.1127 | 55.9558 |
| Visitor | I don't like this | By implementing this plan CEC will reduce the amount of visitors and locals just outside of these lines from using local shops in Portobello and push them to use bigger shops outside of the area. | -3.1294 | 55.9441 |
| Resident | I don't like this | Walking/running/cycling through a car park with reversing cars is dangerous. Cutting the promenade in half with a car park is a retrograde step and will damage recreational activity in the area, as well as inducing more car journeys. Green area instead? | -3.119 | 55.9585 |
| Resident | I don't like this | Why is restricted parking needed in a seaside town ? Also restricted parking in these areas will push more parking into the other streets including Brunstane Road North. There are quite a few elderly people like vying here and the church and halls need | -3.103 | 55.9509 |

| | | | | |
|-----------------|-------------------|--|---------|---------|
| Resident | I like this | I would like the charges to apply at the weekend. This is when there can be lots of visitors to the beach, who park in the local streets. In Lee Crescent it can be very bad on a Saturday, with shoppers and especially when the market is on. | -3.1141 | 55.9511 |
| Resident | I don't like this | The Map is incorrect, the development near baileyfeild crescent is not shown. I'm sure future residents will not want pay and display areas outside their homes. | -3.1204 | 55.9546 |
| Resident | I don't like this | If ALL BINS ARE REPOSITIONED OUTSIDE NO. 6 WHERE THE PACEMENT IS VERY NARROW AT THE TOP THE NOISE LEVEL WILL BE HORRENDOUS AND THE DOUBLE PARKING IN FRONT WILL CONTINUE EVEN MORE THAN IT DOES AT THE MOMENT BLOCKING THE TRAFFIC LIGHT EXIT/ENTERING. | -3.1219 | 55.9577 |
| | I don't like this | I am strongly against creating a CPZ. I am a resident with a car and always manage to find a parking place within 5 mins walk of my flat. The 'system' as it is works. The fundamental underlying problem is too many cars which a CPZ doesn't address. | -3.1107 | 55.9545 |
| Resident | I don't like this | Completely unnecessary in Portobello. My street is parked on by residents, local workers, visitors to the bowling club, monthly market, church and even visitors to the beach. Given that there is a natural turnaround of vehicles, getting parked is okay. | -3.1139 | 55.952 |
| Resident | I like this | The principle is supported and expected but the zone isn't big enough. It needs to include Joppa too. The zone will discourage multiple vehicles per household which is an issue at present. | -3.111 | 55.9544 |
| Resident | I don't like this | Create 1-way system with bay parking on one side of road and introduce bike parking. | -3.1145 | 55.954 |
| Resident | I don't like this | This is discriminatory. Disabled people are being excluded from Portobello. I rely on my car/Blue Badge to access local businesses and prom. Fewer disabled spaces or single yellow lines will stop this. Displaced traffic may park in disabled space outside | -3.1135 | 55.9526 |
| Resident | I don't like this | Why is this a double yellow line? There is no through road, however there is a pedestrian footpath which is currently used by delivery drivers as a short cut over the pavement. A double yellow would encourage this dangerous driving! | -3.1229 | 55.9559 |
| Resident | I don't like this | Massive concern about double yellow lines on the entire side of Baileyfield Road, this is a wide road and parking should be on both sides. | -3.123 | 55.9563 |
| Resident | I don't like this | I am completely against shared parking bays. If I am to purchase a permit to park I would want to park outside my home. I also totally disagree with double yellows all along harry lauder side of the street. | -3.1227 | 55.9564 |
| Resident | I don't like this | There is not going to be enough parking spaces on this road for the residents | -3.1229 | 55.9559 |
| Resident | I don't like this | It is not essential to have parallel parking. Slanted side on side parking would allow for more spaces. I would absolutely oppose shared parking in this street. | -3.1229 | 55.9565 |
| Resident | I don't like this | Currently residents park nose in however this map looks to be parallel parking, this would dramatically reduce parking capacity. | -3.123 | 55.9557 |
| Resident | I don't like this | I would suggest residents parking only on house side of the street and pay and display on harry lauder side of the street. There is also enough space for side on side carparking instead of parallel. | -3.1229 | 55.9565 |
| Resident | I don't like this | This is not already double yellow lines as you suggest. This is on street bay parking for Barratt homes development. Have you even been to view the area in person to make a detailed judgement. | -3.122 | 55.9548 |

| | | | | |
|-----------------|------------------------|--|---------|---------|
| Resident | I'm neutral about this | How will this work in respect of the new development particularly Baikeyfield Crescent (the Southern half of Barratt development currently under construction). Assuming Barratt still own the roads and associated parking? | -3.1203 | 55.9534 |
| Resident | I don't like this | There is space here for parking bays. This main issue with this road is lack of parking bays and you are not planning to utilize the space properly | -3.1227 | 55.9568 |
| Resident | I don't like this | If you cut back the overgrown trees/bushes, which I have requested, you could double the parking available on this road. The road is not used recreationally by any person due to proximity to Sir Harry Lauder Road | -3.1234 | 55.9558 |
| Resident | I don't like this | Surely the best use would be residents parking all the way along cottages side of the street with pay and display all the way along harry lauder side of the street. Why should it be different at the low numbers end of the cul-de-sac. I would not be happy | -3.1226 | 55.9565 |
| Resident | I don't like this | This is a terrible idea and as a resident of Edinburgh I am shocked that the Council would think of proposing this. I can understand why parking zones exist in the centre of the city but to apply the same system to an area like Portobello is atrocious. | -3.112 | 55.954 |
| Resident | I don't like this | This is a residential street with no local shops nearby. There should be no shared parking as this will contribute to residents being unable to park outside their house | -3.1229 | 55.9562 |
| Resident | I don't like this | Terrible idea for this street. Lack of parking for residents, lack of thought from council, lack of space for friends/family visitors, loads of unused open space. | -3.123 | 55.9557 |
| Resident | I don't like this | Having lived in this area for nine years, I can see no reason to change the current arrangements. We have never had any problem finding a convenient parking space. | -3.117 | 55.9545 |
| Resident | I don't like this | This area is an eyesore and could be redeveloped to include parking, up-to-date toilets and rental-cycle hub. | -3.1145 | 55.9564 |
| Resident | I don't like this | Why should homes 2-11 be sibngled out for shared use. The whole street should be residents one side and pay and display on the harry lauder side. My husband I have asthma and he also has a heart condition with stents. We bought this house for that reason | -3.1225 | 55.9561 |
| Resident | I don't like this | What will happen with the immediate adjacent parking zone? Controlled parking zone shouldd extend over a larger area with prices decreasing accordingly otherwise congestion wold move elsewhere | -3.1009 | 55.9503 |
| Resident | I like this | Please also ensure Barratt engage with this process and sort out parking issues on the estate. At the moment parking blocks the Council trucks and is not controlled. | -3.1202 | 55.9537 |
| Resident | I don't like this | This is my home, 12f Baileyroad where I live with 3 young children. You propose shared use bays outside which will be over run because you're a making it permit holders only along the rest of the street | -3.1229 | 55.9561 |
| Resident | I don't like this | proposals are good must also consider extending east into Joppa.pressure on parking this year enormous in Joppa streets around beach and promenade. Needs controls in place for future | -3.1001 | 55.9502 |
| Visitor | I don't like this | I use a private nursery in Portobello and need to park to drop off and pick up. There are no private nurseries closer to home, and no public transport options from my home in Gilberstoun to Portobello. | -3.1102 | 55.9522 |
| Commuter | I don't like this | My children attend nursery in Portobello so we would be unable to collect them/drop them off and get the train. | -3.1086 | 55.9506 |
| Resident | I don't like this | I feel that short term parking hadn't been well thought out. For most things I can walk but sometimes I need to park the car in portobello and this would not allow me to. Buses from my address are too infrequent to help | -3.1266 | 55.9478 |

| | | | | |
|-----------------|------------------------|--|---------|---------|
| Resident | I don't like this | This places double yellow lines outside my home where I park! Our street does not have a problem now but these proposals will remove several spaces and increase congestion. Like many residents I have a campervan and this is just over 2.5m tall, so where | -3.1131 | 55.9506 |
| Resident | I don't like this | Your proposals don't leave anything like the amount of necessary space for permit holder's cars. Where will all the residents park?? Why are you creating issues where currently the situation just about works?? | -3.113 | 55.9507 |
| Resident | I don't like this | I do not agree with having to pay for a permit where I won't always get to park outside of my house due to it being pay and display!! As a house we will need to pay for two permits. | -3.1226 | 55.9568 |
| Resident | I'm neutral about this | In recent years parking has become more difficult either when the school is in or the weather is good and the beach busy. The rise in (great!) food places on the prom has also seen a big rise in cars coming down the street. No easy solution as both the s | -3.1122 | 55.9546 |
| Resident | I don't like this | I strongly disagree with the introduction of permit holder bays in this location as I have lived here for over 34 years and generally always find a parking space. | -3.113 | 55.9507 |
| Resident | I don't like this | there is no need for permit holder spaces at this location, having lived here for over 34 years I have generally always managed to find a parking space. | -3.1128 | 55.9506 |
| Resident | I don't like this | Some of these parking bays are identified in my title deeds for parking for specific house owners only | -3.1195 | 55.9572 |
| Resident | I don't like this | The number of available places will be reduced while the the Council will sell more ppermits than there are places | -3.1131 | 55.9508 |
| Resident | I don't like this | No cars in Kings Place and keep Kings Road resident permit only | -3.1191 | 55.9582 |
| Resident | I don't like this | I cannot comprehend making the current illegal caravan park a car park. Cyclists and walkers need continuity on the prom and should not have to navigate cars. We are surely unique in putting a car park in the middle of the prom. | -3.1194 | 55.9585 |
| Resident | I don't like this | We may need to impose controls in the future but at the moment we get by and there is no need to change. Portobello will always have a conflict between visitor parking and resident . Parking restrictions will push cars onto other streets | -3.1125 | 55.9525 |
| Visitor | I don't like this | Why?? It's just going to push cars on to other roads. There are no public car parks-well one small one that is always full where are we supposed to park? There are no problems now-this is just money making for council the same as leith | -3.1155 | 55.9529 |
| Resident | I don't like this | This is complete madness. King's Place should be vehicle-free, as it is currently. The community supports a pedestrian and cycle-friendly continuous promenade from Seafield to Joppa. Where is the imagination and ambition for Edinburgh's Seaside? | -3.1191 | 55.9585 |
| Resident | I don't like this | The proposal would reduce parking spaces in the street by at least 60%. There is no space for a turning circle at the end of the cul de sac. Most residents reverse in/drive out. Parking on both sides, partially on the pavement isn't ideal but it works. | -3.1178 | 55.953 |
| Resident | I don't like this | Surely using kings place as a car park makes no sense for locals and visitors alike. This is Edinburgh's seaside and this prime location needs to be used for people not cars. I do not support this car park proposal. Use the space for cycling and walkin | -3.1191 | 55.9585 |
| Resident | I like this | Excellent idea. Looking forward to the proposal. | -3.1165 | 55.9531 |
| Resident | I like this | Great idea, will stop non-residents taking my parking space. | -3.1165 | 55.9531 |
| Resident | I don't like this | This only moves the problem to surrounding streets or increases costs. Although the 26 is a great service the public transport links to | -3.1076 | 55.9514 |

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|-----------------------|------------------------|--|---------|---------|
| | | other parts of the city aren't good enough to encourage less car ownership, especially around evenings and weekends. | | |
| Resident | I don't like this | This looks badly thought through - has someone actually walked the streets to see how residents use them? | -3.118 | 55.9532 |
| Resident | I don't like this | I am a resident just east of the parking zone. As a result of the proposed plans It will difficult for me to park. I'd propose parking where there is space already, such as the stand near the bus garage currently occupied by campervans. | -3.1191 | 55.9584 |
| Resident | I like this | There shouldn't be any parking in Kings Place, that is meant to be becoming a continuous active travel promenade, joining up the two existing car free promenades. | -3.1192 | 55.9585 |
| Resident | I like this | All of Kings Road needs to be herringbone parking, there is so much double parking currently, we need to organise it to maximise space. | -3.1204 | 55.9578 |
| Resident | I like this | Parking at the end of Rosefield Place should all be on one side, for a lot of kids this is the first round they cross alone and it helps they have a clear view without cars. | -3.1182 | 55.9525 |
| Resident | I like this | These double yellow lines need to continue up one side of Southfield Place, with resident parking on the other side. That street is a nightmare and a child was knocked down by a car on the way to school. | -3.1184 | 55.9504 |
| Resident | I like this | It isn't going to be popular with many people, and I will probably have to give up my car, but something has to be done as the current situation is dangerous. I have three small children and we have had several near misses. I support the proposals. | -3.111 | 55.9525 |
| Resident | I don't like this | This in no way solves any parking issues.(which their aren't) this is going to create nothing but parking problems. Why would you double yellow all the way along Baileyfield road and up fishwives causeway. This makes no no sense at all. | -3.1225 | 55.9556 |
| Resident | I don't like this | This will NOT benefit anyone living here or make parking easier! It's going to cause major problems for the amount of houses that are being built in the area to parking available. There is no issues whatsoever in our street for residents parking cars. | -3.1229 | 55.9557 |
| Business Owner | I don't like this | Taking away the most of the parking on Baileyfield road does not solve parking issues. By putting double yellow all the way along the herry road side you are creating nothing but problem. This side of the road is always used for parking. | -3.1229 | 55.9507 |
| Resident | I'm neutral about this | Please review the number of disabled bays on King's Road, fewer up where there are no disabled residents. On King's Place some parking for day trippers to beach would be good, but not in blocking view to sea. | -3.119 | 55.9585 |
| Resident | I don't like this | I live in Skylark Place, where parking is already limited. There are a lot of flats on Fishwives' Causeway - by making this double yellow you will drive them all to park in our parking area, making an already busy parking situation absolute chaos. | -3.1209 | 55.9553 |
| Resident | I don't like this | The map needs updated, the large blank area is housing, what will happen when this is the only free place to park? We will never be able to get a space outside our house. | -3.1209 | 55.9555 |
| Resident | I don't like this | There is too many double yellow lines and not enough parking this is going to make matters worse for the residents! | -3.121 | 55.9554 |
| Resident | I don't like this | It appears that our estate has been missed from proposals. If I am correct, it leaves our parking spaces open to anyone and everyone. I need a disabled space. | -3.11 | 55.9542 |
| Resident | I don't like this | Hello, I'm a resident at Flat 4, 5 Adamslaw Place which is part of the new Barratt Homes development in Portobello. I note from your interactive map that the housing development doesn't appear to exist and is instead described as Baileyfield Estate. Addi | -3.1209 | 55.9538 |

| | | | | |
|-----------------|------------------------|---|---------|---------|
| Resident | I like this | You are using out of date map for the barrat development , i would like to see what the proposal is for flint terrace, eh15 1ae, is it going to be double yellow lined? | -3.1218 | 55.9561 |
| Resident | I'm neutral about this | The portobello map being used is out of date - does not include the developments around Baileyfield Road that are now complete with residents living here, I dont see enough residents parking to cater. Parking on Baileyfield Road should be chevron layout | -3.1226 | 55.9556 |
| Resident | I don't like this | The map shows a residents' parking bay blocking the current dropped kerb access to our garage on West Brighton Crescent. The garage is in daily use and this access has been historically used to access the property. | -3.1179 | 55.9512 |
| Resident | I like this | Remove all parking on Brighton Place. There is sufficient parking on side roads and most residents have driveways. This is a busy cycle street and cyclists are forced to cycle on the reclaimed setts and not the sawn setts that it was designed for. | -3.1153 | 55.9521 |
| Resident | I don't like this | I live on the little lane you are proposing to put double yellow lines all the way along and I object because there is plenty space to have 3/4 cars parked (like there is currently) without obstruction. This just feels like another way to generate money | -3.1091 | 55.9521 |
| Resident | I'm neutral about this | My concern is that by putting permit holder bays in this street or at Baileyfield Road, then other residents will use our private car park at the rear of the of the apartment block | -3.1222 | 55.9548 |
| Visitor | I don't like this | Going to suck out visitors to the area | -3.1197 | 55.9506 |
| Visitor | I don't like this | Yes. There are some roads that could do with fewer parked cars. So why not put double yellows up one side? But to restrict visitor spaces even more will have a detrimental impact on local businesses at a time when they are already struggling | -3.1239 | 55.9594 |
| Resident | I don't like this | The parking is bad enough without you making it worse for residents! | -3.1196 | 55.9579 |
| Resident | I like this | Please do this soon! Really upsetting not to be able to park near our house because of all the builder's vans and beach goers. Strongly support this! | -3.1171 | 55.9518 |
| Resident | I don't like this | Baileyfield road and Barrett estate will lose almost all their parking in your proposal, very negative impact for residents, many of whom have young children and wouldn't be able to park anywhere close to their home. | -3.123 | 55.9551 |
| Resident | I don't like this | I live on the Prom (no vehicle access) & have to carry shopping etc a distance already. Proposal removes nearest spaces (by the pool) and reduces spaces for residents. I have concerns re overspill onto nearby streets | -3.1072 | 55.9531 |
| Resident | I don't like this | I'm resident of Windsor Place, although many cars that park by my house are Royal Mile cars or cars of other visitors , we never had a problem to find parking space near to the house. I don't understand why we would have to pay for permit | -3.1128 | 55.9514 |
| Resident | I'm neutral about this | Can you advise cost of permit and whether home owners on streets with permits will get first refusal on purchasing a permit for the street the live on? Many thanks | -3.1079 | 55.9522 |
| Other | I don't like this | Where on earth are we meant to park when going to work we are meant to be key workers and can't get parked when you go to your work. I come lto my work an hour early as it is to get anspace this is a joke | -3.1123 | 55.9546 |
| Resident | I don't like this | I live in the Barratt development om Fishwives Causeway and we currently have parking bays in front of the flats. Planning permission for the development was granted with the allowance of parking spaces provided and this violates that. | -3.1216 | 55.955 |

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| Resident | I don't like this | As a resident of portobello and have limited funds and need my car to get to and from my parents who are in their 80's paying for a permit would be detrimental to me financially. | -3.1146 | 55.9531 |
| Resident | I don't like this | When we purchased the property we were told the parking would be for residents only at no extra cost. I don't want random people from outside the estate parking here as it wouldn't feel as safe as it does now, which is one of the reasons we moved here. | -3.1202 | 55.954 |
| Resident | I don't like this | Bin hub far too big And disproportionately affect number 31. Instead distribute amongst other tenement entrances and make smaller. Don't put eyesore bin hubs by gardens in a conservation area. | -3.1103 | 55.953 |
| Resident | I like this | Excellent. Control and limit parking. Pavement parking creates access problems. | -3.1125 | 55.9525 |
| Resident | I don't like this | Parking is already an issue in Portobello and I bought my house based on the resident parking available. If the council continues with their plans the knock on effect for local residents is significant. At the moment it is manageable in most areas. | -3.1219 | 55.9556 |
| Resident | I don't like this | It will just move the car parking issues from Portobello to Joppa and Craigentenny | -3.1132 | 55.9546 |
| Resident | I don't like this | This will be detrimental for the residents of Portobello and bad for businesses | -3.1135 | 55.9547 |
| Business Owner | I don't like this | As a fully operational garage I have great concerns as to where my customers will be expected to park putting in double yellow lines will not only restrict parking it will drive away custom to | -3.1129 | 55.9505 |
| Visitor | I don't like this | I live just outside this area and the proposal makes no sense. This is going to create issues with parking in the area within the proposed area and outside it. I am totally against these plans for the whole area | -3.1141 | 55.9544 |
| | I don't like this | The last thing we need is bloody more cars coming into kings road ,A car park are you people in the councils nuts ,kings road is a death trap, it's like a McDonald's drive through, what with that ice cream shop at the top and the madness at the boathouse | -3.119 | 55.9579 |
| Resident | I don't like this | This should be a space for pedestrians, cyclists and events/ placemaking. Car parking will lead to safety issues as this is a connecting space between the Seafield and Portobello Proms. PCC survey results should be taken into account http://www.portobell | -3.1191 | 55.9584 |
| Resident | I don't like this | Absolutely against this policy. I live on the outskirts of portobello and work in the area in an office. | -3.1078 | 55.9511 |
| Resident | I don't like this | too many shared spaces on King's road! Nose in parking (like on Great King Street in New Town) would create more spaces. Resident permit parking -extend to 6:30pm to allow commuters to get a space. no to EV spaces - choose a different street!! | -3.1198 | 55.9578 |
| Resident | I don't like this | This plan is a "Sledgehammer to crack a nut" - it's over-reaching and unnecessary for the whole of Portobello. No-one should have to pay to park in their street buy everyone understands that they may not always get the parking space they normally get. | -3.1204 | 55.9572 |
| Resident | I don't like this | Christiemiller Avenue is a wide quiet residential street which has never had issues. Why get us invokved with this stupid anti car idea | -3.1366 | 55.949 |
| Visitor | I don't like this | Local businesses haven't been considered: dance school has no public areas for drop offs. | -3.1161 | 55.9527 |
| Visitor | I don't like this | Local businesses haven't been considered: nursery has no public areas for drop offs. | -3.1166 | 55.9508 |
| Visitor | I don't like this | Making Tumbles' parking area permit only severely reduces the amount of public parking off the streets: madness! | -3.1169 | 55.9565 |

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| Visitor | I don't like this | Permit parking is needed here, but outside Bellfield should be public, and there needs to be at least one disabled spot for events here. | -3.1082 | 55.9521 |
| Visitor | I don't like this | Parking by the beach should logically be public, especially for out of town visitors or they'll be endlessly circling the streets; pay and display is fine here. | -3.1089 | 55.9537 |
| Visitor | I don't like this | Parking by the beach should logically be public, especially for out of town visitors or they'll be endlessly circling the streets; pay and display is fine here. | -3.1095 | 55.9539 |
| Resident | I don't like this | I don't agree with charging residents to park with no guarantee of parking. | -3.1167 | 55.955 |
| Resident | I don't like this | Looking at the map you have it's seems not up to date to how the road looks now and it worries me that it will cause chaos for baileyfield residents to park outside their homes. I would rather the street was residents parking like the estates close to us | -3.1225 | 55.9557 |
| Resident | I don't like this | Problem mainly caused by high numbers of visitors, not residents. If CPZ stops at Bellfield St this will increase numbers of people parking in Joppa and Coillesdene, including Portobello residents who do not wish to purchase a permit and visitors | -3.1042 | 55.9515 |
| Resident | I don't like this | It looks as though you are planning to make my parking spot a permit holder spot. This is in the deeds of our house as owned by us so you cannot make it a permit bay. We will need to have a sign up explaining and enforcing this. | -3.1196 | 55.9575 |
| Resident | I don't like this | We need more spaces, not more restrictions | -3.1188 | 55.9555 |
| Resident | I don't like this | If you look at the parking early morning / late evening when all visitors have gone you'll see that there are still a significant number of cars on the streets - introducing this will mean there is not sufficient parking for residents. | -3.1107 | 55.9526 |
| Visitor | I don't like this | This is confusing: either all pay and display or none. Parking shouldn't be too expensive orbit will put off people for local businesses. | -3.1179 | 55.9557 |
| Visitor | I'm neutral about this | Can this be 30min free and then pay to help businesses? | -3.1161 | 55.9539 |
| Visitor | I'm neutral about this | Can this be 30min free and then pay to help businesses? | -3.1151 | 55.9532 |
| Visitor | I'm neutral about this | Can this be 30min free and then pay to help businesses? | -3.1138 | 55.9526 |
| Visitor | I'm neutral about this | Can this be 30min free and then pay to help businesses? | -3.1132 | 55.9525 |
| Visitor | I'm neutral about this | Can this be Both Pay & Display and Permit? And can it be 30min free and then pay to help businesses? | -3.1122 | 55.9527 |
| Visitor | I don't like this | Businesses need parking during the week here, not single yellow; can this be 30min free and then pay to help them, too? | -3.1168 | 55.9544 |
| Visitor | I'm neutral about this | Can this (and ALL P&D) be 30min free and then pay to help businesses? | -3.1136 | 55.9533 |
| Visitor | I don't like this | There's room here for shared parking: don't block it, please. | -3.1073 | 55.953 |
| Visitor | I don't like this | There's room for cars on both sides here: no need for double yellow lines to lose more parking spots.. | -3.1076 | 55.9529 |
| Visitor | I don't like this | Whilst I appreciate this is to be developed, can the Council keep back some land for a smaller public car park? Losing quite so much Council parking is going to be catastrophic. | -3.1173 | 55.9565 |
| Resident | I don't like this | I object to the proposed parking permit scheme. It does not offer any prospect of improvement to the current parking situation. If it goes ahead i will have to pay to be unable to park near my house, and the excess vehicles will be forced ever outwards. | -3.1119 | 55.9528 |

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| Resident | I don't like this | Now is just about enough parking in Portobello. If spaces are taken away for one side of street parking and pay and display there won't be enough space. | -3.1107 | 55.9526 |
| Visitor | I don't like this | My parents are becoming elderly and parking permits in place would limit ability for family to visit them impacting their mental health wellbeing and support available to them. They have lived here for over 30 years and never had to worry about paying pe | -3.1195 | 55.957 |
| Resident | I don't like this | There should not be paid parking outside my house. I moved to the area specifically because of the free on street parking for my flats so would not want this to now change. This is also an affordable housing area so extra funds should not have to be paid | -3.1194 | 55.9546 |
| Resident | I like this | High-sided vehicles parked in front of windows have a considerable obstructive impact from indoors. Reserved parking for oversized vehicles, in front of owner's own home, would be welcome, esp. evenings and weekends. | -3.1179 | 55.9539 |
| Resident | I don't like this | Placing all street bins directly in front of six children's bedroom windows at 1 and 2 Mentone Avenue instead of distributing at empty/commercial properties. Concerned about noise of glass bin in particular, also sun trap spot for food waste smell. | -3.1128 | 55.9538 |
| Visitor | I don't like this | I expect a lot of people have told you that your map is out of date. I like using the shops in Portobello and have found extended parking in Aldi invaluable. I expect there will be pressure on this parking once other spaces are no longer free. | -3.125 | 55.9569 |
| Resident | I don't like this | As far as I can see this space is on my title deeds and will be happy to discuss the matter . There is no need for private parking in here and only see this a non benefit to the residents . Yellow lines would suffice on one side of the street. | -3.1195 | 55.9569 |
| Resident | I like this | What about parking at weekends? It is very difficult to get down Bridge Street, let alone park. Cars are parked on pavements, blocking access to the flats / houses, blocking emergency services Never see any traffic wardens. | -3.1158 | 55.9564 |
| Resident | I don't like this | I have absolutely no qualms about paying for residents parking. However, definitely not for a shared bay, especially when there could be pay and display on the harry lauder side of baileyfield road | -3.123 | 55.9564 |
| Resident | I don't like this | NO NO NO. This proposal has limited benefit but HIGH cost to install and maintain. Hundreds of thousand pounds perhaps millions over 10 Years. See Email | -3.1162 | 55.9562 |
| Resident | I don't like this | Dear Team, I have an existing dropped kerb with a proposed single yellow line. This should be a double yellow line as access is required. | -3.109 | 55.9523 |
| Resident | I don't like this | Disabled parking and turning circle could go here as per SfP. The majority of this space should be pedestrianised/ active travel. Glad the car park will be superceded | -3.1185 | 55.9581 |
| Visitor | I don't like this | I swim at Portobello, I park for 30mins . if this goes ahead, i struggle to find available pay and display as there are so few, i will not spend any time or money at local businesses. Most parking transient -study it | -3.1076 | 55.9527 |
| Resident | I don't like this | You have proposed keeping single yellow down one side of Bridge Street. The pavement on this side is too small for people to get out safely. The road is unstable and the fact that it is a one-way system is a joke for the amount of heavy vehicles. | -3.1165 | 55.9561 |
| Resident | I don't like this | Charging Residents for a problem caused by visitor traffic doesn't seem fair and will disproportionately affect those that need car transport for work, with no suitable alternative available. Parking issues occur only at peak and are shortlived. | -3.1176 | 55.9571 |
| Other | I don't like this | You will kill businesses in Portobello, if you've not done this already. Its UNBELIEVABLE that people buying houses are now expected to pay to park outside their own homes. SHOCKING - just like the other double yellow line etc changes already made | 9.93238 | 55.7113 |

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| Resident | I like this | I like it, BUT the zone should be extended at least as far as the pumping station so as to minimise the problem of displacement from the centre of Portobello | -3.1045 | 55.9494 |
| Resident | I don't like this | Has the displacement of parked cars onto adjacent streets - which will be huge - been considered | -3.1096 | 55.9496 |
| Resident | I don't like this | This proposal appears to address one problem whilst creating another. Residents immediately outside the controlled zone will now find it almost impossible to park at their own properties. | -3.1075 | 55.9511 |
| Resident | I don't like this | Displacement into our street Argyle Crescent | -3.1085 | 55.9507 |
| Resident | I don't like this | The dropped kerb in bridge street opposite the car park is in the wrong location it should be outside 8 William Jameson place. What provision will be made to prevent cars parking over the dropped kerb. This is required for disabled access. | -3.117 | 55.9558 |
| Resident | I like this | Double yellow line on west side of Bridge street. This assists residents in accessing and egressing drives | -3.117 | 55.9558 |
| Resident | I'm neutral about this | What is the intended restrictions/purpose for the single yellow lines on Bridge Street (east side) when the west side has double yellow lines? | -3.1168 | 55.9559 |
| Resident | I like this |) Could the insertion of parking zones please coincide with on-street, covered bike storage. Portobello's tenements and flats are terribly served for bike storage. For example, my street (Brighton place) has zero. Maybe, when the zones decrease the number | -3.1153 | 55.9522 |
| Resident | I'm neutral about this | Can the council please make sure that the roads remain as safe or become safer when the parking zones are introduced. currently parked cars act as de facto traffic calming on Brighton Place (northbound). traffic calming is needed when parking less used | -3.1152 | 55.9523 |
| Resident | I'm neutral about this | Electric Car bays would serve tenement flats | -3.1154 | 55.9521 |
| Resident | I don't like this | 1. My family and I do not have difficulties parking here. 2. The proposals will hugely reduce the parking available to residents. 3. The permit proposals will burden residents with additional costs. 4. The proposals will make it harder for trade access | -3.1115 | 55.9532 |
| Resident | I don't like this | Relocated bins from Mentone Avenue and Bath Street have been moved to directly under two bedroom windows of my property - concerned about noise of collections (glass) early in the mornings and smell (food waste) as it's a south-facing sunny area | -3.1129 | 55.9538 |
| Resident | I don't like this | Bins have been moved to current double yellow gap which will make it very difficult to pass other vehicles on this street - gap outside 26 Bath Street is used as a "passing place" on busy days | -3.1121 | 55.954 |
| Resident | I'm neutral about this | Nowhere near enough electric vehicle charging bays in this proposal. They should be included on every street, and more City Car Club / CoWheels vehicles | -3.115 | 55.9531 |
| Resident | I don't like this | All "shared-use" bays on King's Place are also part of the active travel project so should be included in the greyed out car park - the foot of King's Road is now a turning circle and King's Place has no parking - it will should form a continuous prom | -3.1185 | 55.9582 |
| Resident | I'm neutral about this | These diagonal bays have been drawn the wrong way - everyone parks the other way round as most people arrive via Bath Street. It would be good if this was made clear with markings as sometimes people will park on the pavement at the middle section | -3.1096 | 55.954 |

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| Resident | I'm neutral about this | There is space between 10 and 20 Mentone Avenue to provide diagonal bays like on Ramsay Place. Can this be explored? It will provide more parking spaces and stop the persistent double-parking on the wide section of Mentone Avenue | -3.1137 | 55.9541 |
| Resident | I don't like this | Several bins have been removed from Ramsay Place and Mentone Avenue and concentrated at the very end of the street, so half-car sized gaps will emerge between vehicles due to inefficient parking on long stretches of permit zone. Bins break up into zones | -3.1145 | 55.9541 |
| Resident | I don't like this | This blocks a dropped kerb to a private drive | -3.1112 | 55.9544 |
| Resident | I don't like this | No reason to lose all the diagonal bays here between the blue badge bays and 47 Bellfield St - they're well-used & efficient use of space on a wide part of the street | -3.1073 | 55.9531 |
| Resident | I don't like this | This should be double-yellow as it's now a modal filter with signposting for walking/cycling between the prom and Fishwives Causeway (avoiding the dangerous King's Road junction where there have been deaths of cyclists recently) | -3.116 | 55.9554 |
| Resident | I don't like this | These parking bays (all the way along the eastern side of Brighton Place) are marked over flat setts which were put in place to make it more comfortable/desirable to cycle across Portobello the most direct route to the city centre. | -3.1152 | 55.9522 |
| Resident | I don't like this | Single yellow line opposite a junction is poor design, makes it harder to emerge from Lee Crescent and for buses navigating a narrow part of the street - they often have to wait for a northbound queue to clear | -3.1151 | 55.9524 |
| Resident | I like this | This gap in bays by a narrow section of street illustrates why moving the bins into a "passing place" on Bath Street (a busier street) is a bad idea | -3.114 | 55.9517 |
| Resident | I'm neutral about this | These bays won't exist as this street layout has completely changed with the Baileyfield Estate development - how can you consult on something that is so clearly wrong? This is the bulk of pay & display bays in the whole consultation, so it's misleading | -3.1208 | 55.9532 |
| Resident | I like this | We need more car club / co-wheels vehicles - many more - to encourage people to use them when they need instead of private car ownership | -3.1126 | 55.952 |
| Resident | I'm neutral about this | Some of the pay & display bays are quite hidden away and far from attractions (PHS, beach) - also St Mark's Place. Would suggest more Pay&Display close to the prom & on the PHS, then only permit/shared on side-streets | -3.1174 | 55.9542 |
| Resident | I don't like this | I don't like the King's Road junction, as a driver (it's sloooow), a cyclist (it's seriously dangerous), or a pedestrian (it's sooo sloooooow and there are loads of separate crossings). Don't have a suggestion and it's out of scope, I just don't like it. | -3.1228 | 55.9574 |
| Resident | I'm neutral about this | Add a bollard here to stop people parking at the foot of Beach Lane (it's DYL but rarely enforced) as it's a key route to Towerbank primary. | -3.1127 | 55.9554 |
| Resident | I like this | Put a bus gate here please - it'll solve all our traffic problems in one go (you'll just need to add a bollard to block the western end of Straiton Place as well) | -3.1142 | 55.9528 |
| Resident | I don't like this | Why are two sets of bins back to back here - don't see this configuration anywhere else. Would make more sense spreading bins out and not having them at the "end" of a block of parking, as long stretches of unmarked bays lead to inefficient parking | -3.1129 | 55.9539 |
| Resident | I like this | Perfectly happy to pay for a parking permit as this is a densely populated urban area. | -3.113 | 55.9539 |

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| Resident | I don't like this | Yet another costly project using funds that should be used for maintaining the roads. A decision made by a group of unelected councillors? | -3.1092 | 55.9522 |
| Resident | I don't like this | Due to the residential properties on Windsor Place being tenements this proposal will significantly decrease the number of parking spaces available to residents. We also have a taxi repair business on this street requiring parking spaces. | -3.1133 | 55.9507 |
| Resident | I like this | These double yellows will massively improve access for delivery and emergency vehicles | -3.113 | 55.9506 |
| Resident | I like this | Too few spaces for the number of cars, so would be good to discourage some cars. | -3.1137 | 55.954 |
| Resident | I don't like this | The proposals to reduce the amount of on street parking - particularly for residents - on Regent Street and Marlborough Street will inevitably lead to increased pressure on other neighbouring streets, which are already incredibly busy. | -3.1125 | 55.9525 |
| Resident | I don't like this | Proposals will halve available parking spaces in a densely populated street without providing any alternatives, simply shifting the problem elsewhere. Further spaces could be provided by introducing fishtail spaces on the wide pavement by 25-37 Marl. St | -3.111 | 55.9523 |
| Resident | I don't like this | I'm against the proposal as visitors to the area will park in the quiet side streets to avoid fees, causing congestion. Our driveway exit has been blocked in the past by inconsiderate parking when it gets busy in Portobello | -3.1026 | 55.9484 |
| Resident | I don't like this | The proposal will lead to people parking in adjacent streets outside the zone. Those streets have already seen increased & reckless parking during the summer months. This will make it worse. Either include all streets of Porty+Joppa in the zone or none. | -3.1026 | 55.9484 |
| Resident | I don't like this | There is not enough parking for the residents | -3.1121 | 55.9528 |
| Resident | I like this | A Car Park, or anything, on King's Place seems unfeasible as the area has effectively been appropriated by either a local business and caravan owners. Controlling parking would be an improvement, but unless it is applies for 24/7 it would be worthless. | -3.12 | 55.958 |
| Resident | I don't like this | The map for Lee Crescent/Sandford Gardens is incorrect - we have a dropped kerb and drive but not in the location shown. Also, the drive is not at a right-angle to the road and requires more space for a car to turn in. | -3.1141 | 55.9514 |
| Resident | I don't like this | Council trying to get MORE money out of people. CLEAN the streets and unblock the drains, we pay enough for this | -3.2163 | 55.9781 |
| Resident | I don't like this | I can't believe people are actually thinking of turning this highly used active travel corridor back into a car park! We need to promote safe active travel during a climate emergency. | -3.1192 | 55.9585 |
| | I don't like this | This is madness in the extreme. It will have a massive detrimental negative effect on the many small local businesses in the area. It is a area that has in recent years flourish due to these small businesses. There is zero need for this. | -3.1108 | 55.9518 |
| Resident | I don't like this | I really like the current ease of parking on kings road and would not like to lose this. | -3.1227 | 55.9575 |
| Resident | I don't like this | If this is enacted then I implore you to continue the zone into Joppa as I'm already hearing people say that they will start parking to the east of the zone to avoid charges. This being the case the problem is only being pushed eastwards. | -3.1045 | 55.9495 |
| Resident | I'm neutral about this | We live on James Street and I urge you to expand the proposed CPZ to include our street and the wedge of streets east along the Prom. If not we'll bear the brunt of displaced visitor traffic for a number of years to come. | -3.1086 | 55.9515 |

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| Resident | I don't like this | Would be better not to end at Bellfield st. Please extend to include all streets the length of the prom as the streets not included will develop a worse problem than already have | -3.3783 | 55.4599 |
| Resident | I don't like this | James street is busy enough with visitors to the beach. I am unable to park near my home on most occasions which has not been an issue before.more visitors are taking up our parking spaces, we already have the bike sheds & communal bins. This is a consec | -3.1029 | 55.9515 |
| Resident | I don't like this | Our street is busy enough without added cars parking in our street.I think its a disgrace that we cannot park where we live. This is not the city centre we live outwith ir?Are Edinburgh Council so desperate for money?? | -3.1067 | 55.9594 |
| Resident | I don't like this | I am concerned that as a resident of Southfield Place, cars will migrate from the CPZ and restrict my parking and yet I would have no access to a parking permit. I would be keen for Southfield Place to be included in the CPZ to meet these concerns. | -3.1185 | 55.9503 |
| Resident | I don't like this | In my area, we have been selected as being a residents only bay which is fine, but what about my guests? Where can they park? | -3.1113 | 55.9513 |
| Resident | I'm neutral about this | I would like Bellfield Street to remain two way but that Regent and Malborough Street become one-way going down towards the beach. Bath Street be One-way going up to the High Street. Right turn from Malborough and Bellfield L and Left from Regent | -3.1086 | 55.9515 |
| Resident | I'm neutral about this | EV charger outside Bellfield Community building please | -3.1082 | 55.9521 |
| Resident | I don't like this | Don't stop at bellfield st, it will create chaos elsewhere | -3.1031 | 55.9514 |
| Resident | I don't like this | If you are going to do this then it needs to go beyond bellfield. On James street it's already difficult enough to park on sunny days and including other infrastructure such as communal waste bins and bike sheds results in v difficult parking conditions | -3.108 | 55.9522 |
| Visitor | I'm neutral about this | There seems to be space here for a bay between driveways. | -3.1157 | 55.9508 |
| Visitor | I don't like this | The current spaces here should be retained. They are much safer for families. | -3.1073 | 55.9531 |
| Resident | I don't like this | Absolutely no way. I leave home at 0615 and return at 1845 and struggle to park near home as it is so NO I wouldn't support zonal parking. | -3.1029 | 55.9515 |
| Resident | I don't like this | I live on Baileyfield Road and don't support a controlled parking zone for Portobello. It wouldn't improve parking but would be an additional cost for residents and visitors. More should be done to encourage residents away from car use. | -3.1231 | 55.9553 |
| Resident | I don't like this | Double yellow lines on one side of Baileyfield Rd are not needed. This is a quiet road with no through traffic and cars parked on both sides has never been a problem. | -3.1234 | 55.9558 |
| Resident | I don't like this | narrow road for cars parking& manoeuvring already with difficulty passing safely. bins would obstruct even more& block visibility of pedestrians crossing. people already urinate in stair & bins to hide behind wld encourage this. smell also an issue. | -3.1171 | 55.9548 |
| Resident | I'm neutral about this | I would like to request that the visitor permits are more flexible. Paying for a set no. of hours over a period of time that we can allocate as needed is more useful than a fixed 90 mins. | -3.1084 | 55.9518 |
| Resident | I don't like this | The proposal will generate more issues and not fix anything. I have lived here 20 years and pressure on parking has got worse but is mainly due to residents own cars. The reduction in number of spaces by yellow lining will be a disaster. | -3.1104 | 55.9539 |

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| Resident | I don't like this | This map does not include the parking bays at Seafield Road East, the side road or the parking bay opposite. Residents of Seafield Road East need these spaces to be included in the plans and to have priority use of them for visitor parking and deliveries | -3.1227 | 55.9578 |
| Resident | I don't like this | I object to the parking restrictions, there is little general or disability parking in Portobello. I suffer with medical walking problems. This proposal obstructs driving my disabled husband to access businesses, parks and other including visiting friends | -3.113 | 55.952 |
| Resident | I'm neutral about this | This needs to be end on parking as that is how we park at the moment. It works and we can park more cars this way rather than parallel parking | -3.123 | 55.9552 |
| Resident | I'm neutral about this | This needs to be end on parking - not parallel parking spaces | -3.1231 | 55.9552 |
| Resident | I'm neutral about this | I am thinking about getting a hybrid car but if I can't guarantee parking outside my house to access charging point then how will this work? The car garage round the corner often abandons vehicles here that have failed their MOT. How would this be policed to make sure this doesn't still happen? | -3.1231 | 55.9553 |
| Resident | I'm neutral about this | I would like to have more of a flexible option for visitors parking. Is there a way to be flexible with 90 mins rule? Can you be given one big allocation for visitors to use how you see fit? | -3.123 | 55.9552 |
| Resident | I'm neutral about this | End on parking as we don't parallel park here | -3.1231 | 55.9551 |
| Resident | I'm neutral about this | Bus drivers often park here all day - can there be a parking restriction which means someone can't park all day as a pay and display? They should be walking or getting bus to work not driving | -3.1228 | 55.9564 |
| Resident | I like this | We all have old cottages which need a lot of maintenance with tradespeople. How will this work? We need to still give them access | -3.123 | 55.9552 |
| Resident | I like this | | -3.1231 | 55.9553 |
| Resident | I don't like this | There are two dropped crossings to the garages here | -3.118 | 55.9511 |
| Resident | I don't like this | There needs to be some free parking in order to support the town centre | -3.115 | 55.9531 |
| Resident | I don't like this | There needs to be some free parking in order to support the town centre | -3.1161 | 55.9538 |
| Resident | I don't like this | There needs to be some free parking in order to support the town centre | -3.1137 | 55.9526 |
| Resident | I don't like this | The pay and display needs to be closer to the town centre. Swap with residents only | -3.1183 | 55.9551 |
| Resident | I don't like this | The proposals will drastically reduce the availability of parking spaces for residents. There is not currently a problem with parking on our street but the proposals will create one. | -3.1132 | 55.9506 |
| Resident | I don't like this | If you are going to introduce Resident Parking Permits you need to include the *whole* of Portobello down to the end of the Promenade at Seaview Terrace/Eastfield; otherwise all problems with parking will simply be pushed into adjacent streets. | -3.1059 | 55.9524 |
| Resident | I don't like this | During what months was the parking survey undertaken? What days of the week? What times? What was the weather like when the surveys were done? All these factors influence the amount of non-resident parking in the streets. | -3.1059 | 55.9524 |
| Resident | I'm neutral about this | Can the High Street bays be made free for 30 minutes or 1 hour, Pay & Display beyond that? Due to there being a large free 2hr car park (Aldi) a short distance up the road - this would help local traders on High St | -3.115 | 55.9532 |

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| Resident | I'm neutral about this | Would there be space here for diagonal parking bays to stop the double parking that happens regularly? | -3.1195 | 55.9579 |
| Resident | I don't like this | I live in a household of 4 adults three of whom need cars as part of their jobs. I dont want permit parking | -3.1084 | 55.9514 |
| Resident | I'm neutral about this | Please don't put parking on the prom as was suggested in one of the meetings!!! | -3.1198 | 55.9587 |
| Resident | I don't like this | Proposals for Marlborough St take no account of no. existing cars (houses & 2 tenements) exacerbated by extent of double yellow lines. Problem of parking will be displaced not addressed; need sustainable solution. | -3.111 | 55.9523 |
| Resident | I don't like this | Concentrating so many bins outside the full length of two buildings will make these uninhabitable in summer. The smell from individual spaced bins is bad enough, but diffuses. This proposal would mean residents of 1 and 2 can't open windows in summer. | -3.1127 | 55.9538 |
| Resident | I don't like this | In my seventies and Portobello is my nearest local shopping area. The bus to Portobello from the top of Willowbrae has stopped. Walking back up the hill with shopping is not possible. I use my car and support local business. | -3.1187 | 55.9554 |
| Resident | I don't like this | Parking restrictions are unlikely to reduce congestion, instead they will create parking problems and backed up parking on an already busy high st. Our housing estate is not currently permitted and I would like this to stay, visitors can park easily | -3.1229 | 55.9565 |
| Resident | I like this | End on parking here instead of parallel spaces. | -3.1221 | 55.9559 |
| Resident | I like this | ThereMay be space to have some shared spaces on the other side of the street if they are parallel on that side rather than double yellows | -3.1226 | 55.9554 |
| Resident | I like this | Side of street with houses should be permits only.Where double yellow lines are should be shared spaces | -3.1231 | 55.9555 |
| Resident | I like this | We need to have more flexibility with visitors Being able to park. | -3.1232 | 55.9549 |
| Resident | I don't like this | Hi, the top section of Pipe Street is unsuitable for a bin bay for a few reasons, namely width, emergency access and the gradient. I have sent an email elaborating on these issues. Thanks. | -3.1171 | 55.9549 |
| Resident | I don't like this | I have lived in Portobello for over 20 years & I nearly always find a parking space close enough to my home. CPZs are unwelcoming for visitors & awkward for tradespeople. CPZs in one area of Portobello will only lead to parking congestion in another. | -3.1102 | 55.9542 |
| Resident | I don't like this | It's not necessary to control parking on Baileyfield Road. | -3.1226 | 55.9556 |
| Resident | I like this | In support of this. Marlborough and Regent Streets should become one way. Straiton Place should be blocked to through traffic between Regent and Marlborough Streets as it is used as a rat run to avoid tail backs on the High Street at the traffic lights. | -3.111 | 55.9523 |
| Resident | I like this | The pavement on the High Street across the head of Regent Street, Marlborough Street and Bellfield Street Lane should be continuous to create pedestrian priority, with access for cars onto newly designated one way streets (BSL is already one way). | -3.1111 | 55.952 |
| Resident | I like this | Straiton Place should be blocked to through traffic, except bikes, between Regent and Marlborough Streets to prevent through traffic. | -3.1095 | 55.9538 |
| Resident | I don't like this | Under the existing proposals in my street and all the adjoining streets there will be less parking for residents. Therefore the proposals will result in residents of Bath at being required to pay for parking permits but not being able to find a space | -3.1141 | 55.9529 |

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| Resident | I don't like this | I am concerned about the placement of the refuse bins outside 3 pipe street. Living here we have problem with narrowness of the street for refuse vehicles, delivery drivers, etc. People already flytip in this street adding bins would add to the problem | -3.1171 | 55.9548 |
| Resident | I don't like this | I'm not happy with the thought of large bins being put right out side of my door, not to mention the lack of space that would create. | -3.1171 | 55.9549 |
| Resident | I don't like this | The pavement outside our front door is very narrow and a bin would take up a lot of room. The road is also very narrow and the bin would take up passing space | -3.1173 | 55.9548 |
| Resident | I don't like this | Re 24.Marlborough Street. There is no longer a resident at tis address using a car. House sold disabled resident no longer at this address. Remove disabled bay? | -3.1103 | 55.9529 |
| Resident | I don't like this | Re 12 Straiton Place. There is no longer a resident at tis address using a car. House sold disabled resident no longer at this address. Remove disabled bay? | -3.1096 | 55.9539 |
| Resident | I don't like this | As a long time resident, I would strongly suggest this is time to make Marlborough Street one-way only. No entry from Straiton Place please. | -3.1093 | 55.9537 |
| Resident | I don't like this | Make Regent Street one way only- no entry from Straiton Place. Thanks. | -3.1103 | 55.9541 |
| Resident | I'm neutral about this | Re 36/2 Marlborough Street. Not sure if the road markings proposed at my driveway are best to ensure i can access to/from my drive? | -3.1096 | 55.9534 |
| Other | I don't like this | The proposed bin area outside Adelphi Pl. 9 is just outside the windows of the tenement. Opposite a proposed disabled parking. Much preferable to swap the two areas round.for disabled people in Adelphi Pl and to avoid noise and smells in tenement at # 9. | -3.1173 | 55.9542 |
| Resident | I don't like this | You are putting a Shared-use Bay right over my private driveway | -3.1112 | 55.9545 |
| Resident | I'm neutral about this | The dark grey rectangle indicated is roadway, but is I think not council adopted road - it should be light grey, the same as the lane extending diagonally down-left from the word "avenue" - there needs to be access to Havenfield Mews. | -3.1162 | 55.9526 |
| Resident | I don't like this | I am extremely concerned about locals who require regular daily carers accessing them, and by default parking, in a timely manner. The proposed provision of reduced temporary parking passes will not be possible to supply to carers before parking. | -3.1164 | 55.9538 |
| Resident | I don't like this | Car users will park outside of the proposed zones causing congestion in other residential streets. | -3.1083 | 55.952 |
| Resident | I don't like this | Other residential streets in Portobello will become congested as users try and park to avoid payment. | -3.1087 | 55.9505 |
| Resident | I don't like this | How will parking permits improve the perceived difficulty? The evidence is not transparent: the case for the proposed solution is not made. | -3.1131 | 55.9508 |
| Resident | I like this | It is particularly important to reduce pavement parking to increase access on foot/other active travel. Must be matched by public transport and active travel infrastructure | -3.111 | 55.9522 |
| Resident | I don't like this | Excuse me, but where are residents gonna park their cars??? Our street is always busy with local cars, but in the proposal there's only space for a few cars only 😞 there's hardly any parking places for future permit holders!!! 😞 We are not happy!!! | -3.1173 | 55.9552 |
| Resident | I don't like this | With our parking being for residents and this not being enforable in Scotland we will find non-permit holders being pushed to take our spaces. We will also not be entitled to permits as we do not live in the permit area. Where on earth are we to park? | -3.1215 | 55.9562 |

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| Resident | I like this | This kerb line is blank, consider extending permit spaces. | -3.111 | 55.9523 |
| Resident | I don't like this | I live at 27/3 mount lodge place and have a disabled child who has a blue badge. Please could we have a disabled parking bay close by. | -3.1107 | 55.9509 |
| Resident | I don't like this | The bus stops on the Aldi side of the road don't have bus cages and there is no mention of the bays on the other side whose primary function is for the buses changing drivers at the stop. | -3.1214 | 55.9567 |
| Resident | I don't like this | Please do not add unnecessary double yellow lines all down the high Street. We do not need them. No benefit. Parking spots are already limited, don't take away dozens more with unnecessary double yellows. I live across from the proposed double yellows. | -3.119 | 55.9555 |
| Visitor | I like this | It will make Portobello safer. | -3.1242 | 55.9495 |
| Resident | I don't like this | This will not benefit residents rather will make money that we will not see benefits from. | -3.1163 | 55.9533 |
| Resident | I don't like this | We are miles from the City Centre and as it's only residents for 90% of the year it discriminates against us for buying away from the city centre | -3.113 | 55.9559 |
| Resident | I like this | A good step forward. More electric car charging points would be good. just back from London, and I thought the ULEZ and CC are both positive and encourage more electric bikes and scooters. | -3.1138 | 55.9528 |
| Resident | I don't like this | These bays should remain open to allow access to the swimming baths. Having double yellow lines that far down doesn't aid in turning right to go up Bellfield Street and is overly restrictive. | -3.1073 | 55.9531 |
| Resident | I don't like this | There should be another bay added to the other side of Bath Lane. | -3.1109 | 55.9547 |
| Resident | I don't like this | This should be made shared use. Parking in this street even in winter is very difficult for residents and the loss of spaces in a residential street along with the proposed plans in Regent Street and Marlborough Street will compound this problem. | -3.1135 | 55.9533 |
| Resident | I don't like this | I fail to understand how the current residents' vehicles can be accommodated on Regent St and Marlborough St if the parking space is more than halved. Already on any given day or time there are rarely spaces available with cars being parked on both sides | -3.1127 | 55.9524 |
| Resident | I don't like this | You're going to put a new bin outside my bedroom (top of Regent Street), the bottle bin will be very noisy for me. Aged 6. | -3.1127 | 55.9524 |
| Resident | I don't like this | Where are visitors and residents supposed to park? There isn't enough capacity included. This will kill business and ruin the community that exists here. | -3.1128 | 55.9524 |
| Resident | I'm neutral about this | It seems rather excessive for an area where parking is not a major problem and there is little need for residents-only parking. it looks like just another con to raise money for further foolish Council spending. | -3.119 | 55.9512 |
| Resident | I'm neutral about this | My driveway is not listed. It is temporarily blocked by a hedge, but I will be using it to access my garage if the permit system comes into place. | -3.1178 | 55.951 |
| Resident | I like this | great way of improving living environment. Less problems with buses which are experiencing troubles with parked cars. The best idea to reduce car ownership. Most people in Porty can use bikes and public transport | -3.1206 | 55.9498 |
| Resident | I like this | great way to improve the neighbourhood. So I can walk as disabled over the pavement. Most streets are filled with cars on pavements no way you can walk there as disabled or with a pram | -3.1119 | 55.9533 |

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| Resident | I like this | great way to improve the neighbourhood. So, I can walk as disabled over the pavement. Most streets are filled with cars on pavements no way you can walk there as disabled or with a pram | -3.1119 | 55.9533 |
| Resident | I don't like this | I feel this is completely unnecessary as I have no problem parking on my street. | -3.1131 | 55.9508 |
| Resident | I don't like this | I find this completely unnecessary. | -3.113 | 55.9507 |
| Resident | I don't like this | I live on regent Street and am quite worried about how limited parking will be with this. I already struggle to find a spot when I get back from work and need my car for visiting patients. | -3.1116 | 55.9531 |
| Resident | I like this | I live in Marlborough Street and there is a real problem with pavement parking on both sides of the street. I am strongly supportive of the plans for Marlborough Street. | -3.1105 | 55.9529 |
| Resident | I don't like this | Mentone Avenue - placement of bins directly outside number's 1, 2 and 3 will be disruptive and unpleasant for both residents of those numbers, and residents who will have to walk far. Bins could be better places along the street and include a covering. | -3.1129 | 55.9538 |
| Resident | I'm neutral about this | Mews. if no-one apart from a resident can ever park in a Mews area how can family, trades people, and delivery vehicles visit? This street is quiet all week round with plenty spaces. the proposal is too drastic. | -3.1187 | 55.9536 |
| Resident | I don't like this | Bringing in paid for resident parking scheme will not help with people being able to park near their homes. Portobello simply isn't designed to have both residents parking and tourist parking. Build an extra car park and don't charge residents | -3.1148 | 55.9542 |
| Resident | I don't like this | The allocation for bins are not included in this map. Will each household be allowed one space per car? How will overnight guests park? Why should residents & their family pay to see each other? | -3.1143 | 55.9542 |
| Resident | I don't like this | These plans are preposterous, they punish local residents by providing insufficient parking for us, local businesses, tradesmen and deliveries. I am wholly opposed to these plans and fail to see any sense or logic in them. | -3.1125 | 55.9525 |
| Other | I don't like this | The material available online tells me very little about the proposals; e.g., days, times, charges. My concern is that I regularly attend and occasionally take services at the church and there is no Sunday bus service from Liberton to Portobello | -3.1056 | 55.9521 |
| Resident | I'm neutral about this | The major goal of this should be to reduce car traffic in the neighbourhood. Controls and fees may be a way to do that, but they should be introduced only insofar as they are known to contribute to shifting people to public transit and bicycling. | -3.1164 | 55.9515 |
| Resident | I like this | Residents parking is needed in Portobello | -3.1184 | 55.9512 |
| Resident | I don't like this | How many motorcycle spaces have been provided for as I cannot see any? The parking apps do not allow to park a motorcycle, and tickets cannot be reliably attached to the vehicles. | 1.83801 | 42.3975 |
| Resident | I don't like this | Brighton place likely to be no parking due to Brunstane Rd closure | -3.1152 | 55.9523 |
| Resident | I'm neutral about this | You have omitted Southfield Place is a bus route, which needs to be yellowed lined... Also omitted my garage entrance in Rosefield Street. | -3.1178 | 55.953 |
| Resident | I like this | Double parking on the street, people parking in the disabled parking bays and non-residents parking in the bays is a regular menace. Please introduce residential parking and double yellow lines for non-parking spaces on Adamslaw place. | -3.1058 | 55.9566 |

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| Resident | I don't like this | Consultation re street specifics. Marl. St dense population= parking for residents? Make access only? Street in poor state. Displacement of cars. | -3.1107 | 55.9527 |
| Resident | I don't like this | An ill thought out proposal which will drive people and business away from our community. | 13.2215 | 46.1444 |
| Resident | I don't like this | There are a few small areas where yellow lines could help but you are suggesting a sledgehammer there is no upside for residents, it will drive people away just when Porty is becoming a lively and enjoyable space. Very poor town planning, I expect be | -3.1112 | 55.9547 |
| Resident | I don't like this | There are a few small areas where yellow lines could help but you are suggesting a sledgehammer there is no upside for residents, it will drive people away just when Porty is becoming a lively and enjoyable space. Very poor town planning, I expect bet | -3.1712 | 55.9371 |
| Resident | I like this | As a resident here, I would be in favour of permits. It is often impossible to park anywhere near my own house due to people visiting the beach in nice weather, porty every day or people parking campervans here. I would support permits. | -3.1143 | 55.9514 |
| Resident | I don't like this | This is poorly thought out as will simply shift the cars to non-controlled zones, I am in Pittville Street so would be happy to have CPZ for all of Portobello including Pittville Street for consistency of coverage. | -3.1164 | 55.9515 |
| Other | I'm neutral about this | I am commenting on behalf of St Mark's - we are neutral about the CPZ in general but would ask that it is not operational at weekends, especially Sundays, as we have many less able and vulnerable people who come to services. | -3.1087 | 55.9507 |
| Resident | I like this | I cannot tell from the interactive map if there is a single or double yellow line here. Please confirm | -3.1082 | 55.9534 |
| Resident | I don't like this | Bins v close to my window. Not acceptable for anyone. Nowhere as dominated by bins as Ed. Make less intrusive and landscaped – best underground. Could move these to next to grassy area. Don't neglect opportunity to address this. More in email. | -3.1105 | 55.9543 |
| Resident | I'm neutral about this | There is not enough space to have parking on one side and the bins on the other. The also blow over in high winds and will damage the building if this is to happen. There current location is preferable even if this means less parking. | -3.1105 | 55.9543 |
| Resident | I don't like this | Leave recycling bins where they are as this is a conservation area. Introduce some double yellow lines to improve access for emergency vehicles. | -3.119 | 55.9535 |
| Resident | I don't like this | What investigations have been done into the impact on surrounding streets? We live in Pittville St and there will be a significant impact on parking here and in neighbouring streets as drivers are forced to look for spaces. | -3.1068 | 55.9515 |
| Resident | I don't like this | The proposed location of rubbish bins on Pipe Street will not work. There is not enough width on the street to have bins and residential parking. The best option would be to keep the bins on the main road where they are located presently. | -3.1171 | 55.9549 |
| Resident | I like this | We really need this to control parking in Portobello. | -3.1133 | 55.9524 |
| Resident | I don't like this | The proposals will push the problem to areas immediately adjacent to the central area thereby compounding the problem. Lack of specified visitor parking (designated 'P') is the main issue. I have emailed a more detail response to the project centre. | -3.1026 | 55.9484 |
| Resident | I like this | The problem of parking near home has really escalated. Towerbank teachers, dog walkers, tourists and parents waiting for children are a problem. The school parking zone is not being policed. | -3.1132 | 55.9551 |

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| Resident | I don't like this | this would make the road too narrow for vans or emergency vehicles. If on pavement wheelchairs and prams could not pass | -3.1105 | 55.9543 |
| Resident | I like this | The existing resident and visitor parking needs to be retained. The flat setts are for the future when cars are much reduced in number. | -3.1154 | 55.9521 |
| Resident | I like this | This parking needs to be retained for shoppers, visitors and residents. The flat setts are for the future when cars are reduced in number. | -3.1166 | 55.9514 |
| Resident | I don't like this | There are two dropped crossing entries to the lock-up garages. | -3.118 | 55.9511 |
| Resident | I don't like this | The boundary of the CPZ should be as far east as Joppa pumping station | -3.1075 | 55.9524 |
| Resident | I don't like this | This parking area should be included in pay and display | -3.117 | 55.9566 |
| Resident | I'm neutral about this | Some people are lobbying to get rid of this parking on the east side of Brighton Place, but it is essential it is retained, especially as it proposed to drastically reduce the number of parking spaces in the area. | -3.1165 | 55.9515 |
| Resident | I don't like this | This area is private property to be developed and not a private road | -3.1147 | 55.9563 |
| Resident | I don't like this | The existing grass verges are used for illegal parking. Controlled bays should be provided. | -3.1171 | 55.9559 |
| Resident | I like this | Some extra visitor parking should be reinstated in the King's Place area and not taken over by commercial enterprises. | -3.119 | 55.9584 |
| Resident | I like this | Visitor parking should be reinstated. | -3.1184 | 55.9581 |
| Resident | I'm neutral about this | The legal position for the Welmar development of owned car parking spaces by residents needs to be verified. | -3.1194 | 55.9572 |
| Resident | I don't like this | Adelphi Place is no different to many other streets in Portobello - it should not be classed as a mews | -3.1181 | 55.9537 |
| Resident | I don't like this | Free short-stay parking needs to be retained in the town centre. | -3.1146 | 55.953 |
| Resident | I don't like this | This area should not just be for residents but pay and display for shoppers | -3.1172 | 55.9543 |
| Resident | I don't like this | Free short-stay parking needs to be retained outside this parade of shops, which includes a pharmacy where carers regularly call to collect medication for their clients. | -3.114 | 55.9528 |
| Resident | I don't like this | This area needs to be half hour free parking to provide a level playing field between the town centre and supermarkets. | -3.1161 | 55.9539 |
| Resident | I don't like this | This area needs to be half hour free parking to provide a level playing field between the town centre and supermarkets. | -3.115 | 55.9531 |
| Resident | I don't like this | This area needs to be half hour free parking to provide a level playing field between the town centre and supermarkets. | -3.1136 | 55.9526 |
| Resident | I don't like this | Free short-stay parking needs to be retained outside this parade of shops. | -3.1159 | 55.9537 |
| Resident | I don't like this | This area needs to be half hour free parking to provide a level playing field between the town centre and supermarkets. | -3.1132 | 55.9525 |
| Resident | I'm neutral about this | Parking on the pavement, maybe private land, needs to be sorted out or the carriageway widened. | -3.1087 | 55.9527 |
| Resident | I don't like this | This side street should be double yellow lined and not a mews to allow access for emergency vehicles. | -3.1097 | 55.9522 |
| Resident | I don't like this | The lack of a proposal for the known street layout, regardless of adoption, is unfair on new residents buying these properties. | -3.1207 | 55.9543 |
| Resident | I don't like this | The lack of a proposal for controlling parking is discriminatory on long term residents | -3.1216 | 55.9556 |

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| Resident | I don't like this | I am at 38 Brighton Place - I am not allowed a driveway due to it being a conservation area I therefore park in the street. I am opposed to free parking being removed from Brighton Place. The interactive map is not easy to navigate, perhaps this should b | -3.1166 | 55.9513 |
| Resident | I don't like this | No parking should be allowed in any part of Brighton Place which is a main public transport and other traffic pedestrian and cyclist thoroughfare. It is currently totally congested by car parking in the bike lane etc | -3.1191 | 55.9507 |
| Resident | I don't like this | This will not improve parking. It will reduce the number of places markedly. The reduction in available spaces will only displace the problems to nearby streets. Some of the most difficult times to find parking is in the evening, outside the enforcement times. | -3.1092 | 55.9537 |
| Resident | I don't like this | I live in portobello on bath street where everyone parks for the beach. I still am set against the parking permit plan. | -3.1136 | 55.9533 |
| Resident | I don't like this | Major mistake - this is a very large response to a very small problem, very damaging to local businesses and leaves residents worse off than now - no analysis visible behind the proposals | -3.1105 | 55.9529 |
| Resident | I like this | There should be visitor and disabled parking here. It was removed due to pressure from a pub that wants to take over the area as a vast outdoor drinking area. This has caused parking problems nearby. | -3.1186 | 55.9582 |
| Resident | I don't like this | Law Place has its own parking but there are too few spaces so we all have to be flexible and occasionally park elsewhere. At 77 we need spaces for family etc and, again flexibility is the key. The new scheme reduces that flexibility with no clear gains. | -3.116 | 55.955 |
| Resident | I don't like this | Restrictions on parking will encourage more people to pave over front gardens and increase rainwater run-off. | -3.1161 | 55.9519 |
| Resident | I don't like this | Aldi was given permission for double the standard of free parking - this parking should be made available for the public. | -3.1208 | 55.956 |
| Resident | I don't like this | The disabled parking should be on the other side of the street. All disabled spaces should be checked to see if still needed. | -3.1103 | 55.9529 |
| Resident | I don't like this | There is not enough space for emergency vehicles. | -3.1097 | 55.9534 |
| Resident | I don't like this | Signs already say residential parking only and so plenty of space. New plans keep this but remove nearby areas likely making it harder to find space within the residential parking areas as others choose to park in here and not on the main road. | -3.1207 | 55.957 |
| Resident | I don't like this | Permit times of 8:30am-5:30pm might promote environmentally friendly methods of transport for people working in Porty, but would increase residents driving to work in other places to remove their cars from the permit zones when they otherwise might cycle | -3.1202 | 55.9568 |
| Resident | I don't like this | Controlled zones pushes people to park outwith the zones to residential areas. This means that Woodside Terrace, where I live will have even more parked cars. Especially at weekends when people visit the beach. | -3.1114 | 55.9567 |
| Resident | I don't like this | Beach visitors park here. They're not here all year round and they don't keep commuter hours. Your clumsy one size fits all approach to CPZ restrictions will make life worse not better for us. | -3.1153 | 55.9561 |
| Resident | I don't like this | As you don't enforce current restrictions, I have little confidence you will do any better with the CPZ. If I'm paying for a permit, what reassurance will you give that enforcement will be properly and effectively delivered? | -3.1158 | 55.9564 |

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|-----------------|------------------------|---|---------|---------|
| Resident | I don't like this | Your old-fashioned view of commuting imagines people being home by 5.30. Your CPZ would have to be 24/7 restricted parking if it is really aimed at helping local residents. | -3.1154 | 55.9558 |
| Resident | I don't like this | What is the proposal for the area currently occupied by caravans? The area is zoned with a squiggle line which doesn't appear on the legend. If you plan to make that a no overnight stay area, then excellent. | -3.1191 | 55.9584 |
| Resident | I'm neutral about this | The entrance to west Brighton Cres is incredibly tight and having parking in both sides makes access for bins etc extremely difficult. | -3.1189 | 55.9514 |
| Resident | I don't like this | No restrictions are necessary, simply a money-making enterprise by the council. If it goes ahead there will be difficulties for visitors, deliveries and tradesmen. | -3.114 | 55.9519 |
| Resident | I don't like this | I run a guest house in my street and advertise free parking. This could mean the end of my business. it is bad enough to park currently with people who do not live in the street parking here. | -3.116 | 55.9507 |
| Resident | I don't like this | What an ill thought out idea which makes no sense for residents or visitors. Our street is mostly quiet and I've never not been able to park in it, so don't see why we should be charged for the privilege. | -3.1174 | 55.951 |
| Resident | I don't like this | The proposal suggests one solution for the whole of Portobello when different issues exist in different areas. The biggest problem in Bridge Street area is at weekends with congestion due to narrow street. | -3.116 | 55.9563 |
| Resident | I don't like this | Introducing parking charges punishes local shops. Make Bridge Street one way with Pipe Street to relieve congestion experienced at weekends/holidays. CPZ during weekdays doesn't solve weekend congestion issues in this area. | -3.1159 | 55.9554 |
| Resident | I'm neutral about this | The proposal for double and single yellow lines on Bridge Street would only be useful if, in addition, it were made one way with Pipe Street. The problem is one of congestion at weekends rather than parking. | -3.116 | 55.9563 |
| Resident | I like this | Double yellow lines at the bend on Bridge Street are essential to prevent an accident waiting to happen. Double yellows were put in place on Figgate Street with a similar sharp bend many years ago. | -3.1159 | 55.9564 |
| Resident | I don't like this | Bridge St. Car park should have pay meters at wends, not in the week. It's not a commercial area, mobbed at wends particularly hot days. Double yellows down both sides Bridge St and a one way system with Pipe St. | -3.1164 | 55.9515 |
| Resident | I don't like this | Main concern is that adjacent areas such as Argyle Crescent which are already burdened by non-resident parking to reach the beach and local businesses have not been considered in these proposals. A longer comment has been sent to the email address above | -3.1086 | 55.9506 |
| Resident | I don't like this | A communal bin currently located on the opposite side of the road in Straiton Place has been moved to directly outside Nos 5 & 7 - unpleasant for residents; making an already narrow road impassable & dangerous for pedestrians. | -3.1105 | 55.9543 |
| Resident | I don't like this | I do not want parking charges in Portobello. The recent congestion has been exacerbated by Covid. The problem of parking will just be moved into Joppa. Residents do not want to pay for on street parking. | -3.1059 | 55.9524 |
| Resident | I don't like this | the plans will shift all those seeking free parking for beach and swimming pool along to Pittville Street, which will exacerbate an already heavily used street. This is poor planning. | -3.1059 | 55.9524 |
| Resident | I don't like this | It appears that the large communal bins are going to move to north side of Straiton place, opposite their existing location, to allow for cars to park. Surely on such a narrow street this will impact on space for pedestrians/ cause an obstruction? | -3.1105 | 55.9543 |

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|-----------------|------------------------|---|---------|---------|
| Resident | I'm neutral about this | The bottom of Bath St has constant issues with drivers trying to access beach/ non-existing parking with their cars which then causes dangerous blockages - better signage that disabled parking ONLY and dead end required | -3.1108 | 55.9546 |
| Resident | I don't like this | This area could be used for shared visitor/ permit parking too (up to junction) | -3.1073 | 55.9531 |
| Resident | I like this | Regent St and Marlborough Street are impossible walk/wheel along as a pedestrian as ALL pavement space is taken up by cars. making parking only one side is a positive move | -3.1114 | 55.9534 |
| Resident | I like this | I support this proposal and understand there has been a suggestion to make bridge street and pipe lane/street a one-way system. This would help reduce congestion in the area if it is possible. | -3.1173 | 55.9557 |
| Resident | I like this | Restrictions should be in place 7 days per week due to so many people driving to, and parking in, Portobello to visit the beach at the weekends. | -3.1027 | 55.9462 |
| Resident | I don't like this | The CPZ ends at Bellfield Street, missing out Pittville Street. With the swimming pool being between Bellfield Street and Pittville Street, the latter will be swamped by non-resident parkers, making it far worse than it currently is. | -3.1077 | 55.9522 |
| Resident | I don't like this | It does not address Porty's particular problem which is usually confined to fine weekends. Parking during the week is rarely a problem for residents and visitors. Parking charges would threaten local businesses and penalise residents needlessly. | -3.1173 | 55.9557 |
| Resident | I don't like this | All Bridge St should be double yellows up to Pipe St. Single yellows on the side the houses are means cars parking block residents' gates and prevent off street parking. Making it one way should be considered by re-opening up Pipe St to vehicles. | -3.1172 | 55.9559 |
| Resident | I don't like this | Pipe St and Lane should be reopened to ease congestion on Bridge St. Emergency vehicles have had access problems when too many cars are parked on Bridge St. The two streets could be made one-way to solve this | -3.116 | 55.9554 |
| Resident | I don't like this | Creating parking bays on Regent Street will half the current parking spaces and only add to the problems residents face in parking which is exacerbated by beach visitors. | -3.1125 | 55.9525 |
| Resident | I don't like this | Where I live in Bath St there will be less parking spaces for residents but I will have to pay for a permit. In practice this means I will have to pay an annual fee but have less opportunity to park near my home. | -3.1126 | 55.9537 |
| Resident | I don't like this | Aldi has twice as much parking as council standards allow. This will remain free. This is unfair on the local independent shops unless they are also allowed free shoppers' parking. | -3.1204 | 55.9557 |
| Resident | I don't like this | There is no parking problem here but one will be created by the CPZ, which will mean that displaced parking from Rosefield Street, Place and Avenue will spill over into this street, causing a parking problem. | -3.1184 | 55.9512 |
| Resident | I don't like this | Stopping the CPZ here creates an artificial boundary and will mean that overspill parking will cause problems in the streets to the east, such as Pitville Street, John Street, etc. The CPZ needs to cover Portobello and Joppa. | -3.1086 | 55.9515 |
| Resident | I don't like this | The background information - a pdf of 380 pages is inaccessible and unreadable - this breaches accessibility legal requirements of on the use of pdfs on websites. I am unable to engage fully in the consultation due to the breach of legal requirements. | -3.1119 | 55.9535 |
| Resident | I don't like this | Any proposal for disabled parking bays when residents have converted their on-site parking to accommodation | -3.1096 | 55.9526 |
| Resident | I don't like this | The assessment seems to have been a very blunt instrument with limited criteria. Does not take into consideration needs of seaside businesses and periodic visitor influx. Car parks not permits. | -3.1185 | 55.9527 |

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|-----------------|------------------------|---|---------|---------|
| Resident | I don't like this | Reduction of parking spaces here and displacement of vehicles will cause problems in nearby streets that don't currently have parking problems. | -3.1178 | 55.953 |
| Resident | I like this | I would be very interested in this as the street I live in Marlborough Street has become unmanageable for parking and two way driving. I am intending to buy a parking permit if/when the scheme will be in place. | -3.1105 | 55.953 |
| Resident | I don't like this | Reduction of parking spaces here will cause displacement to other nearby streets, causing a problem where none currently exists. | -3.1163 | 55.9533 |
| Resident | I don't like this | Reducing parking spaces here will displace vehicles, causing problems in nearby streets where no parking problem currently exists. | -3.1183 | 55.9525 |
| Resident | I don't like this | This should not be categorised as a mews. People got permission for these back lane developments on the condition they would have off street parking. Calls for disabled parking here should be resisted. People park on the double yellow lines here causing a hazardous obstruction to emergency vehicles. Enforce the double yellow lines. | -3.1089 | 55.9522 |
| Resident | I'm neutral about this | I think having parking on both sides of the street is necessary as there isn't enough parking as is. Double yellow lines unnecessary. Having a one way system would be a better solution for traffic flow than removing parking. | -3.1105 | 55.9528 |
| Resident | I'm neutral about this | I would suggest streets like Marlborough Street and Regent Street being one way, going from the high street towards the sea, while Straiton Place, Bellfield Street and Bath Street being two way. | -3.1094 | 55.9537 |
| Resident | I'm neutral about this | Rosefield Street should be classified as a mews similar to Adelphi because it's a dead end street. | -3.1178 | 55.9529 |
| Resident | I don't like this | All the current CPZ proposal is doing is moving cars from central Portobello into Joppa where there is more free parking. this negates the required effect of reducing vehicle ownership. You must include Joppa or you are merely displacing vehicles. | -3.1045 | 55.9494 |
| Resident | I like this | It's a shame it doesn't include the whole of Portobello and Joppa as there will be a displacement problem. Alternative parking outside the CPZ, and new space could be created amongst the trees in Windsor Place opposite the play park would help. | -3.1105 | 55.9501 |
| Resident | I like this | I want to see more car sharing and I'm currently working with Co Wheels who want to bring EVs to Porty but there is no local charging facility. We need many more dedicated spaces for car clubs, with charging facilities, ideally in every street. | -3.1159 | 55.9538 |
| Resident | I don't like this | Specifically, the idea of putting numerous rubbish bins outside my bedroom windows in Mentone Ave. This is a health risk to me, 74 years of age, and my grandson who lives in one of said rooms. There are more suitable, safer areas. | -3.1128 | 55.9538 |
| Resident | I'm neutral about this | Need incentives for lower car ownership and use and more provision for bikes, carshare etc. Resident parking-limited to one per address-should be free or cheap for an initial intro. period. Visitor parking should be restricted; better buses etc | -3.1151 | 55.9543 |
| Resident | I don't like this | I'll prepared and illogical for an area so far outside the city centre- Council officials are flying a kite and heads will roll! We will fight this! | -3.1142 | 55.9554 |
| Visitor | I like this | The formalising of parking and removal of pavement and anti-social parking in this and surrounding streets is long overdue. There is no loss of parking spaces as there are not parking spaces to begin with. | -3.1116 | 55.9532 |

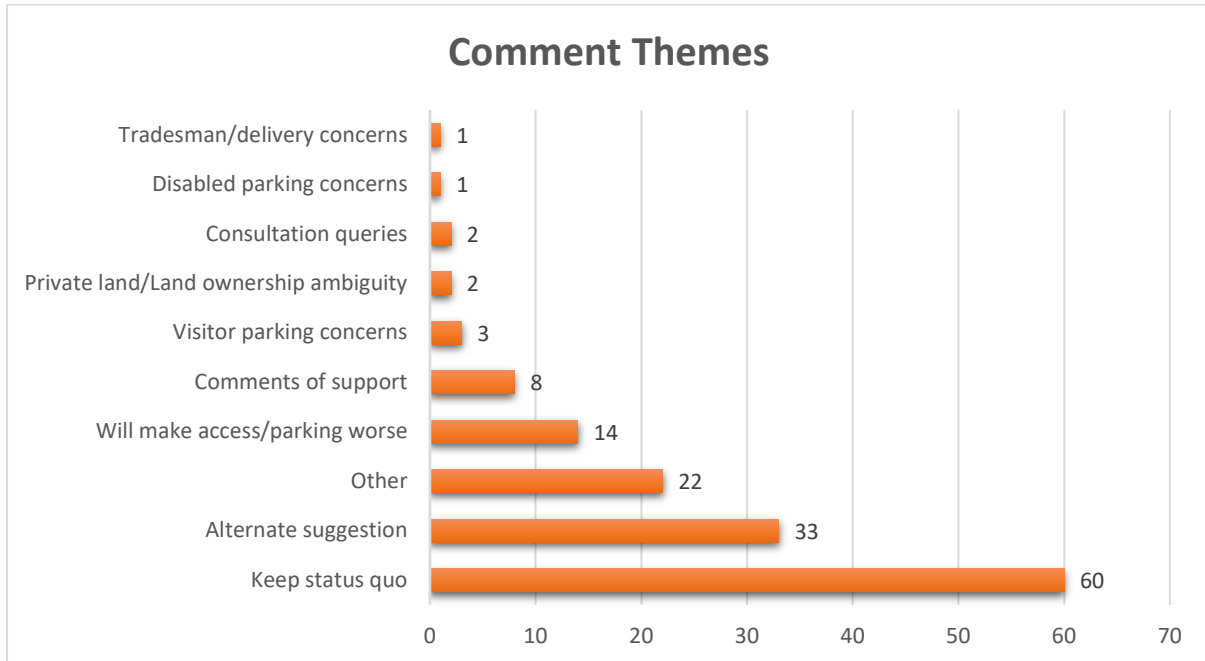
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|-----------------|-------------------|---|---------|---------|
| Commuter | I don't like this | Parking should be entirely removed from Kings Place. Blue badge spaces should be provided at the bot of king road. | -3.1185 | 55.9581 |
| Resident | I don't like this | I live at 21 Lee Crescent. It is almost impossible to park our 1 family car due to how busy it is. The proposal has shared parking outside my home and residents parking outside others. I would like residents parking. Why is the proposal a mix? | -3.1141 | 55.9514 |
| Resident | I don't like this | Apologies, a bit late on this meant to send it last night. Would like it to be residents parking please as it's too busy on our street. | -3.1141 | 55.9514 |
| Resident | I don't like this | Hi, it's too busy to park on our street, especially at weekends. | -3.114 | 55.951 |
| Resident | I don't like this | I have lives here for 5 years. I do not support making the area permit holder only. I often have to look for a place, but I much prefer this approach to making it permit only. This will be detrimental to the thriving businesses in Portobello. | -3.1134 | 55.9534 |

TRINITY

1.2.4 111 people dropped 145 pins on the interactive map

1.2.5 Of those, 140 had comments and 5 were left blank

1.2.6 Out of these 133 were within the proposal area, while 12 were not



1.2.7 The most common theme of comments was to keep the status quo for parking as it currently is.

1.2.8 The next most common theme was alternate suggestions to what was proposed.

| I am a... | Category | Comment | x | y |
|-----------|------------------------|--|---------|----------|
| Resident | I don't like this | What criteria is used for deciding which parts of a road should have restricted parking? | 3.21138 | 55.97603 |
| Resident | I don't like this | Why are there no Yellow lines proposed for this junction. Badly needed to improve line of sight when exiting. | 3.20379 | 55.97179 |
| Resident | I don't like this | We are a a one-car four-person household. We experience no problems at all parking in and around our street and don't believe parking controls are needed. Non-residents could be encouraged to use other forms of transport | 3.21091 | 55.97775 |
| Resident | I don't like this | There is zero need for permit parking on Granton road, I cannot afford a permit so you will be penalising me and making me park further from my home due to my income bracket - this is discrimination | 3.21642 | 55.97804 |
| Resident | I'm neutral about this | Sorry, is that the consultation? | 3.20878 | 55.9736 |
| Resident | I like this | | 3.20678 | 55.97993 |
| Resident | I'm neutral about this | At present I do not find on street parking to be an issue and therefore question the benefits of this proposal. | 3.21161 | 55.97441 |

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|-----------------------|-------------------|--|--------------|----------|
| Business Owner | I don't like this | This is going to harm the small businesses on Granton road. Where are our customers able to park? Edinburgh city council, you are a disgrace. | - 3.21461 | 55.97221 |
| Resident | I don't like this | Permit parking and restricted 'free areas' do not help manage the parking issues - it actually reduces the number of spaces available to residents. I also object to paying for a permit to park outside my house just because I don't have a drive. | -3.211 | 55.97366 |
| Resident | I don't like this | | - 3.21973 | 55.97358 |
| Resident | I don't like this | I'm shocked that this has been put out due to parking pressures. The only parking pressures in this area are due to residents and guests, which is not overwhelming! To offer permit parking on a main road such as Granton road we need 1x space per flat!!!! | - 3.19711 | 55.97704 |
| Resident | I don't like this | We have no problem parking cars on our street at all! Therefore no need to introduce a charge. | - 3.20686 | 55.97704 |
| Resident | I don't like this | There is no need for permit only bays on Granton Road! | - 3.21762 | 55.97844 |
| Resident | I don't like this | Every introduction of parking permits around the area has simply moved traffic and parking to this end of Trinity. The excessive cycle lanes and road closures has farther increased traffic, pollution and parking here. | - 3.20598 | 55.97786 |
| Resident | I don't like this | Trinity grove us unadopted but you have put resident parking permits required. If this is the case then happy for you to resurface the road first before painting the lines on it | - 3.20521 | 55.97622 |
| Resident | I don't like this | To continue. By limiting parking in the surrounding area but not outside my house the parking there will simply increase and I already have regular problems getting in and out my garage due to parking. This will make matters many times worse. | - 3.20574 | 55.97794 |
| Resident | I don't like this | Leave well alone please but if you do introduce residents charges do it for the whole area or you will destroy the parts of streets not restricted. | - 3.20553 | 55.97788 |
| Resident | I don't like this | Leave well alone please but if you do introduce residents charges do it for the whole area or you will destroy the parts of streets not restricted. | - 3.20553 | 55.97788 |
| Resident | I like this | This would be a long overdue and much needed set of Yellow lines | - 3.20405 | 55.97237 |
| Resident | I don't like this | The proposals, if carried out will put more pressure on unregulated areas. The Pavement on the South side of Ferry Road, already a serious parking problem, will become much worse with the added safety implication of vehicles driving onto the Pavement | - 3.20488 | 55.97149 |
| Resident | I like this | The houses on Inverleith Gardens have off-street parking (in driveways and dedicated garages off Inverleith Avenue). There should be controlled parking along this | - 3.21133 | 55.97093 |

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|-----------------|------------------------|--|--------------|----------|
| | | stretch of Inverleith Gardens to protect the bike lane - it is often filled with cars, makl | | |
| Resident | I'm neutral about this | I would like this if discounts given for environmentally friendly cars. Can you also install charging bays? | - 3.21428 | 55.97181 |
| Resident | I don't like this | I am in favour of permits, but they must be applied to all streets otherwise unpermitted streets / sections of street will become even more crowded and difficult to park on. So please permit / meter the whole area | -3.2067 | 55.97825 |
| Resident | I don't like this | A decades-old dropped kerb is not shown on this map. Why? (rear garden/garage/driveway 5-EH5-3AS) | - 3.20422 | 55.97264 |
| Resident | I don't like this | You have missed out the dropped kerb on garage next to 13 Trinity Crescent | - 3.20482 | 55.97993 |
| Resident | I don't like this | You have put the bins in the wrong place outside 9 Trinity Crescent. They are outside 15 Trinity Crescent | - 3.20504 | 55.98001 |
| Resident | I'm neutral about this | There needs to be more permit parking. A lot of the road space in this diagram is still free for commuters to use all day and the permit bays will be used by anyone outwith the hour and half. This is not enough to solve the problem. | - 3.21018 | 55.9709 |
| Resident | I don't like this | As a cyclist, I am actually disappointed that there is no thought given to clearing the access from Wardie Road to the path network. There needs to be a double yellow line where the curb drops. Cars parking regularly prevent cycling onto access path. | - 3.21204 | 55.97259 |
| Resident | I don't like this | Why no parking control at the block of six properties from No 282-292 Ferry Road? This will attract commuters, visitors for other surrounding areas and residents who do not wish to pay for a parking permit. We won't be able to park near our homes. | - 3.20597 | 55.97145 |
| Resident | I don't like this | This is nonsense! It's a waste of taxpayers time and money. There is no need for permits in our area. I completely oppose the idea of parking permits on Lomond Road. We are very happy with our street staying the way it is which is permit free. | - 3.20805 | 55.97638 |
| Resident | I don't like this | Because of the design format, it is exceedingly difficult to view this plan. It is difficult to view street names unless the view is expanded. I always manage to park my car near my house and question why the whole area is treated in the same way. | - 3.20277 | 55.9731 |
| Resident | I don't like this | The Council says it wants to address parking pressures in the area but there are no parking problems, especially during the daytime. Paying for the PPA permits is simply yet another measure by the Council of Edinburgh to tax residents. | - 3.20763 | 55.97414 |
| Resident | I don't like this | I see no need to implement this proposed scheme. Parking is fine as it is on East Trinity Road. I'm not interested in having a PPA. | - 3.20632 | 55.97529 |

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|-----------------|-------------------|---|--------------|----------|
| Resident | I don't like this | Are CEC allowed to control parking in private roads such as Trinity Grove. I also feel the rest of Trinity (with the exception of a few streets) does not have a parking problem. | - 3.20542 | 55.9762 |
| Resident | I don't like this | The proposal for permit area outside my house at 16 Lomond Road makes little sense as there is a bus stop already opposite and it will encourage holders to "park and ride" more than they already do. As we have a drive we would not be purchasing a permit | - 3.20833 | 55.97689 |
| Resident | I don't like this | Parking is fine and this would displace parking to other places unnecessarily. The proposals for Netherby road and boswall road are totally unnecessary. Boswall road has sufficient parking as most houses have driveways. Hospice staff need to park!! | - 3.21156 | 55.97918 |
| Resident | I don't like this | Trinity Grove is an unmaintained street with many large potholes. The pavements are also in a very poor state and the drains fill and overflow during heavy rain. It is unacceptable to be asked to pay for residential parking when there is no upkeep | - 3.20565 | 55.97609 |
| Resident | I don't like this | I am totally against the proposed controlled parking measures in the Trinity area. | - 3.21699 | 55.97849 |
| Other | I don't like this | I am totally against the proposed controlled parking measures in the Trinity area. | - 3.21697 | 55.9785 |
| Other | I don't like this | I am totally against the proposed controlled parking measures in the Trinity area. | - 3.21698 | 55.97851 |
| Resident | I don't like this | Completely unnecessary as there are NO parking issues on Lomond Road or in Trinity. Nobody in Trinity wants a resident permit zone, please use our taxpayer money to fix the roads instead of charging us more to park on the worst roads in the country! | - 3.20814 | 55.97623 |
| Resident | I don't like this | Parking control in this area is completely unnecessary. There is ample parking for everyone close to residential homes. There are very few businesses in the area and they have easy access. | - 3.21638 | 55.9781 |
| Resident | I don't like this | I am a resident living on Granton road. Our household has only 1 vehicle which is over 2,5m high and we would not be eligible for permit under the proposed system. This would have a hugely negative impact on our ability to park near our home. | - 3.21646 | 55.97819 |
| Resident | I don't like this | We live in a flat Granton road with no off-street parking and have 1 vehicle which is over 2.5m high. This would prevent us being able to park at all near our home. | - 3.21475 | 55.97924 |
| Resident | I don't like this | As a resident of a flat nearby this would restrict our ability to park near our flat. There is no issue of visitors taking up parking - parking is already used by residents. | - 3.21447 | 55.97924 |
| Resident | I don't like this | I do not believe parking controls are needed where I live as I have never had a problem parking near to my property. | -3.2116 | 55.97851 |

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|-----------------|------------------------|---|--------------|----------|
| Resident | I like this | Inverleith Avenue is the first road out with current permitted parking and, as such, we get a lot of non residents parking here. These include commuters, employee of local businesses and this blocks precious spaces for the flats and houses adjacent. | - 3.21021 | 55.97095 |
| Resident | I like this | Thoroughly support the whole of trinity project - specifically along ferry road as the roads off ferry road are full of non resident parking (worst Inverleith Av and Wardie Rd). We have been wishing permits for years so thank you!! | - 3.21017 | 55.97075 |
| Resident | I don't like this | Lines all over the road are ugly; this will change the atmosphere of the roads diminish the charm of Trinity. My development of flats that has fewer parking spaces; this will cause problems for us. | - 3.20672 | 55.97476 |
| Resident | I'm neutral about this | The location of controlled spaces on Clark Road seems a bit random. Also only controlling some spaces will surely just increase pressure on the remaining uncontrolled spaces.. | - 3.20556 | 55.97296 |
| Resident | I don't like this | These proposals will in no way solve any parking pressures in this area. In fact it is likely to make it worse. Any parking pressure there may be is due to the population density. In particular due to the tenements on Darnell road. I'll send email | - 3.21103 | 55.97371 |
| Resident | I don't like this | Permits on Granton Road will means people using the shops and residents centre will use the smaller side streets which are already degraded due to high levels of cars and vans. People will circle around looking for a park. | -3.2158 | 55.97592 |
| | I don't like this | There isn't a parking problem in the majority of Trinity | - 3.20994 | 55.9768 |
| Resident | I don't like this | I don't feel like there is an issue with finding parking near my home and I don't want the hassle or expense of getting a permit | - 3.20586 | 55.98008 |
| Resident | I like this | The biggest problem is cars parking on the pavement so bins can't be emptied, wheelchairs and buggies can't get past. Are there any plans to tackle this? | - 3.20282 | 55.97284 |
| Resident | I don't like this | You should do a proper evaluation. There is no parking pressure in this area. It's not a big deal to have to walk a few minutes to my car. | - 3.21107 | 55.97377 |
| Resident | I don't like this | Inverleith Avenue - why is there no change to the current parking on IA? The street is used by all local businesses, visitors, take away drivers leaving little or no space for residents and is dangerous. Pls urgently consider permits and pay/display | - 3.21018 | 55.97081 |
| | I don't like this | I have never ever had a problem parking East East Trinity Road | - 3.20765 | 55.97503 |
| Resident | I don't like this | Not needed here and will encourage non-residents to park in private residential car parks instead | -3.2165 | 55.97815 |

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|-----------------|------------------------|--|--------------|----------|
| Resident | I don't like this | Parking is not currently an issue where I live and this proposal feels unnecessary. I object to having to pay for a permit to park outside my own home. It is not clear what the charges will be for permits for family who stay overnight, 90mins is not enough | - 3.20282 | 55.97284 |
| Resident | I don't like this | There is not currently an issue in many of these locations however this will create an issue and impact streets in surrounding areas and simply create an issue in other areas just outside the zone | - 3.21763 | 55.97791 |
| Resident | I don't like this | | - 3.21136 | 55.97547 |
| Resident | I don't like this | I do not believe that charges should be made for parking on Granton Road | - 3.20869 | 55.98269 |
| Resident | I don't like this | I strongly object to parking charges on Granton Road | - 3.21762 | 55.97844 |
| Resident | I don't like this | Double yellow lines here will increase the pressure on parking in Clark Ave and are entirely unnecessary. I see there are no residents' parking permits proposed for this street. Please keep it this way. This is no more than a money grabbing exercise by | - 3.20299 | 55.97321 |
| Resident | I like this | This review has been long overdue. Any parking in my area is mostly used up by Millennium Motors who have been using it for business purposes for years but contribute nothing. This is what is needed. I end up parking a long way from my home. | - 3.21434 | 55.97154 |
| Resident | I don't like this | No need. Purely to increase council revenue. | - 3.18672 | 55.97417 |
| Resident | I don't like this | I don't think parking restrictions are necessary | - 3.20442 | 55.97967 |
| Resident | I don't like this | There is no need, or, I suspect, demand for any form of Pay and Display or Permit Parking in the area covered by this map. | -3.2051 | 55.97237 |
| Resident | I like this | There is an error on the interactive map that I need to advise you about. | - 3.21125 | 55.9783 |
| Resident | I like this | There is an error on the map for my house. Outside our house is designated as a disabled space. However, this was for the previous house owner and we do not require it as we are not disabled. Please update your records. | - 3.21125 | 55.9783 |
| Resident | I'm neutral about this | We definitely need another bin here, especially recycling. However the proposed location needlessly occupies a bay when there is a huge underused turning circle next to it. This small dead-end could be parking for 8 cars, in proposed plans it is only 4 c | - 3.20648 | 55.97975 |
| Resident | I'm neutral about this | Why isn't this permit only if most of the rest of the area is permit only? | - 3.20616 | 55.97978 |
| Resident | I don't like this | While this will make driving easier these double yellow lines remove 4 parking spaces. The net result of the changes is to make parking more difficult rather than less difficult. | - 3.20667 | 55.97879 |

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|-----------------|------------------------|--|--------------|----------|
| Resident | I don't like this | This needs double yellows if there is to be a bus cage opposite. Cars park on the pavement here sometimes. | - 3.20769 | 55.98002 |
| Resident | I'm neutral about this | I don't understand why this isn't a permit area given that the rest of the street is permit only | -3.2062 | 55.97941 |
| Resident | I don't like this | This turning circle is greatly underused and should be for parking | - 3.20664 | 55.97987 |
| Resident | I don't like this | This seems a plan to charge residents for what they currently enjoy. There are plenty parking spaces in Trinity, although they are unevenly spread. There are very few Park and Ride visitors so I cannot see any benefit to anybody | - 3.20582 | 55.97391 |
| Resident | I don't like this | I do not support this proposal. Given that there are no parking issues for local residents that I am aware of, and the meter parking will not extend beyond Granton Road, it seems a way to extract money from more affluent residents. | - 3.21141 | 55.97579 |
| Resident | I don't like this | existing dropped kerb missed off map | - 3.20423 | 55.97264 |
| Resident | I don't like this | There's no need to restrict parking on Netherby Road | - 3.21127 | 55.97486 |
| Resident | I like this | congested with local overspill parking (residents from Goldenacre tenements plus Inverleith Gdns) - narrow road/rat run - little space for cars to pass each other | - 3.21166 | 55.9717 |
| Resident | I like this | safety issue with cars parking very close to margins of our drive and they ignore white line between the drives - have to exit 'blind' straight out onto Wardie Road very poor visibility of oncoming traffic both directions - near misses | - 3.21161 | 55.97177 |
| Resident | I like this | whatever happened to safer routes to school? local congestion/poor visibility with lines of vans and cars/daytime work traffic - make local streets less safe for kids and cyclists. entrance to cycle path Wardie Road v poorly maintained, often cars/vans | - 3.21204 | 55.97258 |
| Resident | I like this | Our road is a car park and rat run | - 3.21159 | 55.97167 |
| Resident | I like this | many non-resident cars parked in the street, often impossible to park outside our house, our driveway often blocked. Please create resident parking spaces on this side 103-111 | - 3.20788 | 55.98094 |
| Resident | I don't like this | Outsiders do not come and park their cars in our street we are not o Fettes or places like that on the way into Edinburgh City Centre, Many people think this is a money grabbing scheme by Edinburgh Council a bit like charging for Sunday | - 3.20321 | 55.97577 |
| Resident | I like this | I'd like parking permits for Inverleith Avenue. It is a no through road which is crammed with cars coming and going. Due to this our car has been dented/scratched 4 times since June. Cars blocking exit to Ferry Road- accident waiting to happen | - 3.21015 | 55.97089 |

| | | | | |
|-----------------|------------------------|---|--------------|----------|
| Resident | I don't like this | I applied for blue badge parking 2 months ago and paid £20, I am still waiting, my comment is what is or do I get a parking space at or around my house? | - 3.20628 | 55.97967 |
| Resident | I don't like this | | - 3.18973 | 55.97561 |
| Resident | I don't like this | We are in favour of restricted parking but the location of the proposed parking bays will do nothing to alleviate the parking problems we experience. The bay should continue along the full frontage of 1 - 9 Clark Road to be effective. Letter to follow. | - 3.20608 | 55.97341 |
| Resident | I'm neutral about this | Double yellow lines have been extended along entrance road to Larkfield Gardens. Map could be updated to reflect current situation. | - 3.20848 | 55.97213 |
| Resident | I'm neutral about this | Propose entrance road to Larkfield Gardens is made a PPZ. Cars frequently park all day, all weekend and all week (on holiday?). Leaves nowhere for residents visitors or visiting trades vehicles to park. | - 3.20869 | 55.97213 |
| Resident | I'm neutral about this | Access/egress from Larkfield area for Refuge lorries, fire appliances other lorries difficult due to cars permanently parked cars on Larkfield entrance road. Propose make a PPZ or extend/add additional double yellow lines. | - 3.20855 | 55.97215 |
| Resident | I'm neutral about this | Cars cannot safely exit onto South Trinity Rd from lane to garages. Parked cars usually block view to north along S Trinity Rd risking traffic collisions. Suggest extend/add double yellows in front of 14-16 S Trinity Rd. | - 3.20775 | 55.97154 |
| | I don't like this | I live at 60 Stirling road and strongly oppose the council monetising the space right in front of my home. Not once in 3 years have I had trouble parking here. If it becomes permitted I'll have to rip out the front patio to make a driveway. | - 3.20935 | 55.97862 |
| Resident | I'm neutral about this | I am concerned about people using free parking area along Lennox Row for the day to use the bus service & area should be extended to York Road. Also the actual roads on Russell Place and Clark Road desperately need to be upgraded first. | -3.2044 | 55.97818 |
| Resident | I don't like this | Controlled Parking in the Trinity area is entirely unnecessary. In the years that I have lived here I have never struggled to park my car, and the proposals will just make things more expensive and difficult. Please do not implemented controlled parking | - 3.21329 | 55.9728 |
| Resident | I don't like this | The proposals on Rosebank Grove show a complete lack of understanding for the current residents' situations'. The residents have already devised a way of parking efficiently in the culdisac, and additional FREE spaces can be found very close by. | - 3.21428 | 55.97181 |
| Resident | I like this | | - 3.21417 | 55.97983 |
| Resident | I don't like this | All quite unnecessary this is creating problems for residents to park outside their own house. | - 3.20896 | 55.979 |

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|-----------------|-------------------|---|--------------|----------|
| Resident | I don't like this | If you buy a permit you should be able to park anywhere in street. No need for resident only parking spaces. Anyone without permit should pay to park over designated time. | - 3.20639 | 55.97367 |
| Resident | I don't like this | Inverleith Avenue is used for parking by many residents from the tenements and those living locally and driving in for work. Leaving us out of the parking permit scheme will subject us to all the other traffic in a narrow cul de sac. | - 3.21015 | 55.97089 |
| Resident | I don't like this | There appears to be zero proposed changes to parking on Inverleith Avenue. The street will become a hub for commuter traffic looking for parking if restrictions are intro in surrounding areas and not in our street. Surely this cannot be right? | - 3.21015 | 55.97089 |
| Resident | I don't like this | We have no need for this project in Trinity. With the exception of a few streets there is not a problem with parking. The Council should engage with residents in these few streets and leave the rest of us alone. We do not need streets covered in paint! | - 3.20969 | 55.97522 |
| Resident | I don't like this | No need for the proposed parking restrictions | - 3.20969 | 55.97522 |
| Resident | I don't like this | No need for the proposed parking restrictions | - 3.20969 | 55.97522 |
| Resident | I don't like this | No need for the proposed parking restrictions | - 3.20969 | 55.97551 |
| Resident | I don't like this | Nos 35-41 three of the houses are divided into flats which means at least 7 resident cars so the permit bay is insufficient. Another issue is the non-resident overnight parking. | - 3.20969 | 55.97522 |
| Resident | I don't like this | Of nos 35-41 three properties are divided into flats so at least 7 cars will use this permit bay which seems of insufficient size. Overnight and commuter parking on the other side of the road more of an issue which will not be addressed by the PPA. | - 3.21004 | 55.97724 |
| Resident | I don't like this | This street is too narrow for cars to park on both sides - if they do, they currently stagger so they are not directly opposite each other. no 8 will not be able to get his car out of his drive if people are parked on this side of the street | - 3.20483 | 55.97648 |
| Resident | I don't like this | We live on Spencer Place which is a very quiet street and currently has no problems with commuter's parking there all day or otherwise. There areas of Trinity which do have these problems and it would be best for these to be targeted by these proposals. | - 3.20566 | 55.97663 |
| Resident | I don't like this | Comment 2- the proposal is only to have a permit zone on the opposite side of our street to our house increasing parking on our side limiting our parking options. | - 3.20579 | 55.97661 |
| Resident | I don't like this | Comment 3 There will be little take up of permits as parking will merely increase on our side of the street. | - 3.20566 | 55.97663 |

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|-----------------|-------------------|--|--------------|----------|
| | | Council income will be less than costs with no commensurate benefit to residents. | | |
| Resident | I don't like this | I found the leaflet difficult to interpret. As far as I can follow the proposals on-line, this seems to be providing an answer to a problem that does not really exist, or at least not at present. Is it simply to raise money? | -3.2074 | 55.9753 |
| Resident | I don't like this | introducing PPA just moves car from one place to another. There would be an influx of vehicles from nearby developments especially Beresford Place and Trinity Grove in this instance. If this happens, all parking should be on the east side of Russell Pl | - 3.20452 | 55.97588 |
| Resident | I don't like this | There are no resident parking spaces proposed for the west side of the street. This side of the road might become a 'free for all' for cars unable to find a spot to park. Currently, parking – based on consideration and cooperation – works well. | - 3.21152 | 55.97807 |
| Resident | I don't like this | Overall I believe this to be just a revenue raising exercise, generating more funds for Edinburgh Council and for which the average local resident will see no benefit. It favours the rich ie those able to afford to purchase a parking permit. | - 3.21464 | 55.97195 |
| Resident | I don't like this | Whether you have a permit or not this won't guarantee ability to park. I live in a flat and would continue to compete with others for a space. At the moment I can always find a space reasonably close to my home. | - 3.21402 | 55.97179 |
| Resident | I don't like this | We value having a garage at the end of our street which also uses street parking once finished repairing vehicles. This business will be impacted I believe by these measures and would hate to see them have to relocate - probably detrimental to others too | - 3.21431 | 55.97143 |
| Visitor | I don't like this | Parking near Wardie Church needs to be as open as possible for visitors all week through. The residents bays will discourage visitors to come. | - 3.21091 | 55.97908 |
| Resident | I don't like this | The proposed parking bays are not sufficient to cater for the residents. This could have been easily avoided with better use of the east side of Clark Road. | - 3.20657 | 55.97413 |
| Resident | I don't like this | These proposals serve only to legitimise the 'park and riders' who travel from elsewhere to park during the day for work purposes | -3.2066 | 55.97385 |
| Resident | I don't like this | Clark Road has become a favourite long term parking area for mobile homes - particularly in winter months. This further reduces the opportunity for local residents. | - 3.20668 | 55.97401 |
| Resident | I don't like this | A better and fairer proposal would be to make Clark Road between 1 and 9 all permitted parking. | - 3.20662 | 55.97404 |
| Resident | I don't like this | I feel it's unnecessary to pay for parking in Clark Road and surrounding streets. There's room for all residents just now and visitors aren't affected . Bangholm Road is actually sinking and a danger to vehicles if the sinkhole reappears. FIX THIS | - 3.20449 | 55.97306 |

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|-----------------|-------------------|--|--------------|----------|
| Resident | I don't like this | We have no issue parking on the street outside our house, and with a reduction in car use and better public transport there is no requirement to start charging to us park at home. | -3.2114 | 55.97747 |
| Resident | I don't like this | No need for this! Particularly N of E Trinity Rd and around Lom Park/Lennox Row. Why are permit spaces concentrated immediately adjacent to my property (front gate) including my garage when large portions of the street and elsewhere are unrestricted? | - 3.20706 | 55.97777 |
| Resident | I don't like this | Do not charge residents for parking. Improve cycle and pedestrian safety in the area first. Provide raised cycle lanes. Car Club membership cost can often exceed ownership cost, even for occasional use. | - 3.21571 | 55.97616 |
| Resident | I don't like this | I am a resident on Clark Road and there needs to be permit bays running 1-9 Clark Rd and bays opposite the houses. A haven for camper vans (blocking view if turning) and free long term parking as people jump into a taxi and head to the airport. | - 3.20616 | 55.97358 |
| Resident | I don't like this | This is absolutely unjustified. Parking in the area is not a problem and these plans will only make it a problem. It is typical of the council trying to impose a money-generating scheme that will inconvenience both residents of these streets and next door. | - 3.20949 | 55.97464 |
| Resident | I don't like this | If we are to have Priority Parking Areas in Clark Road where I live, then I think more spaces should be set aside for this. I see from the proposals that the spaces are only to be outside 5 to 9. I feel that the spaces should be from 1 to 9. | - 3.20606 | 55.97335 |
| Resident | I don't like this | There is absolutely no need for any parking bays on Trinity Road. There are always plenty of spaces at all times day and night so this feels like an unnecessary money making scheme by the Council. | - 3.20791 | 55.97542 |
| Resident | I don't like this | I lived 3 years. I have walked each street on a Friday, Saturday and Sunday and Monday am and pm. I have found at NO time any parking pressure. | - 3.20809 | 55.97577 |
| Resident | I don't like this | Concerned about displacement of long stay/non-resident parking to sections not included if residents parking being introduced at all. Understand extent of issues at Clark Road currently are not a full reflection of what things were like pre-COVID. | - 3.20091 | 55.97183 |
| Resident | I don't like this | | - 3.18994 | 55.97943 |
| Resident | I don't like this | Double yellow lines nightmare for the residents living on lower Granton Road, the traffic is already too near the houses with even more accidents. If there was nothing between pavement and heavy traffic, cause damage to listed buildings. Permit holders ok. | - 3.21445 | 55.97808 |

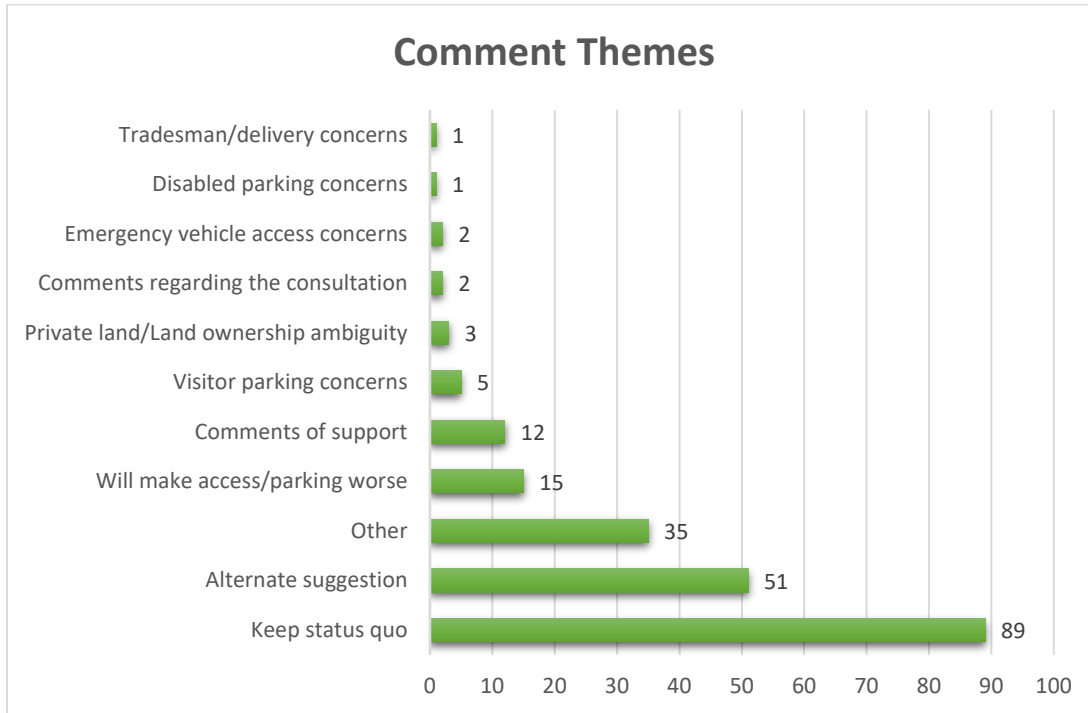
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|-----------------|------------------------|---|--------------|----------|
| Visitor | I don't like this | Leave things as they are and concentrate on other issues this city has. Parking in Trinity and Wardie is fine. I am there very regularly. Concentrate your energy elsewhere | - 3.23443 | 55.98105 |
| Resident | I like this | There are too many cars. Individual car ownership is a problem to health and the environment. The council needs to be discouraging use of individual cars except for essential need. | - 3.20683 | 55.97998 |
| Visitor | I don't like this | Not needed. Difficult to visit vulnerable friends./family | - 3.19711 | 55.97704 |
| Resident | I like this | I'm generally supportive of permits in our area . I have a query as to why a shared bin area has been added along the stretch of road outside no. 100 and why that isn't parking permits as well. Are there plans to change bin collections as well? | - 3.21627 | 55.98008 |
| Resident | I don't like this | If Wardie square remains unpermitted, the result will be that people will park there who previously didn't to avoid the permitted areas. This means I will struggle to get a parking space near my home - compounded by the proposed bins. | - 3.21668 | 55.97966 |
| Resident | I'm neutral about this | The visibility here is difficult when turning out the square when cars are parked. Have visibility splays been checked? | - 3.21696 | 55.97999 |
| Resident | I don't like this | Adding permits to Lower Granton Road is problematic. A lot of people drive to Wardie Bay to go to the beach and all park on LGR and WS. If LGR becomes permit only parking then this will worsen the problem in WS. Communal bins are also a bad idea. | - 3.21665 | 55.97959 |
| Resident | I don't like this | We suffer the greatest level of commuter and non resident parking in Clark Road as our house is opposite the no 23 bus stop and have a disabled son . The PP bay should be outside our house. | - 3.20613 | 55.97363 |
| Visitor | I don't like this | This will make access very difficult and is very limiting for those who live in or wish to visit this area | - 3.21004 | 55.98023 |
| Resident | I like this | Hopefully will ensure residents have priority parking at their homes. Also can the revenue from the permits GP towards improving the road surface and re painting the faded lines on the roads. Thank you | - 3.21699 | 55.97987 |
| Resident | I don't like this | Paid parking is simply not necessary in this area. This just seems like a ploy to make the council more money.... | - 3.19092 | 55.97616 |
| Resident | I don't like this | Not necessary there's plenty of parking locally and I don't want to pay to park outside my house thanks | - 3.19765 | 55.98128 |
| Resident | I like this | | - 3.20713 | 55.97474 |
| Resident | I don't like this | in the proposed changes to parking i will no longer be able to park outside my house so will inconvenience my neighbours as will have to park outside other houses. There is not currently an issue with excessive day time parking in my street or area. | - 3.20889 | 55.97896 |

NEWHAVEN SOUTH

1.2.9 140 people dropped 211 pins on the interactive map

1.2.10 Of those, 204 had comments and seven were left blank

1.2.11 Out of these 206 were within the proposal area, while 5 were not.



1.2.12 The most common theme of comments was to keep the status quo for parking as it currently is.

1.2.13 The next most common theme was alternate suggestions to what was proposed.

| I am a... | Category | Comment | x | y |
|-----------|------------------------|--|---------------|----------|
| Resident | I'm neutral about this | Would parking right up to our electric gate entrance block our view when trying to drive out ? | - 3.1947 6 | 55.9782 |
| Resident | I don't like this | Buses regularly use this route coming in from Newhaven road into Stanley road. When you have a car parked on both sides here you create huge congestion for the buses as the road is too small already to accommodate buses coming from both directions. | - 3.1938 8 | 55.97837 |
| Resident | I don't like this | The road is very narrow and needs yellow lines on this side to allow access for bin lorries and ambulances. Cars tend to park on the pavement on this side | - 3.1940 7 | 55.97874 |
| Resident | I don't like this | The kerb needs to be raised above the road as currently we dont have a kerb and that enables buses and cars to drive on the pavement here whilst I could be trying to come out of my drive. A potential fatal accident waiting to happen. | -3.195 | 55.97815 |
| Resident | I don't like this | This needs to be a double yellow line to enable buses and other traffic to enter stanley road from both ways. Its a very small road!!! | - 3.1938 9 | 55.97838 |
| Resident | I don't like this | Bin lorries cant get down the street, so it needs to be a yellow line not a permit holder bay if you are allowing parking on the other side. Cars currently don't park on this side because of this | - 3.1923 4 | 55.9786 |
| Resident | I don't like this | Parking congestion is caused by takeaway delivery drivers and council consent to parking being converted to cycling bays, not residents. Regulation disproportionate; increase enforcement and release on-street parking to compensate for cycle bays. | - 3.1856 9 | 55.97482 |

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|-----------------|------------------------|--|------------------|----------|
| Resident | I don't like this | There is no objective evidence base showing parking pressure in the Dudleys. Introducing such bays will precipitate parking pressure. It favours certain households over others. Why no bays for residents to charge electric vehicles? | - 3.1869 3 | 55.97578 |
| Resident | I don't like this | Why not close the junction with Ferry Road and Dudley Avenue South to solve unlawful parking at the junction and reduce opportunistic through traffic searching for parking. | - 3.1854 6 | 55.97454 |
| Resident | I'm neutral about this | The addition of double yellow lines either side of the entrance to the park will allow better sight of pedestrians and stop cars restricting car access to the entrance to 46 | - 3.2014 | 55.97882 |
| Resident | I don't like this | The length of this proposed double yellow line seems to include the dropped kerb in front of the driveway at 26 Laverockbank Road. I support the rest of the double yellow line around the corner, but not in front of the driveway. | - 3.2009 3 | 55.97731 |
| Resident | I don't like this | No need for permits on our street. We are able to park next/near to our home everytime. | - 3.1994 5 | 55.97719 |
| Resident | I don't like this | Parking on this road of perfectly sufficient already - there is absolutely no need for permit parking in this area. In the past two years I have always been able to find a parking space within 2 minutes walk of my house on Craighall Crescent | - 3.1988 1 | 55.97666 |
| Resident | I'm neutral about this | I like the idea of parking permits - it is almost impossible almost all of the time to park outside or near to my house - but I'm not sure that a controlled 90 minute period from Monday to Friday only will make any difference to this situation. | - 3.1867 1 | 55.97549 |
| Resident | I don't like this | I have never had any issues with parking close by to our home. I think the proposed action is unnecessary and object. | - 3.1860 4 | 55.97487 |
| Resident | I don't like this | Parking on York Road is currently not an issue as many residents have off road parking. However, the proposals as set out will displace traffic to park in York Road, making our situation worse. | - 3.2029 6 | 55.97713 |
| Resident | I don't like this | I object to this proposal as I have lived here over two years and have never had a problem parking. | - 3.1859 4 | 55.97496 |
| Resident | I don't like this | SO, I am a 74 year old home owner who pays road tax and has a car, in order to park outside my home I will have to purchase a permit. Daylight robbery in this case, Newhaven Main Street is a dead end road and has no need for this. | - 3.1958 7 | 55.98029 |
| Resident | I don't like this | I noticed that in the road i live (Annfield) there is all payment parkings, apart from a couple of free parking spaces which force everybody to buy a parking permit that not all can afford | - 3.1909 2 | 55.98005 |
| Resident | I don't like this | As a resident I have never experienced any issues parking near my house. I have absolutely no idea who thinks this is necessary. I personally see it as a money making ploy by the local council. I am 100% against the proposal of parking restrictions here. | - 3.1885 6 | 55.97591 |
| Visitor | I don't like this | I have never had a problem finding a space in Dudley Avenue, and this proposal would disrupt our childcare commitments. | - 3.1858 2 | 55.9749 |
| Resident | I don't like this | As a resident I have never experienced any issues parking near my house. I have absolutely no idea who thinks this is necessary. I personally see it as a money making ploy by the local council. I am 100% against the proposal of parking restrictions here. | - 3.1885 6 | 55.97591 |
| Visitor | I don't like this | I have never had a problem finding a space in Dudley Avenue, and this proposal would disrupt our childcare commitments. | - 3.1858 2 | 55.9749 |
| Resident | I don't like this | Proposed restrictions appear unnecessary for both residents and visitors. Parking in this area is generally not an issue at the moment - particularly during the day Monday to Friday. I agree with the double yellow lines next to Summerside Bowling Club. | - 3.1884 4 | 55.97595 |
| Resident | I don't like this | Just looking at the location of this permit space, it wouldn't work as the street is too small to accommodate parking on this side, especially with buses going in different directions | - 3.1948 7 | 55.97818 |
| Resident | I don't like this | I don't find that parking is an issue except for inconsiderate and dangerous parking which these proposals will not address. Parking is impossible for residents at school drop off and pick up times when parents/Carers don't care where they park. | - 3.1954 5 | 55.97377 |
| Resident | I don't like this | There should be allocated parking permit spaces along the entire length of Starbank Road and proper road markings/parking spaces to prevent people parking on the pavements. Currently cars park on footpaths causing issues for wheelchair and pram users. | - 3.2009 3 | 55.98005 |

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|----------|------------------------|---|------------------|----------|
| Resident | I don't like this | The northern side of entire length of Starbank Road should be double yellow lines to prevent cars/vans parking on pavement. Any vehicles parked along here causes spatial issues and dangers for pedestrians and cyclists as footpath is very narrow. | - 3.1995 7 | 55.98029 |
| Resident | I like this | Allocated resident parking spaces is a positive move along this side of road | - 3.1985 4 | 55.98027 |
| Resident | I don't like this | Parking permits for residents should be placed on this Laverockbank Terrace - as currently vans etc use it for parking and it's too narrow for through traffic | - 3.1987 6 | 55.97987 |
| Resident | I don't like this | Double yellow line would be beneficial on this corner to improve visibility as if vehicle is parking on corner one cannot see oncoming traffic | - 3.2003 8 | 55.97932 |
| Resident | I don't like this | Along the length of Starbank Road there is a lack of dropped kerbs at crossing points/corners for wheelchair users and prams - this causes serious accessibility issues. | - 3.2001 6 | 55.98011 |
| Resident | I don't like this | THis should have single/double yellow lines to reduce/prevent parking along east side of street. Cars parking on both sides of street reduce street width and make it almost impassible. Most residents can park in their driveways here | - 3.1978 3 | 55.97896 |
| Resident | I don't like this | At the moment we can park 1 car with no problem at all outside of our home. If lack of pink means no PPA then the 1 car sized area outside of our home will be much in demand to avoid charges, how will this improve our ability to park near to our home? | - 3.2008 2 | 55.97782 |
| Resident | I'm neutral about this | It seems the proposal is to give us priority parking, which in my opinion is of no help whatsoever. Controlled parking would get my vote, but leaving half the spaces uncontrolled would not help us at all. | - 3.1998 2 | 55.97918 |
| Resident | I don't like this | The suggestion that parking pays be created on Stanley road on both the North and South side is illogical. Currently all parking is on the south side. Creating bays on North side east of South Park is dangerous, impeding safe exit from South Park. | - 3.1948 6 | 55.97815 |
| Resident | I don't like this | This area needs some thoughtfully placed double yellow lines, as the road is not wide enough to manage the current levels of parked cars and traffic flow. There are regular traffic jams. | - 3.1989 2 | 55.97745 |
| Resident | I don't like this | I think the described PPA 90 minute limit on residents parking will make the current parking situation worse with more people fighting over fewer good spaces and having to move cars frequently. Long term residents' parking would be more helpful. | - 3.2001 7 | 55.97982 |
| Resident | I don't like this | This is not needed. There is no huge demand on spaces, but this will create demand and competition. As a parent of a child with additional needs this will deter me from going out. | - 3.1932 7 | 55.97924 |
| Resident | I don't like this | By only placing them in some areas (where they are not needed), you will create difficulties in areas without them. This is a ridiculous proposal not needed in this area. | - 3.1933 1 | 55.97921 |
| Resident | I don't like this | the problem is pavement parking blocking up the pavements, and properties with several vehicles. bays on western end end of hawthornevale should be on the south side, with double yellows along the length me the north side | - 3.1918 5 | 55.97867 |
| Resident | I don't like this | Would be good to understand the volume of requests to take action. Also what is the incentive to purchase a permit if remainder of street is free parking? | - 3.2007 | 55.9763 |
| Resident | I don't like this | We been residents of Mayville Gardens for 29 years and never had problems with parking on our street. Putting parking permit spaces on one side of the street is not necessary. All the residents on the street only park in front of their own homes. | - 3.2009 8 | 55.97811 |
| Resident | I don't like this | Main concern over no guarantee of parking space even if you have a permit. Costs will fall more on less well off who have no alternative. More rather than less stress for elderly. | - 3.1975 2 | 55.97703 |
| Resident | I don't like this | Having lived in Beresford Gardens for 20 years I have never had any problems parking outside my home and object in the strongest possible terms to this proposal. This is purely a disgraceful tax grab by Edinburgh Council | - 3.2011 8 | 55.97519 |
| Resident | I don't like this | This desperately needs to be a double yellow, it's dangerous for cars, bikes and pedestrians | -3.198 | 55.97762 |
| Resident | I don't like this | I think this is completely unnecessary - there is not a parking issue around craighall Road / craighall crescent and therefore no requirement for permits | - 3.1979 | 55.97675 |
| Resident | I don't like this | Don't understand the logic. I'm not aware of an issue with people parking outside the area. The controlled areas seem random and | - 3.1933 4 | 55.97963 |

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| | | quite small. What's to stop people just parking in an uncontrolled area 10m away, displacing the issue. | | |
| Resident | I like this | Why does the scheme not cover the whole of the Dudley area rather than just short sections of the street? Is it not better to cover the whole area? | - 3.1866 3 | 55.97546 |
| Visitor | I don't like this | Sister lives in area and has no problem parking outside home, nor do I when visiting. It is a residential area not attracting visitors. Permits would not produce more parking spaces. Over prescribing of permits would mean competing for spaces outside hom | - 3.1983 9 | 55.97751 |
| Resident | I don't like this | I do not experience problems with parking in my area. The area is residential and does not attract visitors. Post, sign and markings will clutter my my street. Parking Zone will create parking problems not prevent them. | - 3.1887 1 | 55.97733 |
| Resident | I don't like this | Point about the parking proposal for Hawthornvale. The disabled bay outside number 36 has been empty for a few years. It appears the resident for which the bay was intended no longer live on the street on has a car. | - 3.1898 3 | 55.97891 |
| Resident | I don't like this | The double yellow lines on the corner of Jessfield Terrace and Hawthornvale seem restrictive and unnecessary on a street that is already tight. Cars parked on or near this wide corner are not obstructing anything.. | - 3.1909 9 | 55.97879 |
| Resident | I like this | I think this would slow the traffic down on Stanley road and also stop cars driving on the pavement this side | - 3.1947 4 | 55.97823 |
| Resident | I like this | I think this will slow the traffic on Stanley road and stop cars driving on the pavement this side | - 3.1947 9 | 55.97821 |
| Resident | I like this | I think this will slow the traffic on stanley road, so is a positive | - 3.1942 9 | 55.97822 |
| Resident | I like this | I am in full support of the double yellow lines on the corners of Summerside Street/Summerside Place. There have been numerous near misses and difficulties with heavy goods making deliveries. | - 3.1893 9 | 55.97562 |
| Resident | I'm neutral about this | The permit zone is on the wrong side of the road here. It is currently outside the bowling club, not residential properties. No. 36-46 residents will have to park across the road to be in a permit space, most of whom have young children. | - 3.1891 5 | 55.97547 |
| Resident | I like this | There should be more permitted parking on Summerside Street - it seems less than other streets and will therefore just attract non residents. | - 3.1887 9 | 55.97522 |
| Resident | I like this | On summerside street there should be more permit areas, other proposed streets seem to have more. The permit area adjacent to the bowling club would be better on the side opposite ie in front of the terraced houses. | - 3.1891 5 | 55.97554 |
| Resident | I like this | Summerside Place would benefit from a greater proportion of controlled parking. | - 3.1892 1 | 55.9758 |
| Resident | I like this | The corner of summerside place would benefit from restricted parking as it's often over congested with poorly parked cars right on the corner. | - 3.1884 7 | 55.97594 |
| Resident | I like this | The corners should be double yellow lined to alleviate over congestion with often poorly parked cars. | - 3.1870 7 | 55.97482 |
| Resident | I don't like this | Mayville Gardens is a narrow cul de sac and due to the difficult access we do not have a problem with non-residential parking. The proposed priority parking bays will actually make the situation more difficult for the residents. | - 3.2001 9 | 55.97788 |
| Resident | I'm neutral about this | If PPA is implemented I would like it outside my property otherwise I will have increased pressure on spaces immediately outside my house | - 3.1905 5 | 55.97609 |
| Resident | I don't like this | I don't believe there are enough parking problems in my immediate area (Craighall Crescent) to justify the introduction of parking restrictions. I am retired and can always find a parking space in my road during the day. | - 3.1972 | 55.97701 |
| Resident | I don't like this | Double yellow lines outside my house are unnecessary, there are never cars parked there, other than my own. I will have to buy a permit, while neighbours will not, this is totally unfair. | - 3.2018 3 | 55.97508 |
| Resident | I don't like this | You have put a double yellow line in front of the dropped kerb of my driveway and there is no need for the double yellows around my house. WHY?? | - 3.2019 | 55.97512 |

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| Resident | I don't like this | Permits seem unnecessary as streets are quiet during the day, and only busy in the evening when residents return home | - 3.2001 1 | 55.97588 |
| Resident | I don't like this | I don't understand why there are double yellow lines here and parking bays. In the 12 years we've lived here we have never had a problem with parking outside our house. If these proposals come in we won't be able to park outside our house at all.. | - 3.2018 6 | 55.97511 |
| Resident | I don't like this | I cannot see any benefit in this proposal, mainly due to the fact that parking is fairly easy in our area. It would make it harder for visitors and, personally speaking would make childcare issues difficult. Is this perhaps a money making venture?. | - 3.2004 5 | 55.9757 |
| Resident | I don't like this | Purchasing a permit will not guarantee us a parking space outside our own house - the introduction of permitted areas will mean this is less likely, meaning that we are unable to charge our electric vehicle, purchased to support Scottish Govt targets. | - 3.2012 4 | 55.97548 |
| Resident | I like this | There are no parking issues in the area at present. However, we would prefer that a CPZ process is commenced at this point so that it is in train if required once a CPZ in Leith is in place. | - 3.2018 7 | 55.97619 |
| Resident | I don't like this | Our st is a crescent. Most people who park on it live here. Most of the street should be permit parking to accommodate residents. Possibly all of it. | - 3.2006 7 | 55.97558 |
| Resident | I'm neutral about this | Please put double yellows on South side at pin at 13 E Trinity Road to allow traffic to pass both ways and pedestrians to cross with better visibility. Child run over here had Ambulance to hospital previously. It is a natural crossing point.. | - 3.1983 9 | 55.97754 |
| Resident | I don't like this | This is completely unnecessary. There is plenty of parking for residents in quiet streets with no issues whatsoever. This would be restrictive,disruptive and for no benefit other than council funds. | - 3.2024 1 | 55.97555 |
| Resident | I don't like this | This is completely unnecessary on our street. There are no issues with parking on our street. Therefore allocating restricted time zones makes absolutely no sense. Really struggling to see how there is any logic to the introduction of this on our street. | - 3.2015 | 55.97528 |
| Resident | I don't like this | | - 3.2176 7 | 55.97264 |
| Resident | I don't like this | These houses are right on the street and if the spaces in front are left uncontrolled, all the vans/campers that normally park where the wall is at Westmost Close (where the parking bays are!) will move there instead blocking everyone's light and view. | - 3.1962 1 | 55.98036 |
| Resident | I don't like this | Since this address is not near a bus stop no one parks here prior to travelling up town by bus. | - 3.2004 1 | 55.97555 |
| Resident | I don't like this | I don't think these changes are necessary at the present time. Parking is not normally a big problem, especially during the day, and having restricted parking during the day would not be helpful. | - 3.1842 3 | 55.9844 |
| Resident | I don't like this | | - 3.1971 2 | 55.97385 |
| Resident | I don't like this | NO PARKING PROBLEMS EXPERIENCED IN MY AREA | - 3.1972 9 | 55.97395 |
| Resident | I don't like this | There is no pressure of parking in this area (Newhaven South) and therefore no need for residential permits or parking meters. There is enough street parking for residents in this area. | - 3.2008 3 | 55.97631 |
| Resident | I don't like this | Absolutely ridiculous. There is no need for this at all. | - 3.1932 7 | 55.97989 |
| Resident | I don't like this | I don't see the need for parking controls in this part of town. It will just push people to park elsewhere. Newhaven Road is good overflow parking for lots of streets and usually has good availability. | - 3.1899 5 | 55.97444 |
| Resident | I don't like this | Unnecessary and detrimental to character of neighborhood | - 3.2016 5 | 55.97622 |
| Resident | I don't like this | As with other local residents we believe that these proposals are totally unnecessary. The only time parking gets busy in our area is in the evening , when there will be no control. Having now moved on to the completion of this inadequate form of submiss | - 3.2021 3 | 55.97518 |
| Resident | I don't like this | I have not experienced any difficulty parking in my area, also visitors have always been able to park relatively close to my | - 3.2012 | 55.97738 |

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| | | property. I do support the idea of double yellow lines on corners though. | | |
| Resident | I don't like this | If I'm reading the map correctly, there are no permits on Laverockbank Terr - which is where I normally park. This means that this road will be very busy with visitors and other residents. | 3.1983 4 | 55.98025 |
| Resident | I don't like this | I have lived in Newhaven South for more than 30 years and at no time have I experienced difficulties in parking. This is a disingenuous proposal to gain income for the Council. 250 characters is not enough to allow me to set out all my concerns | 3.1960 2 | 55.97457 |
| Resident | I don't like this | I live in Craighall Gardens and feel that the permit spaces may create less parking space for us outside our house and therefore would be happy at no. 9 Craighall Gardens, to have a permit parking outside our house. | 3.1974 7 | 55.97465 |
| Resident | I don't like this | There are real parking issues in this area but in general there are enough spaces for the number of cars. This scheme is not well thought-out and will not deal with the issues that exist. I am happy to help further if you would like my opinion. | 3.2008 1 | 55.97732 |
| Resident | I don't like this | You have missed marking the driveway for 16 Laverockbank Road and the parking bay is proposed to cross the driveway. | 3.2007 4 | 55.97683 |
| Resident | I like this | | 3.1886 1 | 55.97837 |
| Resident | I don't like this | A complete waste of money . Most residents are retired or work from home or leave their cars and use the excellent bus service . Therefore the RESIDENTS use all the spaces, not outsiders who then commute to town . | 3.2047 5 | 55.97441 |
| Resident | I don't like this | We wish to have a permit zone directly outside our house (no.7 Craighall Gardens), to enable us to park our car. The current proposal will make the non-permit zones in hot demand and we would likely be unable to park outside our house. | 3.1973 4 | 55.97458 |
| Resident | I don't like this | It looks like Annfield will be used as a park and ride for the new tram terminal. More parking could be made available in Newhaven North as that area is a permanent construction site. | 3.1919 4 | 55.98007 |
| Resident | I don't like this | There are no issues with non resident parking on our street. The introduction of parking permits will not help and just cause increased parking issue further down the road next to the park. | 3.2011 | 55.97794 |
| Resident | I'm neutral about this | Given the new Bangholm Community centre I feel we need more permit zones in our street for residents and are happy to accept a resident permit area outside number 7 and 9 we have discussed this with our neighbour and they agree) | 3.1972 8 | 55.97451 |
| Resident | I don't like this | I would like to see the evidence that there are large numbers of non residents vehicles parked on my street or surrounding areas. From my perspective there aren't. | 3.2021 1 | 55.97531 |
| Resident | I don't like this | I disagree with paying for residents permits. Feel free to have a number of marked non resident bays but the rest of the street does not need marked bays and should NOT be paid for. | 3.2021 1 | 55.97531 |
| Resident | I don't like this | I would like the council to act with the results of the consultation and not ignore resident views. No response from households cannot be taken as approval to proceed. | 3.2021 1 | 55.97531 |
| Resident | I don't like this | I am opposed to more signs and posts being installed on my street | 3.2021 1 | 55.97531 |
| Resident | I don't like this | There are significantly fewer permit holder bays than there are homes in the street. Even if I pay for a permit I'm not guaranteed a space. More residents will dig up their gardens and replace with drives which is terrible for the environment too. | 3.2021 1 | 55.97531 |
| Resident | I don't like this | Parking is not an issue and permits won't change anything | 3.2023 6 | 55.97584 |
| Resident | I don't like this | There are currently no parking issues in this area. | 3.1896 1 | 55.97664 |
| Resident | I don't like this | Please don't do this. It isn't needed, it won't benefit the residents and just punishes them financially. There isn't a problem, it's not a commuter area, the only people who leave their cars here all day are the residents. | 3.2009 6 | 55.97263 |
| Resident | I'm neutral about this | What do different colour line marking represent. | 3.1917 9 | 55.97647 |

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| Resident | I'm neutral about this | I have a white line across my driveway. Will I be able to park on the white line | - 3.1917 4 | 55.97649 |
| Resident | I'm neutral about this | I rarely have difficulty parking close to my home | - 3.1897 8 | 55.9773 |
| Resident | I don't like this | Really no need there is zero commuter parking in this area. This will prevent workman coming to houses , deliveries at certain times etc. There is absolutely no problem with parking in this area as we are so far away from the city centre Please don't i | - 3.1948 | 55.97808 |
| Resident | I don't like this | Why is there any need for Permit parking on York Road? There are rarely more than a couple of cars parked on the entire road! | - 3.2026 9 | 55.97657 |
| Resident | I don't like this | I am a resident on this street. Whilst the street is reasonably busy the only non-residents are a few people who park at the top of the street for the surgery - but this would not affect them at all | - 3.2021 6 | 55.97561 |
| Visitor | I don't like this | Surely there are far too few spaces for the people who live in this area. For this to be a reasonable proposal for the residents, there should be many more spaces and there is not enough road to accommodate them. | - 3.2003 | 55.97224 |
| Resident | I don't like this | Plans will reduce overall parking spaces overall? Does not therefore seem to support your claim that this is to free up spaces for residents? | - 3.2009 2 | 55.9754 |
| Resident | I don't like this | Plans for many road markings and ugly street furniture such as pay and display are not in keeping with the historic surroundings of the street and general area. | - 3.2009 2 | 55.9754 |
| Resident | I don't like this | You are restricting access to family life by only allowing visitors to pay and for set duration to visit our homes? There IS NO problem with commuter parking on these streets, | - 3.2009 2 | 55.9754 |
| Resident | I don't like this | Infringes article 8 of EHRC- my family can no longer visit due to expense and time allocation. | - 3.2009 2 | 55.9754 |
| Resident | I don't like this | Not necessary in our area; financially penalises residents for owning a car; negative impact on environment as more people pave gardens to avoid charges; only knocks on commuter parking to next area so not solving problem. Please don't proceed with plans | - 3.2006 2 | 55.9724 |
| Resident | I don't like this | There is absolutely NO wish or requirement to have restricted residents parking outside my home 4 Craighall terrace or for that matter nos 6,8,10,12. There are very few cars ever parked in our street. I can always park outside my own home as can visitor | - 3.1965 9 | 55.97391 |
| Resident | I'm neutral about this | Derby Street and Hawthornvale/Jessfield Terrace should become one-way streets, with parking restricted to one side only. | - 3.1940 5 | 55.97899 |
| Resident | I like this | | - 3.1884 | 55.97491 |
| Resident | I don't like this | Why not the whole street, and not just sections of the street as marked in purple? | - 3.1885 8 | 55.97506 |
| Resident | I don't like this | I have lived in East Trinity Road for 28 years, parking a car at or near my home with no difficulty. I see no evidence of people parking and taking bus to work and no need for restrictions in this area. | - 3.1997 9 | 55.97703 |
| Resident | I'm neutral about this | Concerned that this will encourage pavement parking on my section of Hawthornvale. Would like to see double yellows opposite, and ideally have the parking bays on the south side not the north | - 3.1918 5 | 55.97867 |
| Resident | I'm neutral about this | Mixed feelings on yellow lines (across the Dudleys). They seem to be too long and will create parking pressure, but agree parking on corners is increasing and could lead to accidents, esp with children walking to school. | - 3.1913 4 | 55.97748 |
| Resident | I'm neutral about this | Appreciate the double yellow lines on the corner of Hawthornvale/jessfield terrace where currently people park and block access for pedestrians and block views for cars pulling out of Jessfield terrace | - 3.1910 6 | 55.97876 |
| Resident | I don't like this | Lack of yellow lines will mean double sided parking with continue with parking onto pavement, blocking access for pedestrians (inc buggy's and wheelchairs) forcing them out into the road | - 3.1903 3 | 55.97885 |
| Resident | I don't like this | Is there visitor/shared use bays that are not added to the map? If this is the case I would want to see it altogether, as this may be | - 3.2007 3 | 55.97689 |

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| | | adding parking on both sides of the road where there was not before, and blocking emergency access | | |
| Resident | I don't like this | | - 3.2022 7 | 55.97519 |
| Resident | I don't like this | We have an electric vehicle that we charge by running a cable from our front garden to the kerbside. I am concerned that we may not be able to do so if we can no longer get a space outside our home. | - 3.1991 1 | 55.97801 |
| Resident | I'm neutral about this | There is no problem with residents parking. The only problems are parking up to and over the corners of the road and cars that park on the pavement at the Ferry Road end of the street. Better corner double yellow lines and policing of pavement parking wo | - 3.1847 7 | 55.97613 |
| Resident | I don't like this | I do not want permit parking anywhere in Newhaven. Parking is not a problem. If you put in permits it's not going to improve parking as the same amount of people are needing to park. | - 3.1931 2 | 55.9797 |
| Resident | I don't like this | It's unclear why there are large stretches of road without restriction here? I would prefer to see restrictions along the entire street. | - 3.1866 9 | 55.97544 |
| Resident | I like this | Strongly support the introduction of double yellow lines at the corners throughout the Dudleys. At present the parked cars at the corners mean you can't see other traffic coming. I've seen too many near misses here. | - 3.1882 3 | 55.97677 |
| Resident | I don't like this | I don't support all the unrestricted parking space here, since I think the introduction of restricted space on the street will increase pressure on the unrestricted space. I sometimes use a hire car or car club car, and need space for it. | - 3.1880 3 | 55.97664 |
| Resident | I don't like this | It would be better to introduce cycle storage lockers or dedicated EV charging bays here rather than leaving it unrestricted. | - 3.1879 6 | 55.97657 |
| Resident | I don't like this | There is not a parking issue as such in this area. The problem is dangerous parking by parents/carers dropping off children at the school when they park on double yellow lines, on corners, double park and use the private spaces in New Cut Rigg. | - 3.1956 | 55.97374 |
| Other | I don't like this | I am a carer for my 95 yr old mother who lives in Roseville Gardens. She also has carers who help her twice a day. The carers and I can never park in Roseville Gardens so have to look for spaces in Laverockbank Road or East Trinity Road. | - 3.2009 4 | 55.97749 |
| Resident | I don't like this | There is no requirement for controlled parking in the part of Craighall Road in front of my property. I am totally opposed to such measures and will continue to oppose them if any attempt is made to implement them. | - 3.1972 8 | 55.97734 |
| Resident | I don't like this | We have a motorhome and as such the 2.5m height limit will mean it will need to be stored out of town in a field somewhere. Defeats the point of owning one. Why are owners specifically being targeted like this? | - 3.2003 4 | 55.97927 |
| Resident | I don't like this | I want an end to parking on pavement and double yellow lines all along residential side of Hawthornvale. Also dumping ground eyesore sites sorted. Pavement needs upgraded. | - 3.1892 4 | 55.97901 |
| Resident | I'm neutral about this | I do not understand why on Hawthornvale (north from 52-92) the parking bays appear to be on the same side of the road as the housing. It would be more sensible to put yellow lines on the housing side, and parking on the opposite side of the road. | - 3.1917 3 | 55.97864 |
| Resident | I don't like this | The bottom corner of Hawthornvale (15-16) is awful, cars parked on both sides of the road make it dangerous to negotiate, especially on a bike, or motorbike. Double yellow lines in a short area here could mean safer driving by having a pull in area. | - 3.1883 9 | 55.97911 |
| Resident | I like this | I'd like to see double yellow lines on north side and residents priority parking on Hawthornvale. South side all the way | - 3.1915 4 | 55.97491 |
| Resident | I don't like this | There are no parking issues in my area. This is simply a way for the council to make money. If this goes ahead, residents will convert their front gardens into parking bays and Trinity will lose its leafy garden feel. I am TOTALLY opposed to this. | - 3.2029 3 | 55.97588 |
| Resident | I don't like this | Parking works just fine as it is. Would rather not have parking wardens wondering the streets or any hassle when we have visitors. Since moving here in January 2020 I have never had a problem finding a space within 50m of my house. | - 3.1910 4 | 55.9776 |
| Resident | I don't like this | Why are the double yellow lines on the corners of the junction Laverockbank Road with East Trinity Road being removed, they are not marked on this diagram? | - 3.2006 6 | 55.97678 |

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| Resident | I don't like this | The residents usually park on the East side of the road along Laverockbank Road, the parking on the diagram showing on the same side as 16 Laverockbank Road will make this hard to get out our garage and driveway. | - 3.2007 4 | 55.97684 |
| Resident | I don't like this | The parking outside 16 Laverockbank road here will put the residents cars under large lime trees, this will have a lot of leaves and sticky greenfly residue fall on cars. This will block road sweepers from gathering the large majority of leaves. | - 3.2007 4 | 55.97686 |
| Resident | I don't like this | There appears to be too few Permit Holder Bays compared to surrounding streets and, as proposed, would do little to alleviate our parking problems | - 3.1888 | 55.97526 |
| Resident | I don't like this | I am very very unhappy about the proposed changes to the parking. There is currently no problem to solve. We do not need permit parking- we can all get parked without issue. | - 3.2010 2 | 55.97793 |
| Resident | I don't like this | This area is in direct conflict with our driveway. It also makes getting out of our garage very difficult. Residents/visitors should park on the other side instead. Restrictions stop my disabled family from visiting for 90+ minutes. | - 3.2007 2 | 55.97683 |
| Resident | I don't like this | I don't think there needs to be permit holders on the streets, it is a parking tax for locals. The only time parking can sometimes be challenging for residents is in the evening, when permits would make no difference. | - 3.1874 8 | 55.97534 |
| Resident | I don't like this | There should be no new parking restrictions applied in Beresford Avenue, or indeed, in Newhaven South | - 3.2021 8 | 55.97555 |
| Resident | I don't like this | There is no point in yellow lines being used on the corner of Beresford Ave and Gdns. It only reduces the available spaces for residents. | - 3.2019 7 | 55.97528 |
| Resident | I don't like this | The whole scheme will do nothing for the environment, safety or traffic flow. It will inconvenience residents who will be asked to pay for that inconvenience. Drop the whole scheme. It is a disgrace. | - 3.2022 9 | 55.98004 |
| Resident | I don't like this | Not sure what I am supposed to like or dislike. I dislike the PPA proposal intensely. | - 3.1981 4 | 55.97755 |
| Resident | I don't like this | First, the PPA is not necessary. There is no big parking problem where I live. Second, we have no car, and these restrictions are always too bureaucratic to get temporary tickets for us, family, visitors, etc. NO NO NO | - 3.1981 4 | 55.97755 |
| Resident | I don't like this | At the moment, the area you have marked as 'private road' - Peacock Court' is not a private parking area for residents. It is also not large enough for all residents of the flats around to have their own parking space. | - 3.1928 5 | 55.98037 |
| Resident | I don't like this | Parking problems in Hawthornvale stem from not enough parking, the loss of parking on Lindsay Rd by tramworks and an increase of vehicles as people stopped using public transport.. Reducing spaces further with permits is not the answer. | - 3.1886 | 55.97897 |
| Resident | I like this | | - 3.1926 6 | 55.97859 |
| | I like this | The parking bays should be on the south side of Hawthornvale | - 3.1923 | 55.9786 |
| Resident | I don't like this | As I think it unlikely this proposal will benefit local residents I would like to ask how many requests the council have received asking them to take action concerning residents ability to park near their home? The area is residential and does not attrat | - 3.1996 | 55.97896 |
| Resident | I don't like this | This action will not improve parking in our street as day time parking is not an issue | - 3.1996 | 55.97896 |
| Resident | I don't like this | I have no problem parking close by my house so see no need for this in my area. | - 3.2003 3 | 55.9801 |
| Resident | I don't like this | I do not believe there is a parking problem on many of these streets. I think it is more than likely that I would end up having to pay for a permit while at the same time finding it more difficult to park outside my house. | - 3.1996 9 | 55.97889 |
| Resident | I don't like this | The PPA is attempting to solve a problem that doesn't exist. There is no problem with non-residential parking in Laverockbank Terrace and surrounding area. All of the parking in this street is by local residents. | - 3.1983 2 | 55.97918 |

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| Resident | I don't like this | Missing dropped kerb at side gate to 10 Laverockbank Terrace. Also missing dropped kerbs outside numbers 13 and 14 | - 3.1984 3 | 55.97923 |
| Resident | I don't like this | No commuters park here to go into town. All paid parking would do would be to add an extra expense for the residents with no benefit. | - 3.1946 1 | 55.97302 |
| Visitor | I don't like this | it is unreasonable to have different rules on either side of main road (Ferry Road) and so Bonnington CPZ for roads joined onto Ferry Road should be PPA on same times and avoid parking problems, as people will drive around looking for spaces. | - 3.1925 7 | 55.97329 |
| Visitor | I don't like this | The area around Victoria Park is widely used and allotment holders need access throughout the week to bring heavy items by car (say). | - 3.1920 8 | 55.97448 |
| Resident | I don't like this | It's okay as is, I don't understand the justification to change | - 3.1918 9 | 55.97646 |
| Resident | I don't like this | It is unfair and wrong-headed to require residents to pay for permits to park outside their own homes. I support controls over non-resident parking, but that could be achieved without charging residents (or their visitors). | - 3.1869 9 | 55.97488 |
| Resident | I don't like this | How can it be fair to designate some houses in a street as requiring permits, and others not? This will cause division and friction between neighbours and will be unfair particularly on the elderly and infirm. I'm totally opposed to the principle of this | - 3.1908 8 | 55.97699 |
| Resident | I don't like this | Categorically no need for parking permit bays on Newhaven Road along section from Ferry Road to Stanley Road. Parking for residents is not a problem here. Should not be used as a means for the Council to make money when totally unnecessary. | - 3.1902 9 | 55.97496 |
| | I don't like this | There is no lowered curb at 65 East Trinity Road. | - 3.2014 6 | 55.97631 |
| Resident | I don't like this | I am a resident of Lixmount Avenue. Our street is pretty busy but almost exclusively with the cars of residents. We do not have cars parking for long periods during the day while people go to work. The proposal for our street is completely unnecessary a | - 3.2002 9 | 55.97605 |
| Resident | I don't like this | Non residential parking in my street and nearby is not a source of pressure. The survey is flawed. It does not differentiate between residents' and non residents' cars. | - 3.1982 8 | 55.97918 |
| Resident | I don't like this | Missing dropped kerb at PIN | - 3.1985 8 | 55.9792 |
| Resident | I don't like this | Missing Dropped kerb | - 3.1980 4 | 55.97931 |
| Resident | I don't like this | Missing dropped kerb | - 3.1983 | 55.97931 |
| Resident | I don't like this | Missing dropped kerb | - 3.1986 8 | 55.97922 |
| Resident | I don't like this | Missing dropped kerb | - 3.1987 6 | 55.97949 |
| Resident | I'm neutral about this | Insufficient resident parking on Dudley Avenue, which is highest density part of Dudleys. Should be more resident only parking along this street, not so much shared. | - 3.1871 7 | 55.97609 |
| Resident | I don't like this | There is not a large problem with cars from other areas parking in the Summerside Place. There is just enough space for residents, the permit bits will cause people to park in front of my house. | - 3.1881 1 | 55.97579 |
| Resident | I don't like this | There should be double yellows along this entrance to park nr Bonnington House. School pick up parking here is highly dangerous and makes it very difficult to cross to Dudley Gardens. This entrance is the most used on this side so better visibility reqd. | - 3.1915 9 | 55.97598 |
| Resident | I like this | Double yellows on certain corners makes sense, this one esp hard to see around when people park here. But parking occurs on all corners of Dudleys as there's just not enough space | - 3.1881 7 | 55.97672 |
| Resident | I don't like this | No need for this as there aren't any parking issues currently | - 3.1946 3 | 55.973 |
| Resident | I don't like this | Why is this needed? There is no particular problem with parking in Dudley Avenue. We all manage to fit in near enough to our homes | - 3.1883 7 | 55.97705 |

| | | | | |
|----------|------------------------|--|------------------|----------|
| | | and there is no issue with 'outsider' parking. Could it be that this is just a tax on parking aimed at raising revenue? | | |
| Other | I don't like this | | - 3.2015 9 | 55.97902 |
| Resident | I don't like this | The proposed double yellow lines around the corners will result in the loss of several parking spaces for each corner - are the double yellow lines really necessary for road safety in this 20 mph zone? | - 3.1883 2 | 55.97685 |
| Resident | I don't like this | Firstly I did not ask for parking controls in the area. No one I know has. Secondly my street, Derby st is surrounded by permit parking bays meaning that non residents will Try to Park in our street and avoid parking fees. Our street is already filled b | - 3.1939 7 | 55.97883 |
| Resident | I don't like this | I do not believe that permit parking will benefit residents here. We do not have a problem with non-residents parking and Derby Street is a narrow street where we struggle with parking anyway. This will compound the existing parking issues making it wors | - 3.1940 5 | 55.97899 |
| Resident | I don't like this | There haa been no communication of this consultation with residents. I discovered by chance today. I have some significant comments but the form will only accept very short text. I will submit more detailed comment by email | - 3.1884 7 | 55.9749 |
| Resident | I don't like this | There are not enough permit holder spaces on Summerside street for rssidents. This plan discriminates against residents who own cars. People such as myself who cycle to work will struggle to find a place to park the car during the day even with a permit | - 3.1887 1 | 55.97513 |
| Resident | I don't like this | My husband and I agree with the proposed double yellow lines throughout the whole area as people park on corners obstructing drivers' views. However, we are not in favour of the proposed permit scheme. | - 3.2005 8 | 55.97738 |
| Resident | I don't like this | From our deeds, I believe this cul-de-sac is private (varying combinations of properties) - it is not maintained. I question whether the proposal shown is legal, and whether the impact on maintenance and safety have been considered | - 3.1988 | 55.97631 |
| Resident | I don't like this | This bay is already the location of some of the most dangerous local parking - leaving it outwit the zoned proposals is likely to make that worse. It should be included. | - 3.1992 | 55.97631 |
| Resident | I don't like this | Proposal likely to direct more traffic down private cul-de-sac and compromise garage access for end residents | - 3.1986 8 | 55.97619 |
| Resident | I'm neutral about this | Due to recent configuration changes by an individual resident, this dropped kerb is no longer accessible and the corner is increasingly dangerous for those on foot, with kids, buggies, etc. | - 3.1988 7 | 55.97647 |
| Resident | I don't like this | There are currently no parking issues in this area. Especially during the daytime where park it's would apply. | - 3.1907 1 | 55.9776 |
| Resident | I don't like this | This space is listed in our deeds as privately owned and shared between residents of houses in the cul-de-sac only | - 3.1988 8 | 55.97634 |
| Resident | I don't like this | This area is listed in our deeds as privately owned and the cul-de-sac is not maintained/adopted by Edinburgh Council. | - 3.1987 6 | 55.97635 |
| Resident | I don't like this | This corner is often dangerously crowded with cars parking on either end of the marked bay making the road too narrow for some larger vehicles - could there be permitting on both sides of the road to reduce this? | - 3.1991 9 | 55.97632 |
| Resident | I don't like this | This dropped kerb has been cut off by railings and vans frequently double park over the junction - could markings and bays extend to here? | - 3.1988 8 | 55.97652 |
| Resident | I don't like this | I would like to see the plan for electric charging but do not want permits to come in | - 3.1941 7 | 55.9788 |
| Resident | I don't like this | We do not have parking problems in this street or the surrounding area. There is always adequate parking. I have never not found a parking space fairly close to my home | - 3.1939 2 | 55.97909 |
| Resident | I don't like this | Any non resident who parks in York Rd is going to the Drs in East Trinity Rd. It is better that they park in York Rd and do not block East Trinity Rd. This is a tax on ill people who need to drive to the Drs. Shamefull | - 3.2026 1 | 55.97639 |

Appendix C

City of Edinburgh Council

Controlled Parking Zones

Emails

| <u>Area</u> | <u>Portobello</u> | <u>Trinity</u> | <u>Newhaven South</u> | <u>Total</u> |
|---|-------------------|----------------|---------------------------|--------------|
| Total comments | 60 | 32 | 26 | 118 |
| Consultation remarks - survey, evidence, data etc | 21 (35%) | 18 (56%) | 14 (54%) | |
| No space to park | 1 (2%) | 1 (3%) | 0 | |
| Parking not an issue/Enough spaces available | 7 (12%) | 7 (22%) | 14 (54%) | |
| Negative impact on areas i.e. displacement or reduction in businesses etc | 6 (10%) | 5 (16%) | 0 | |
| Monetary concern - Expensive, moneymaking, etc | 5 (8%) | 5 (16%) | 8 (31%) | |
| Supportive comments | 7 (12%) | 1 (3%) | 2 (8%) | |
| Capacity for new housing developments concern | 6 (10%) | 0 | 0 | |
| Football/Rugby games (weekend) | 0 | 0 | 0 | |
| Other/unclassified | 21 (35%) | 6 (19%) | 6 (23%) | |
| General objection | 2 (3%) | 1 (3%) | 0 | |
| Multiple cars per household/ unused garages | 0 | 2 (6%) | 0 | |
| Concerns with emergency vehicles access | 0 | 0 | 0 | |
| Other priorities for funding – road maintenance, traffic calming measures and cycling | 2 (3%) | 0 | 3 (12%) | |
| Disabled/ carer parking concerns | 3 (5%) | 3 (9%) | 0 | |
| Enforcement - better of existing and concerns with proposed | 0 | 5 (16%) | 0 | |
| Encourages creation of private driveways | 1 (2%) | 0 | 1 (4%) | |
| Would affect property value/prices | 0 | 0 | 2 (8%) | |
| Issues with abandoned vehicles | 0 | 1 (3%) | 0 | |
| EV Infrastructure comments | 3 (5%) | 0 | 1 (4%) | |
| Park and Ride/public transport improvements needed | 0 | 1 (3%) | 0 | |
| Alternative suggestions | 22 (37%) | 2 (6%) | 4 (15%) | |

| | | | | |
|---|---------|--------|--------|--|
| Safety concerns | 2 (3%) | 1 (3%) | 0 | |
| Trades/ HGV/ SUV access issues | 1 (2%) | 3 (9%) | 0 | |
| Commuter/ business/ school parking issues | 2 (3%) | 3 (9%) | 2 (8%) | |
| Encourages active travel | 7 (12%) | 2 (6%) | 2 (8%) | |
| Visitor parking concerns | 5 (8%) | 3 (9%) | 2 (8%) | |

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

*% figures have been worked out from the total number of respondents for each area

Appendix D

City of Edinburgh Council Controlled Parking Zones

Response location maps

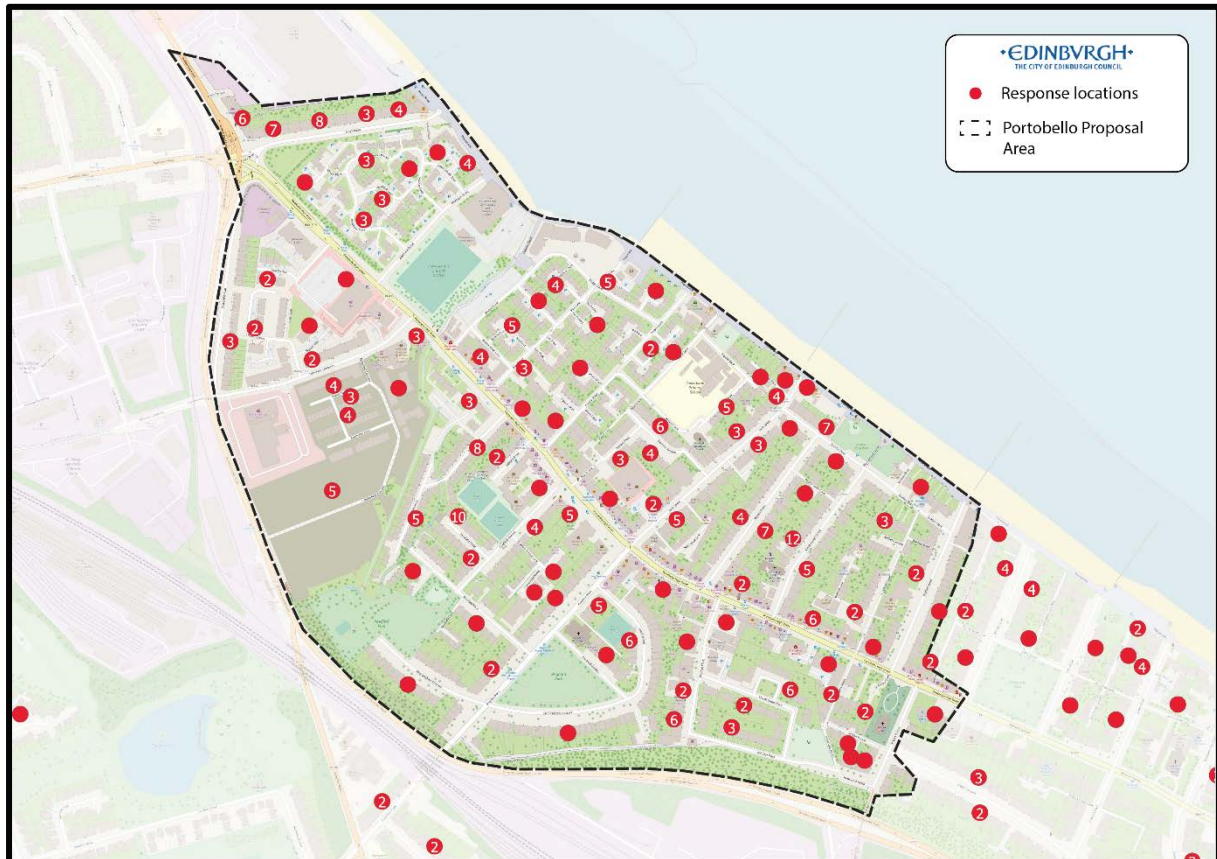
Contents

| | |
|-----------------|---|
| Portobello | 4 |
| Trinity | 6 |
| New Haven South | 8 |

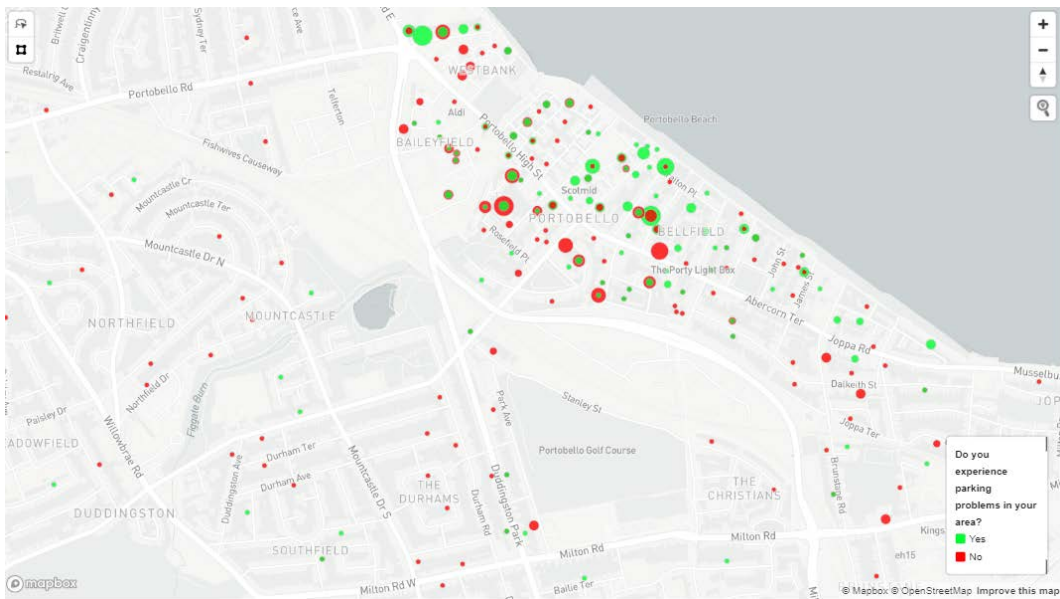
1. PORTOBELLO RESPONSE LOCATIONS

Online survey

A total of 477 respondents left a postcode who said they were concerned with the Portobello area. A number of these responses came from well outside the consultation area and are therefore not shown on this map. A minority of the responses came from outside of Edinburgh as far away as Kirknewton and Gorebridge.



- 1.1.1 Out of the 477 responses, 191 (40%) said they experience parking issues, while 276 (58%) said they do not. 10 people (2%) did not answer.
- 1.1.2 The map below has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



Interactive Map

There were 459 pins dropped on the interactive map for the Portobello area. Out of these 395 were within the proposal area, while 64 were not.



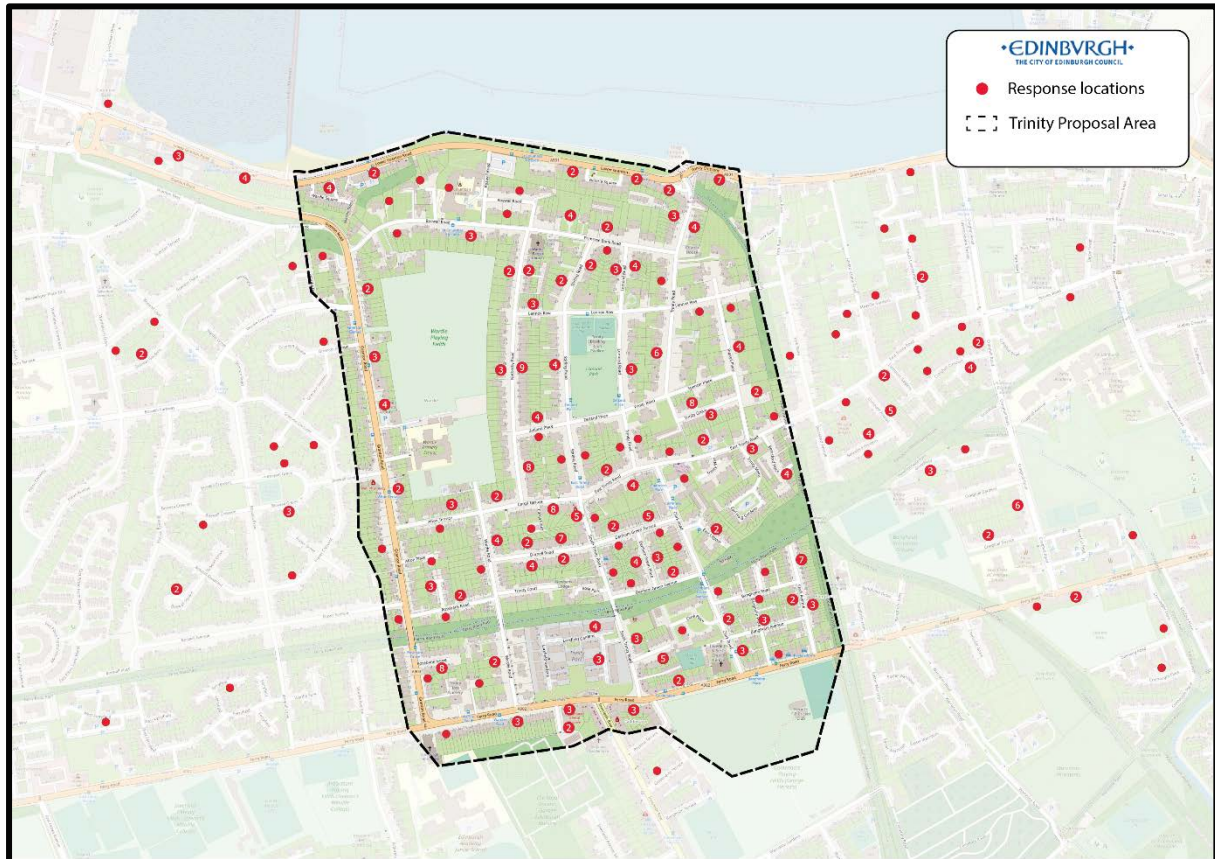
1.1.3 Out of 459 pins dropped, 321 (80%) said 'I don't like this', 81 (18%) said 'I like this', while 57 (12%) said 'I'm neutral about this'

1.1.4 Of the responses received, 415 (91%) were from people who stated they were a resident of the area. 32 (7%) responses came from those who stated that they were visitors to the area. 5 people (1%) selected 'other', and 2 people each selected business owner and commuter (combined 1%).

2. TRINITY RESPONSE LOCATIONS

Online survey

A total of 419 respondents left a postcode who said they were concerned with the Trinity area.



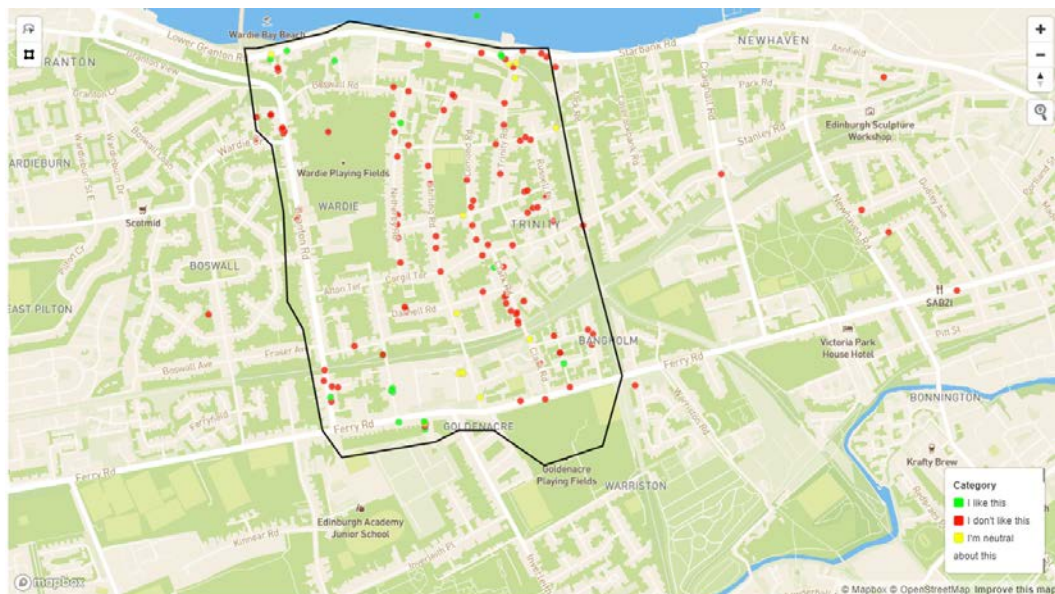
2.1.1 Out of the 419 responses, 78 (18%) said they experience parking issues, while 334 (80%) said they do not. 7 people (2%) did not answer.

2.1.2 The map below has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



Interactive Map

There were 145 pins dropped on the interactive map for the Trinity area. Out of these 133 were within the proposal area, while 12 were not.



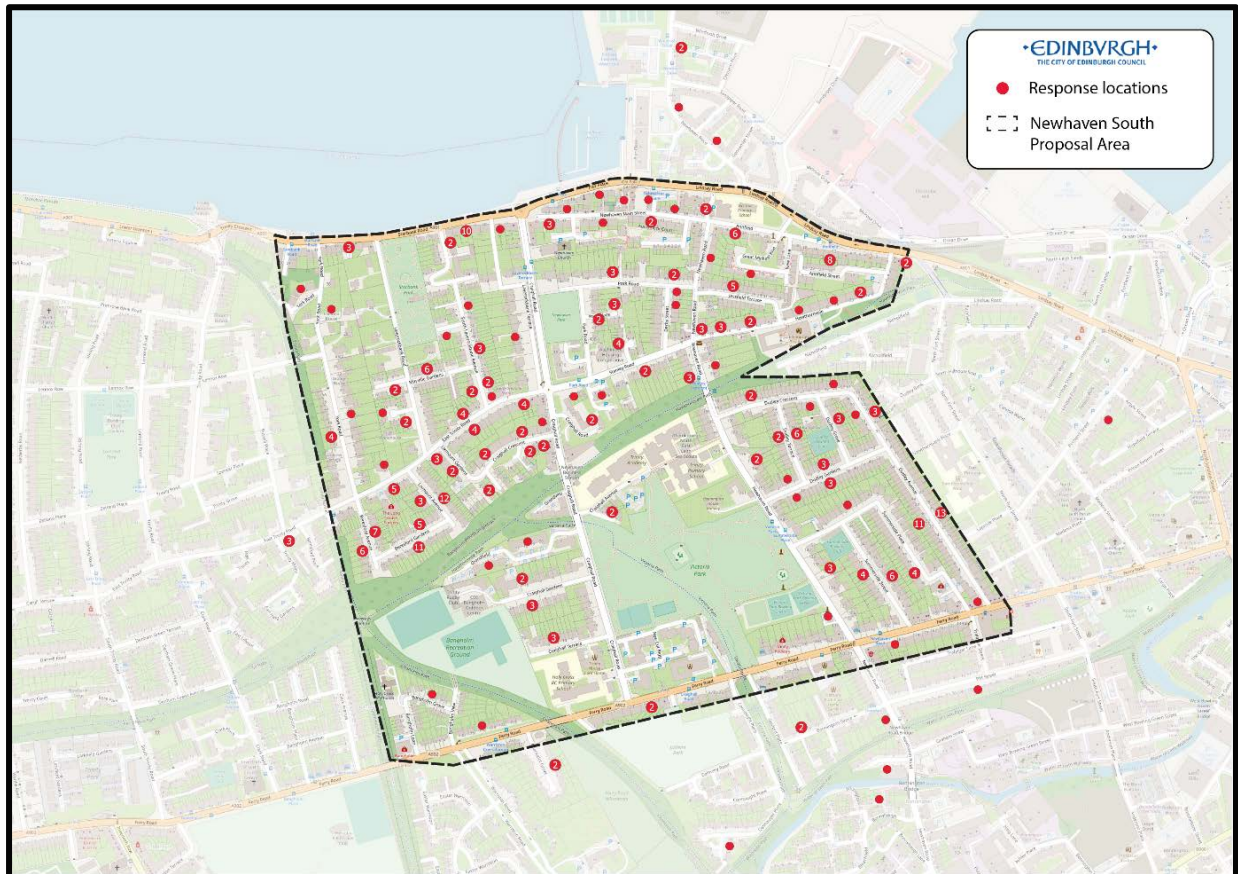
2.1.3 Out of 151 pins dropped, 117 (77%) said 'I don't like this', 20 (13%) said 'I like this', while 14 (9%) said 'I'm neutral about this'.

2.1.4 Of the responses received, 141 (94%) were from people who stated they were a resident of the area. 4 (3%) responses came from those who stated that they were visitors to the area. 2 people (1%) selected 'other' and 1 person (1%) selected business owner.

3. NEWHAVEN SOUTH RESPONSE LOCATIONS

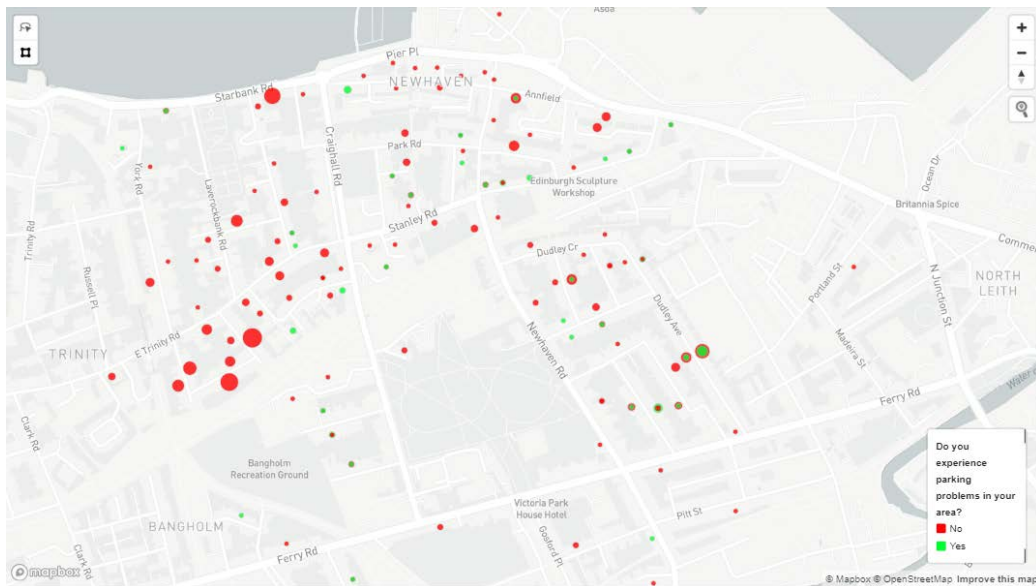
Online survey

A total of 322 respondents left a postcode who said they were concerned with the Newhaven South area. A minority of postcodes were located outside of Edinburgh such as Musselburgh and as far as Fearnan.



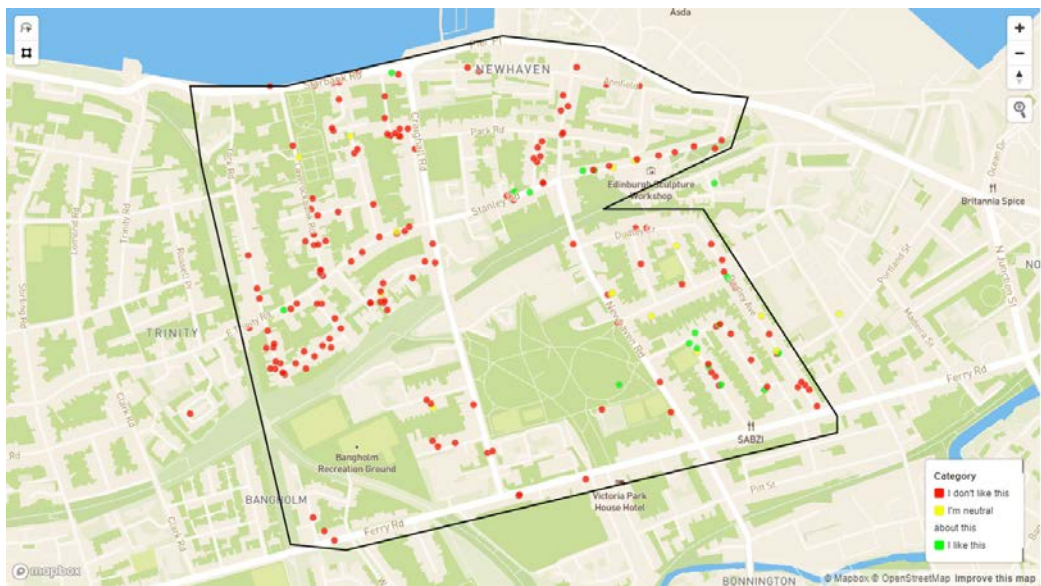
3.1.1 Out of the 322 responses, 54 (17%) said they experience parking issues, while 265 (79%) said they do not. 3 people (1%) did not answer.

3.1.2 The map has visualised these postcodes to show where parking issues are experienced. Larger circles represent a higher number of respondents per postcode. Some postcodes are not shown due to the distance from the proposal area.



Interactive Map

There were 211 pins dropped on the interactive map for the New Haven South area. Out of these 206 were within the proposal area, while 5 were not.



3.1.3 Out of 211 pins dropped, 173 (82%) said 'I don't like this', 19 (9%) said 'I like this', while 19 (9%) said 'I'm neutral about this'

3.1.4 Of the responses received, 199 (96%) were from people who stated they were a resident of the area. 5 (3%) responses came from those who stated that they were visitors to the area. 2 people (1%) selected 'other' and 1 person (1%) selected business owner.

Appendix E

City of Edinburgh Council

Controlled Parking Zones – Phase 4

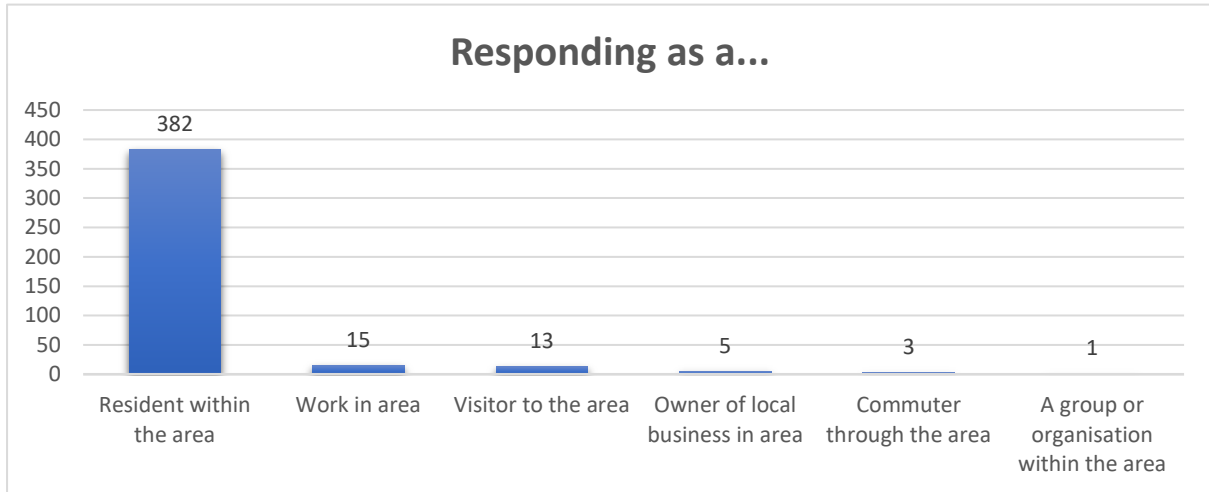
Online survey analysis by area

Contents

| | |
|---------------------------------------|----|
| Trinity survey analysis | 3 |
| Newhaven South survey analysis | 10 |
| Portobello survey analysis | 17 |
| Free text comment analysis | 25 |

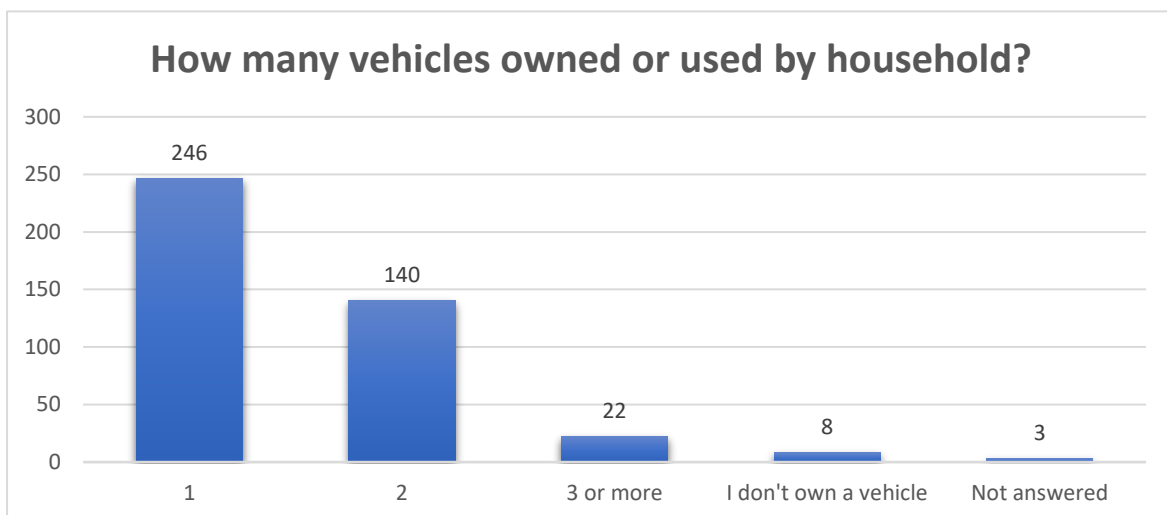
Trinity survey analysis

Are you responding as a...?



- A total of 419 respondents identified as residing in the area.
- Of these respondents, 91% identified as being a resident within that area.
- 4% said that they work in the area.
- 3% that said they are a visitor to the area.

How many motor vehicles does your household own or have use of?



- 59% of respondents said they own one vehicle.
- 33% of respondents said they own two vehicles.
- 5% said they own three or more vehicles.

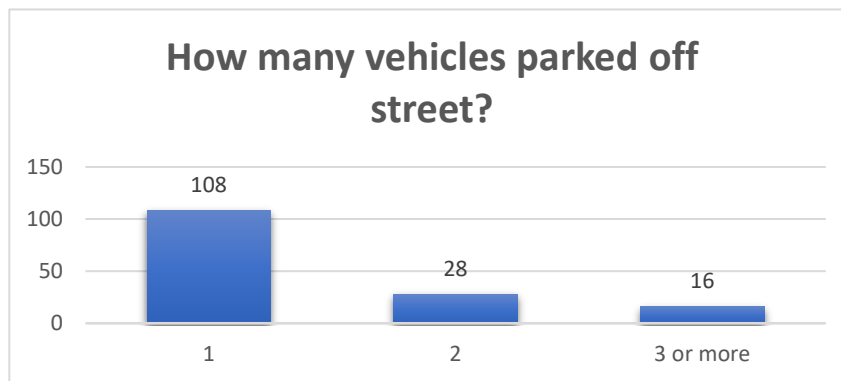
- 2% of respondents said they don't own a vehicle at all.

Do you have access to off-street parking or a garage?



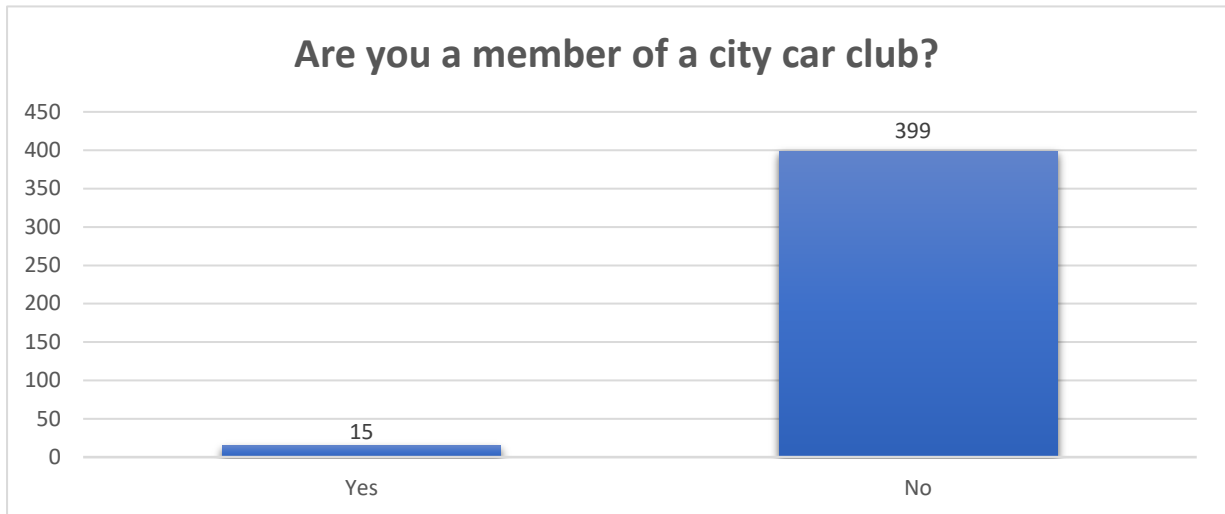
- Of those that answered, the majority of respondents in the area do not have access to off street parking or a garage. 63% of respondents chose "No".
- 37% of respondents of the area said they do have access to off-street parking.

How many vehicles parked off-street?



- 71% of respondents mentioned that one vehicle is parked off-street.
- 18% of respondents mentioned that two vehicles are parked off-street.
- 11% of respondents mentioned three or more vehicles are parked off-street.
- 267 from the area chose not to answer this question.

Are you a member of the City Car Club?



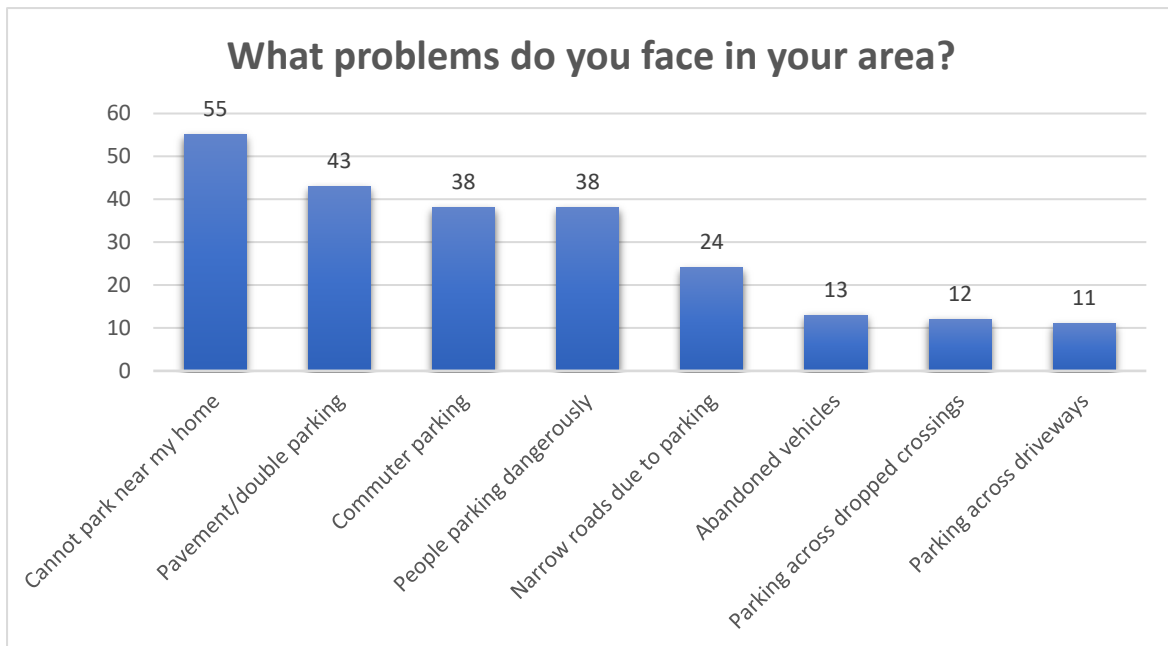
- The majority (96%) of respondents from the area said they are not a member of a car club.
- 4% of respondents stated that they were members of a car club.
- 5 respondents did not answer this question.

Do you experience parking problems in your area?



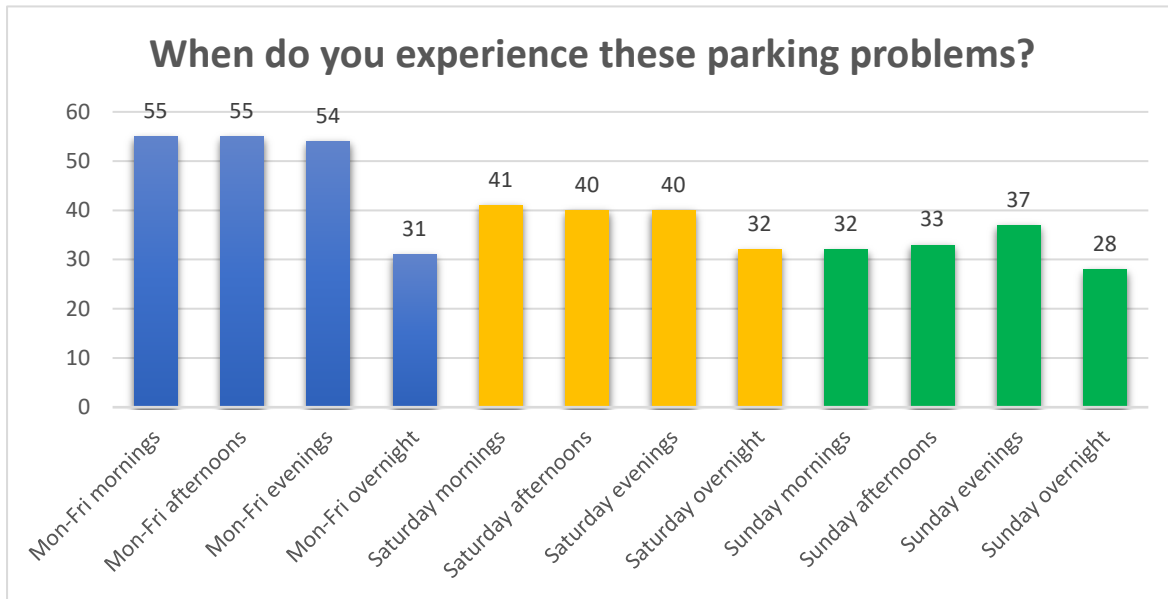
- Most of respondents in the area (81%) said they do not experience any parking problems.
- 19% of respondents selected "Yes" they do have problems with parking in the area.
- 7 respondents did not answer this question.

What problems do you face in your area?



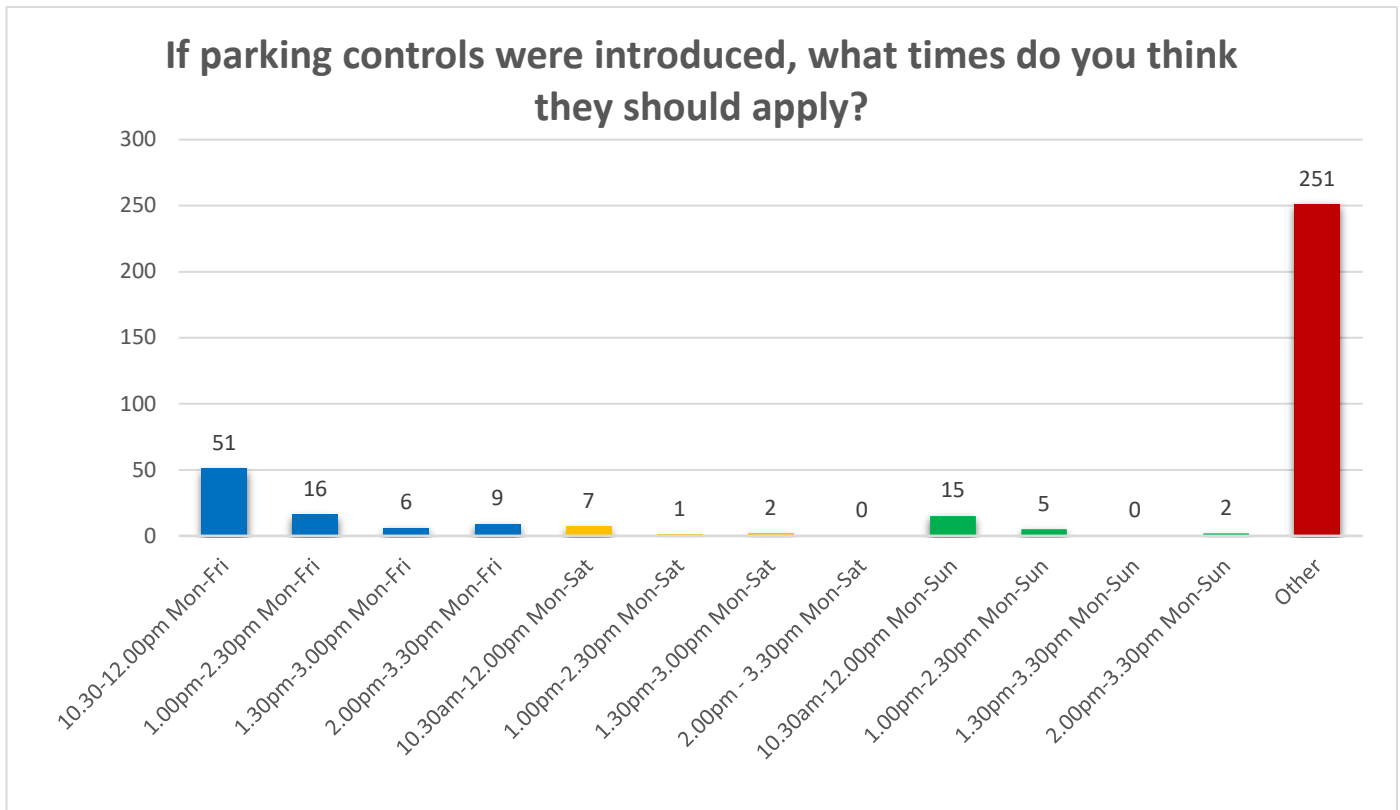
- More than one option could be chosen for this question.
- The most selected problem faced by residents was that they cannot park near their homes. 24% of respondents chose this option.
- This is followed by double parking being the next most selected problem with 18% of respondents choosing this.
- Commuter parking and people parking dangerously (16% each) were also selected a high number of times by those that responded to this question.

When do you experience these parking problems?



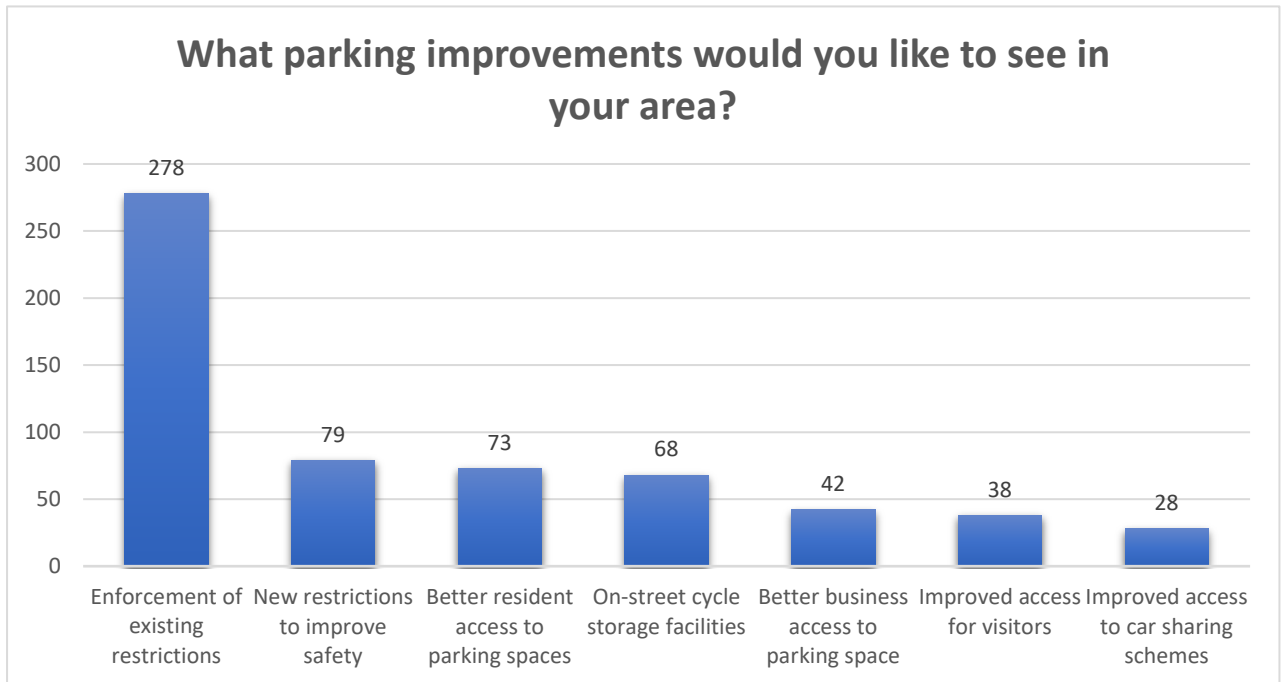
- More than option could be chosen for this question.
- Residents appear to experience the most problems with parking during weekdays, Mon - Fri, mornings (12%), afternoons (12%) and evenings (11%).
- Saturdays were the next most selected timing where residents experience parking problems throughout the day but less of a problem overnight.
- Respondents appear to experience the fewest problems with parking overnight.

If parking controls were to be introduced, during what times do you think that they should apply?



- The “other” option was chosen the most by respondents (60%) where they were able to suggest in free text alternative timings that they would like to be considered.
- Of those that chose the “other” option the majority of respondents were objecting to the timings and proposal to introduce any parking controls. 201 respondents objected to parking controls, not proposing alternative timings.
- Of those that did suggest alternative timings, (1%) suggested enforcing during evenings, Mon-Fri, (2%) suggested enforcing mornings-afternoons, Mon-Fri and (1%) suggested mornings-evenings, Mon-Fri.
- However, of those that had not responded as “other” the next most selected time period was 10.30am – 12pm, Mon – Fri with 13% choosing this option.

What parking improvements would you like to see in your area?



- More than one option could be chosen for this question so percentages are calculated from all 606 options chosen.
- The most selected improvement was to see more enforcement of existing restrictions i.e. those parking dangerously or on yellow lines, with 46% selection.
- This was followed by wanting additional restrictions to improve safety with 13% of respondents selecting this.
- The third most selected improvement was better access to parking spaces for residents with 12% of respondents choosing this.
- There was also a demand for more on-street cycle storage facilities with 11% of respondents choosing this improvement.

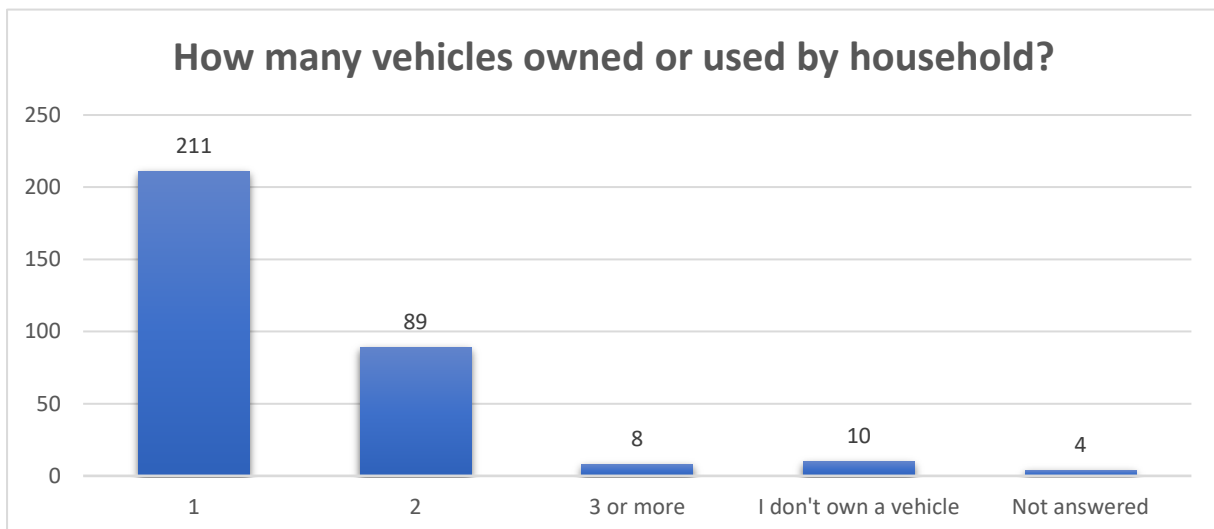
Newhaven South survey analysis

Are you responding as a...?



- A total of 322 respondents, identified as residing in the area.
- 94% of respondents said they are residents of the area.
- 3% of respondents said they are a visitor to and 2% said they work in the area.
- No responses were received from business owners of groups and organisations

How many motor vehicles does your household own or have use of?



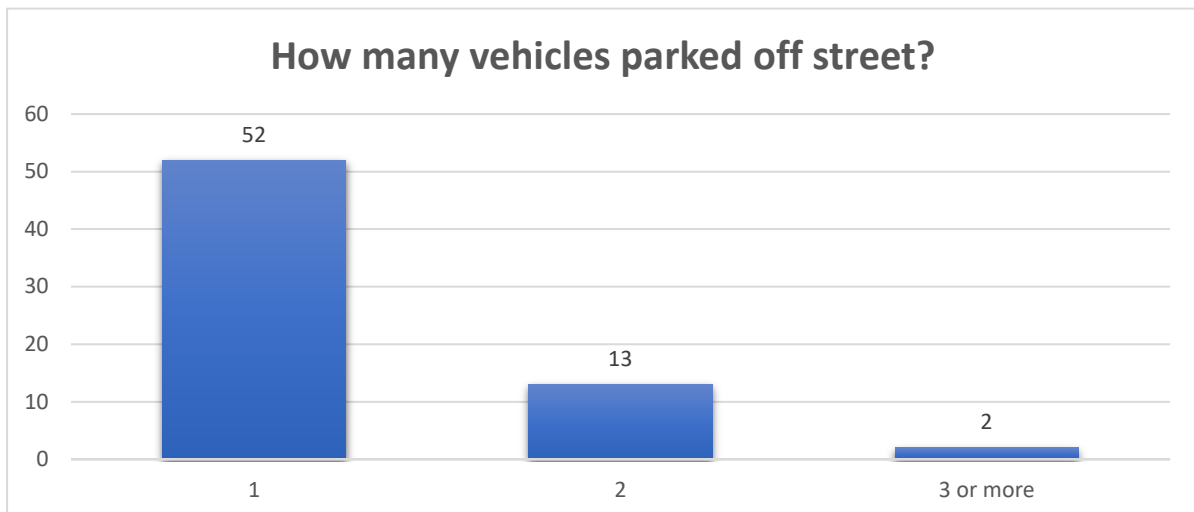
- 66% of respondents said they own one vehicle
- 28% of respondents said they own two vehicles.
- 2% of respondents said they own three or more vehicles.
- 3% of respondents said they don't own a vehicle at all.

Do you have access to off-street parking or a garage?



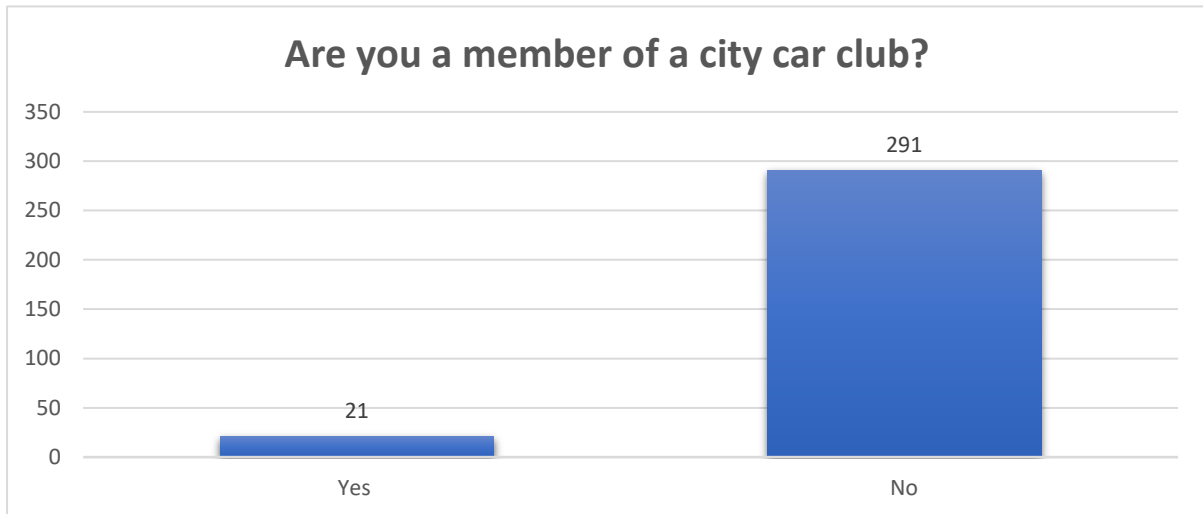
- Of those that answered, the majority of respondents (78%) in the area do not have access to off street parking or a garage.
- 22% said they do have access to off-street parking.

How many vehicles can you park off-street?



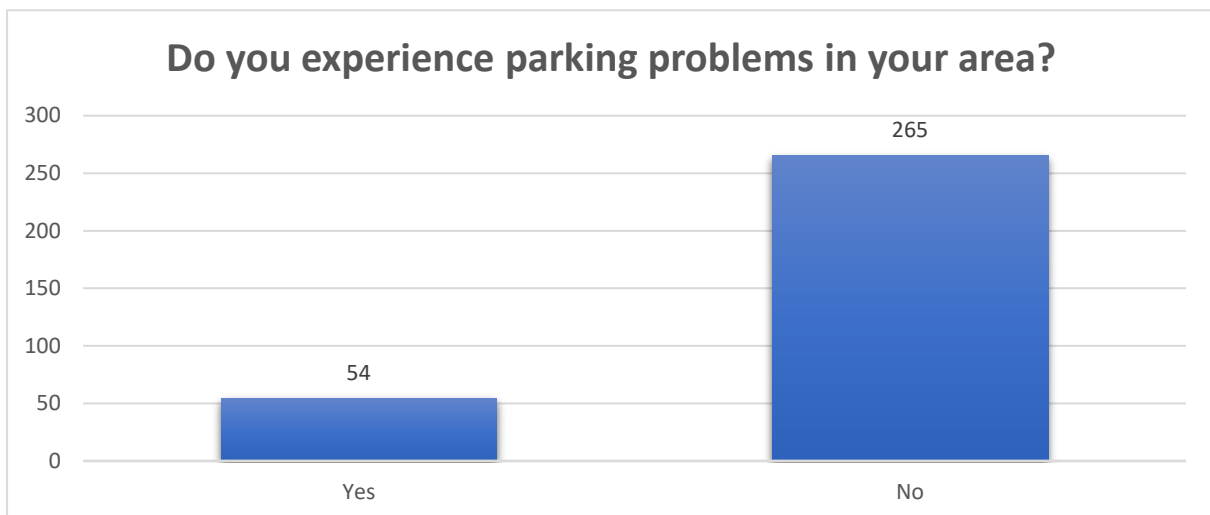
- 78% of respondents had mentioned that one vehicle is parked off-street.
- 19% of respondents mentioned that two vehicles are parked off-street.
- 3% of respondents mentioned three or more vehicles are parked off-street.
- 255 respondents from the area chose not to answer this question.

Are you a member of the City Car Club?



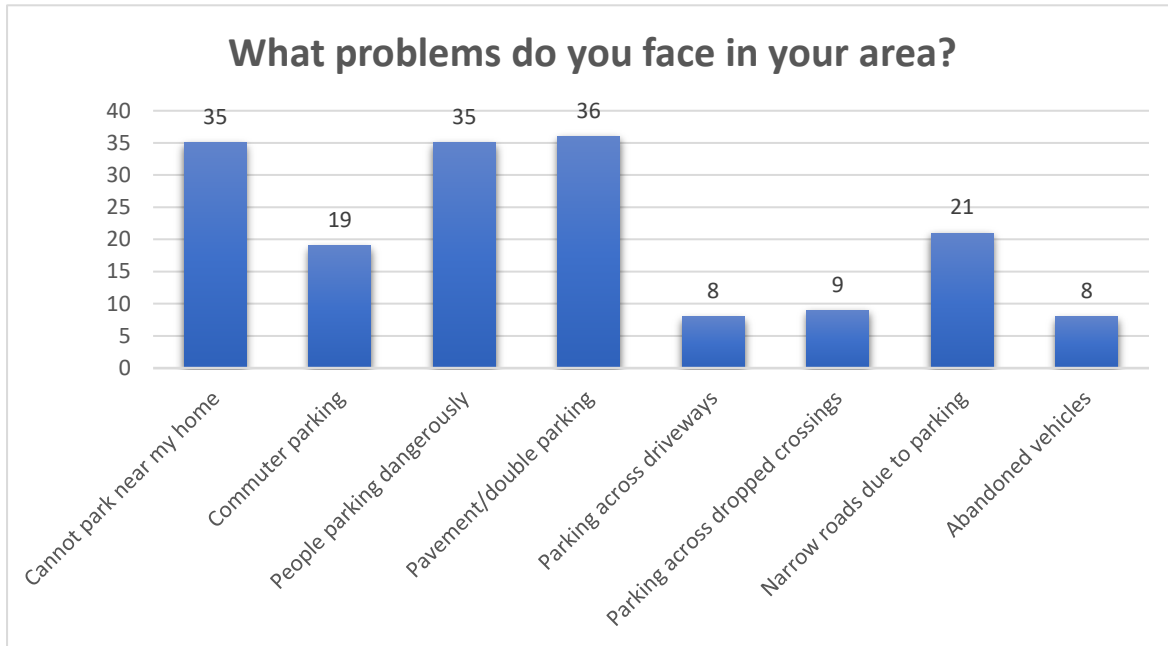
- The majority of respondents (93%) from the area said they are not a member of a car club.
- 7% of respondents said that they are members of a car club.
- 10 respondents did not answer this question.

Do you experience parking problems in your area?



- Most of respondents in the area said they do not experience any parking problems. 265, 83% of respondents selected "No".
- 54, 17% of respondents selected "Yes" they do have problems with parking in their area.
- 3 respondents did not answer this question.

What problems do you face in your area?



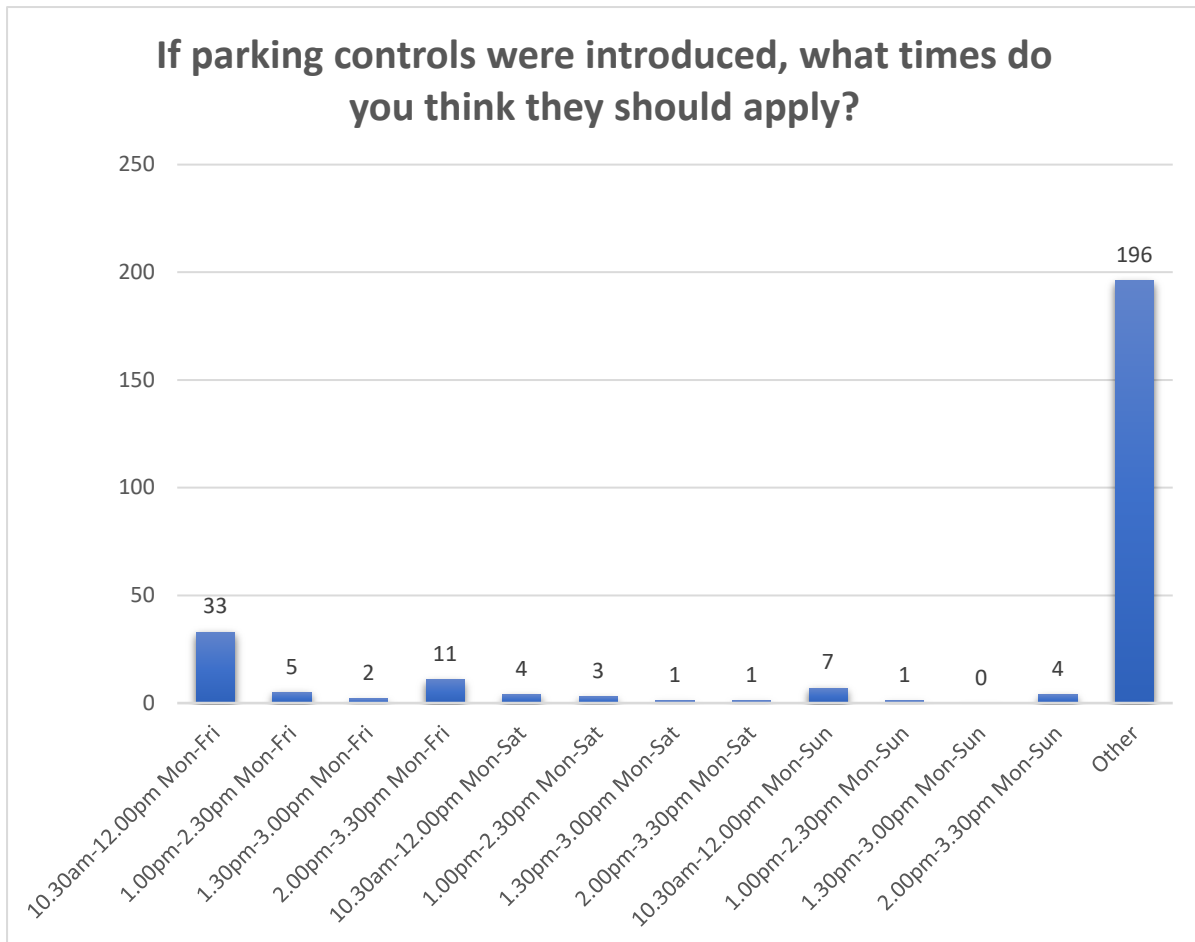
- More than one option could be chosen for this question.
- The most selected problem faced by residents were people not being able to park near their homes (35, 20%), parking dangerously (35, 20%) and double parking (36, 21%).
- Narrow roads (21, 12%) and commuter parking (19, 11%) were also problems that respondents in the area felt were occurring.

When do you experience these parking problems?



- More than one option could be chosen for this question
- Mon-Sun, evenings and overnight were the timings during which respondents felt they experienced the most parking problems in the area.
- Mon-Sun, mornings and afternoons were still an issue in the area closely following the number of times evenings and overnight were selected.

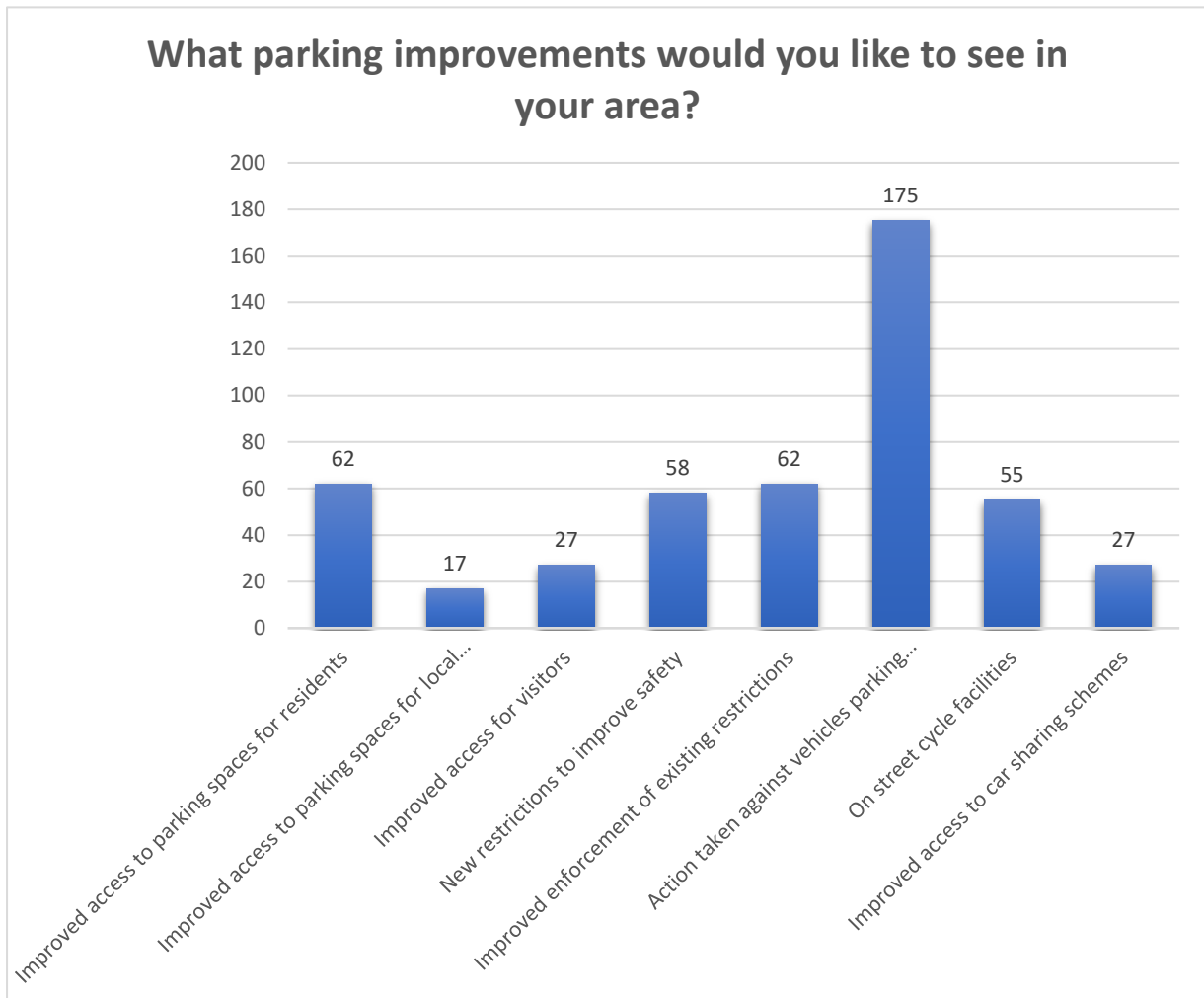
If parking controls were to be introduced, during what times do you think that they should apply?



- The “other” option was chosen the most by respondents where they were able to suggest in free text alternative timings that they would like to be considered.
- Of those that chose the “other” option the majority of respondents were objecting to the timings and proposal to introduce any parking controls. 152 respondents objected to parking controls, not proposing alternative timings.
- Of those that did suggest alternative timings 3, 1% of respondents suggested having parking controls 24hrs a day 7 days a week.
- During the weekdays 1 respondent which is less than 1 suggested afternoon restrictions. %
- 6, 2% of respondents felt that evenings were when they experience the most problems and suggested evening restrictions.

- 1 respondent which is less than 1% suggested morning – afternoons and 2 respondents equivalent to 1% suggested mornings – evenings as to when they experience the most parking issues.
- In total 13 people, 5 % chose alternative times of for permit enforcement were suggested.
- However, of those that had not responded as “other” the next most selected time period was 10.30am – 12pm, Mon – Fri with 37 respondents, 14% choosing this option.

What parking improvements would you like to see in your area?

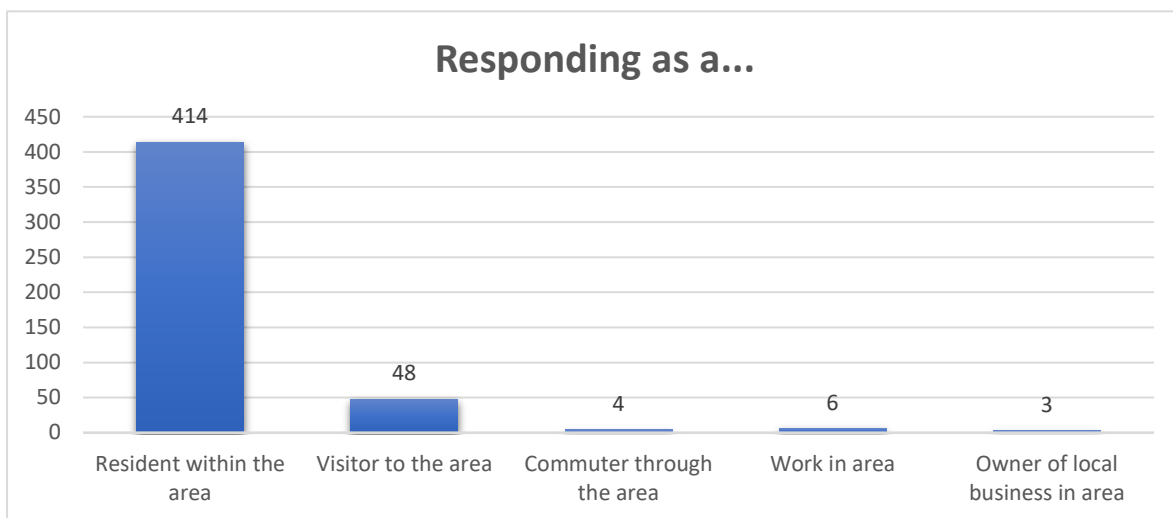


- More than one option could be chosen for this question.
- The most selected parking improvement chosen by respondents in the area was for action to be taken against vehicles that are parked inconsiderately/dangerously. 175 respondents, 36% chose this option.

- This was followed by residents wanting improved access to parking spaces for residents and improved enforcement of existing restrictions. Both had 62 respondents, 13% choose those options.
- New restrictions to improve safety (58, 12%) and on-street cycling facilities (55, 11%) were the final two most popular improvements wanted by Newhaven South respondents.

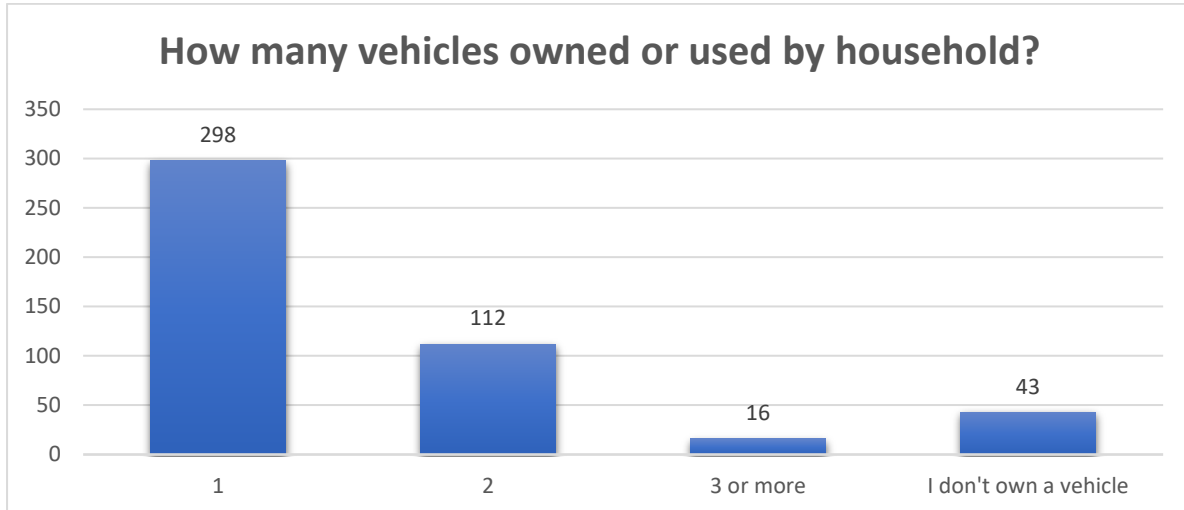
Portobello survey analysis

Are you responding as a...?



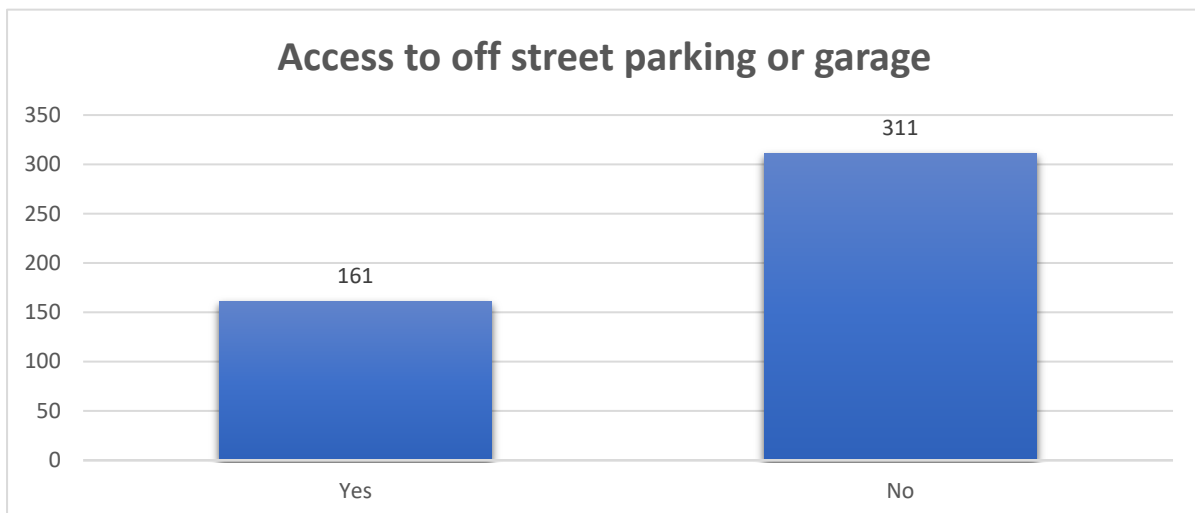
- A total of 477 respondents identified as residing in the area.
- 414, 87% of respondents said they are residents of the area.
- 48, 10% of respondents said they are visitors to the area

How many motor vehicles does your household own or have use of?



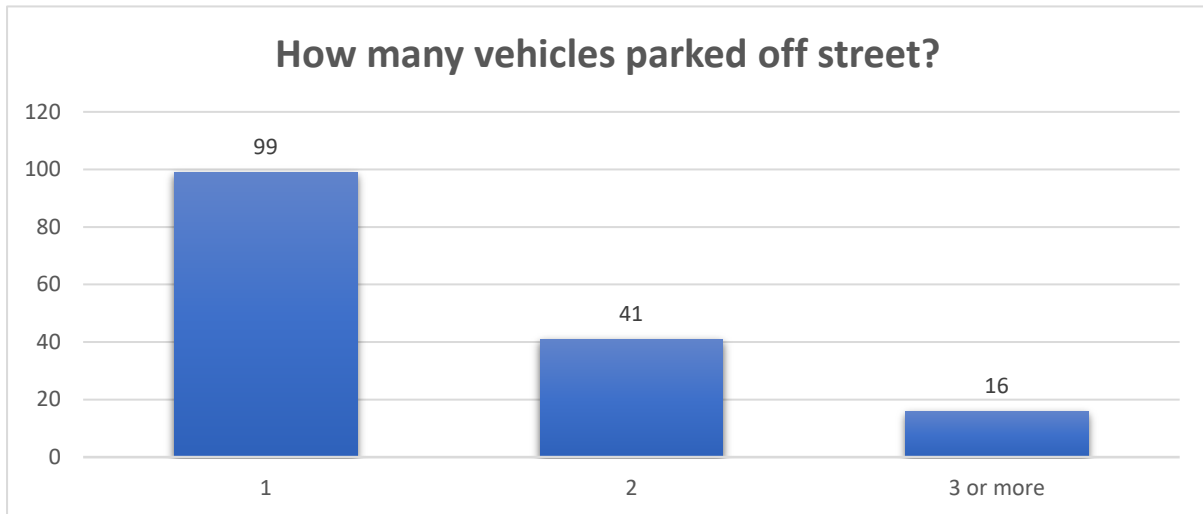
- 298, 62% of respondents said they own one vehicle.
 - 112, 23% of respondents said they own two vehicles.
 - 16, 3% of respondents said they own three or more vehicles.
 - 42, 9% of respondents said they don't own a vehicle at all.
- 2% did not answer this question.

Do you have access to off-street parking or a garage?



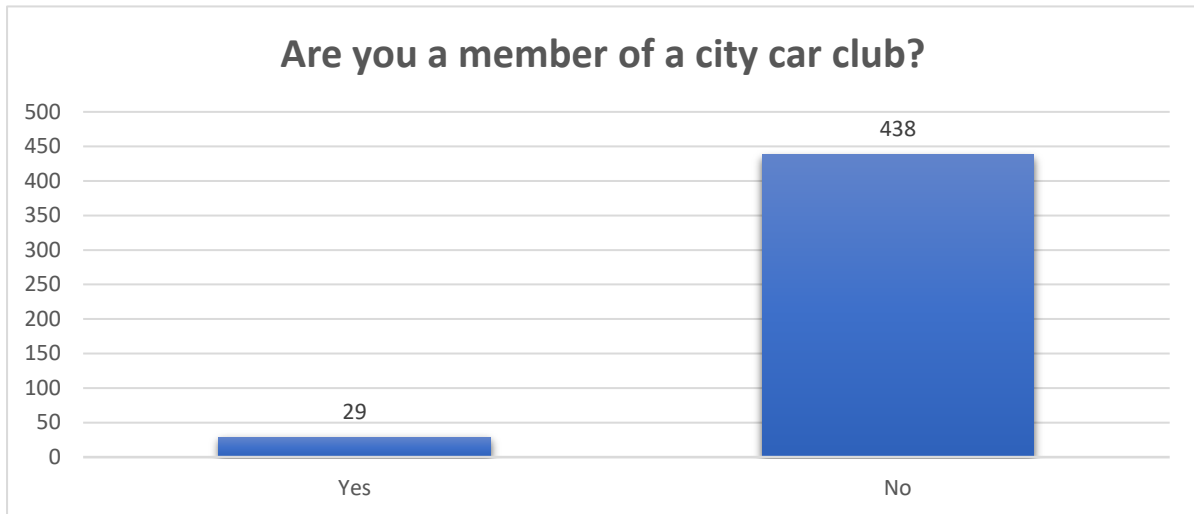
- Of those that answered, the majority of respondents in the area do not have access to off street parking or a garage. 311 respondents, 66% chose "No".
- 161, 34% of respondents in the Portobello area said they do have access to off-street parking.

How many vehicles can you park off-street?



- 99, 63% of respondents mentioned that one vehicle is parked off-street.
- 41, 26% of respondents mentioned that two vehicles are parked off-street.
- 16, 10% of respondents mentioned three or more vehicles are parked off-street.
- 321 respondents from the area chose not to answer this question.

Are you a member of the City Car Club?



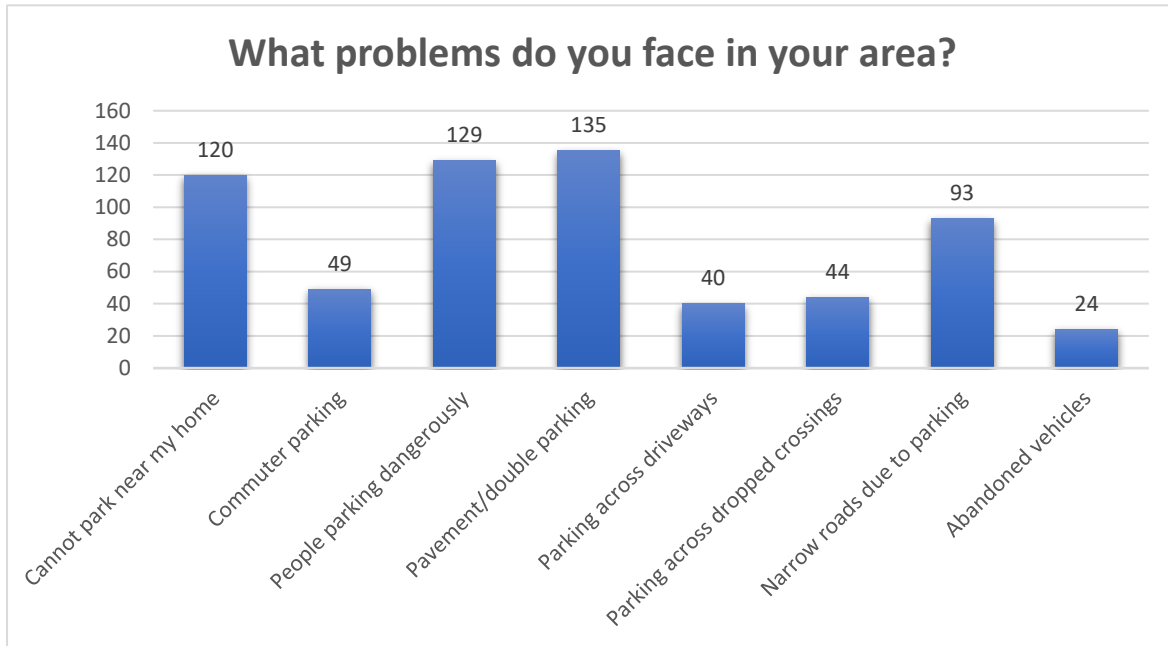
- The majority of respondents from the Portobello area said they are not a member of a car club. 438 people, 94% answered “No”.
- 29, 6% of respondents said that they are members of a car club.
- 10 respondents did not answer this question.

Do you experience parking problems in your area?



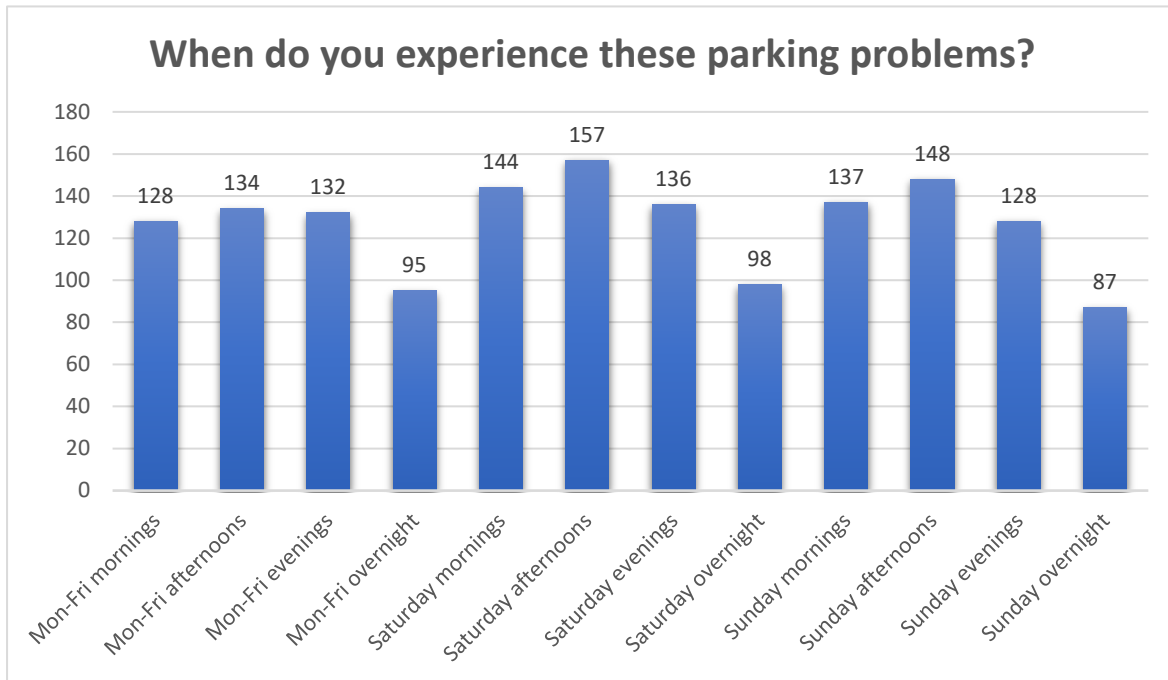
- Most of respondents in the area said they do not experience any parking problems. 276, 59% of respondents selected “No”.
- 191, 41% of respondents selected “Yes” they do have problems with parking in their area.
- 10 respondents did not answer this question.

What problems do you face in your area?



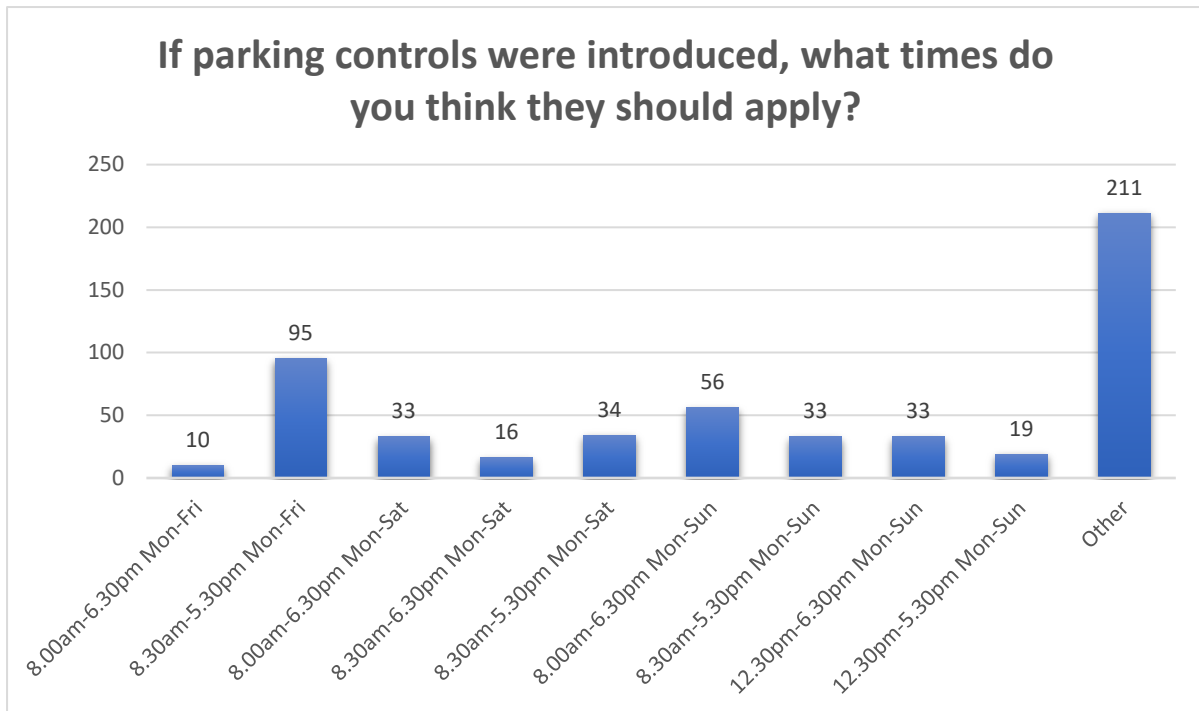
- More than one option could be chosen for this question.
- The most selected problem faced by residents was double parking (135) followed by drivers parking dangerously (129, 20%) and respondents not able to park near their homes (120, 19%)
- Narrow roads due to parking (93, 15%) also appears to be a key issue of concern for respondents.

When do you experience these parking problems?

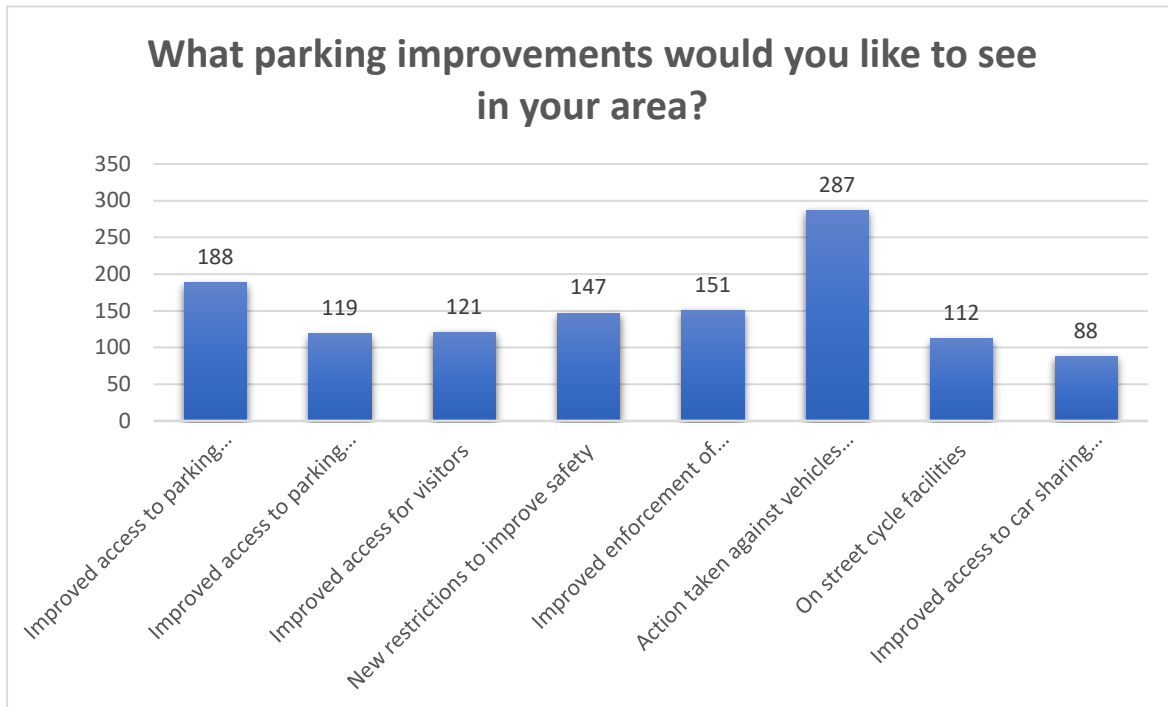


- More than one option could be chosen for this question
- For each day of the week, the most parking problems experienced by respondents in the area were during the afternoons.
- Mon-Fri, mornings-to evenings were the main time periods respondents experience problems with parking during the week. Overnight was still an issue with 95 people, 6 % of respondents still selecting this option however less of a problem than mornings-evenings.
- Weekends followed the same trend as weekdays with respondents again experiencing the most amount of issues mornings-evenings and less so overnight.

If parking controls were to be introduced, during what times do you think that they should apply?



- The “other” option was chosen the most by respondents where they were able to suggest in free text alternative timings that they would like to be considered.
- Of those that chose the “other” option the majority of respondents were objecting to the timings and proposal to introduce any parking controls. 127 respondents objected to parking controls, not proposing alternative timings.
- Of those that did suggest alternative timings 4, 1% of respondents suggested having parking controls 24hrs a day 7 days a week.
- During the weekdays 5, 1% of respondents suggested mornings to evening restrictions and 1 person (less than 1%) suggested evening – mornings to provide access for bin lorries and emergency services.
- During weekends 3, 1% of respondents suggested 24hr restrictions all weekend. 3 others (1%) suggested evenings being the most problematic time and should be enforced during weekends.
- However, of those that had not responded as “other” the next most selected time period was 8.30am – 5.30pm, Mon – Fri with 95 respondents, 18% choosing this option.



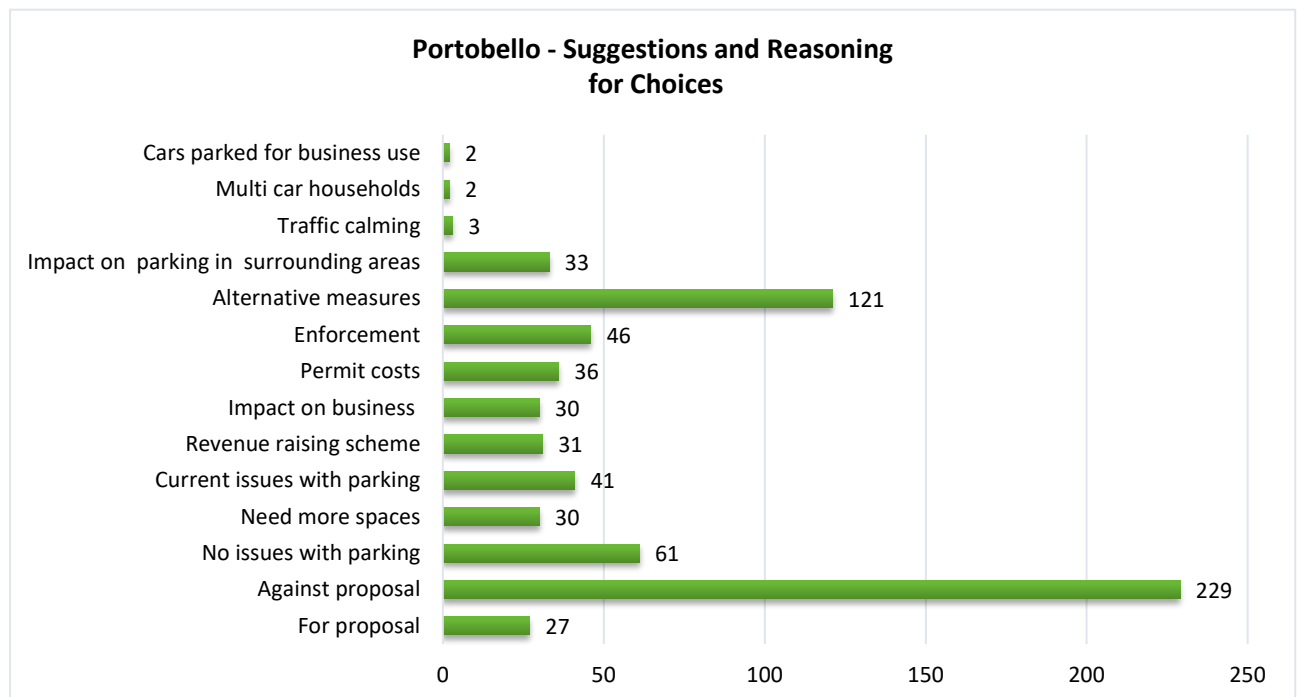
- More than one option could be chosen for this question.
- The most selected parking improvement chosen by respondents in the area was for action to be taken against vehicles that are parked inconsiderately/dangerously. 287, 24% of respondents chose this option.
- This was followed by residents wanting improved access to parking spaces for residents. 188, 15% of respondents chose this option.

Free text comment analysis

1,220 responses were recorded for this survey which came via an online and hard copy. 1,099 free text comments were received: 405 from Portobello, 384 from Trinity and 310 from Newhaven South.

The following themes were highlighted, from least important/occurring, to those that were mentioned regularly throughout the responses to the questions presented:

Portobello:

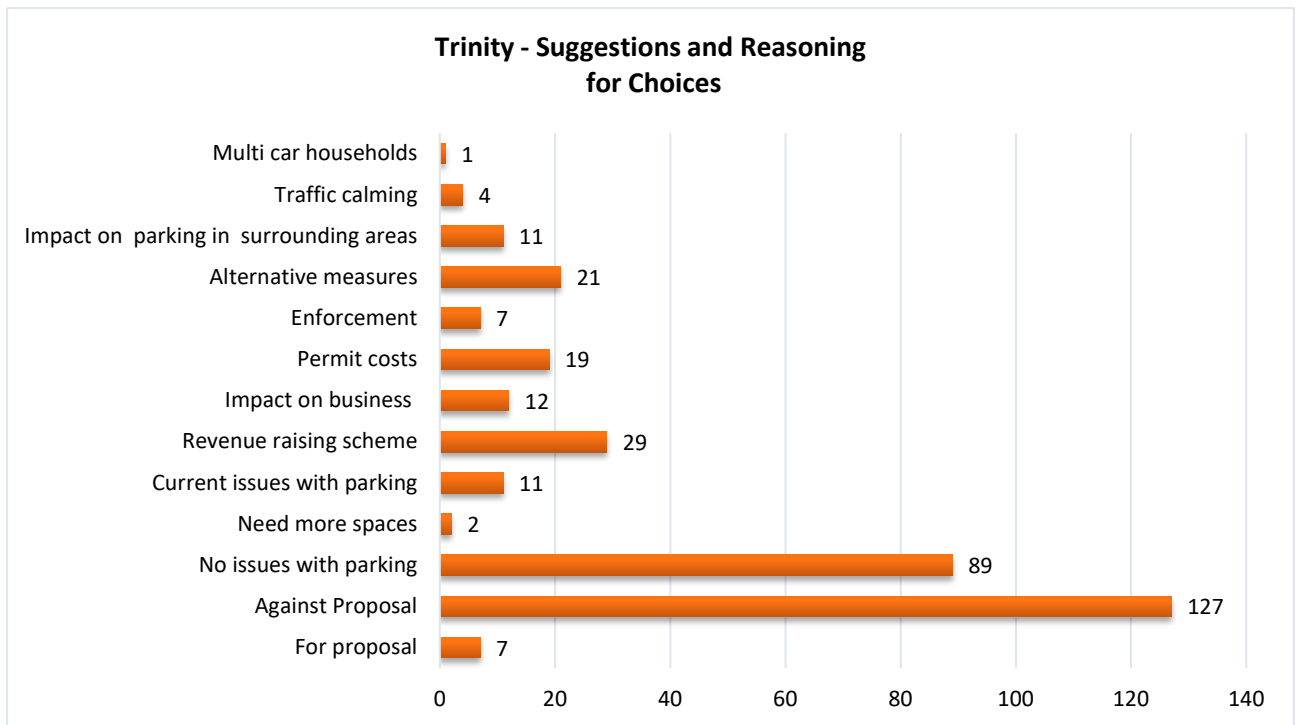


The majority of responses were against the proposals for a CPZ (229 responses, 57%). Only 27, 7% of people were in favour of the CPZ proposals.

Other key themes were:

- alternative measures suggested (121 responses, 30%)
- no issues with parking in the area (61 responses, 15%)
- better enforcement of current restrictions in the area (46 responses, 11%)
- the cost to residents of having permits (36 responses, 9%)
- the impact of parking in surrounding areas (33 responses, 8%)
- the CPZ is seen as a revenue raising scheme (31 responses, 8%).

Trinity:

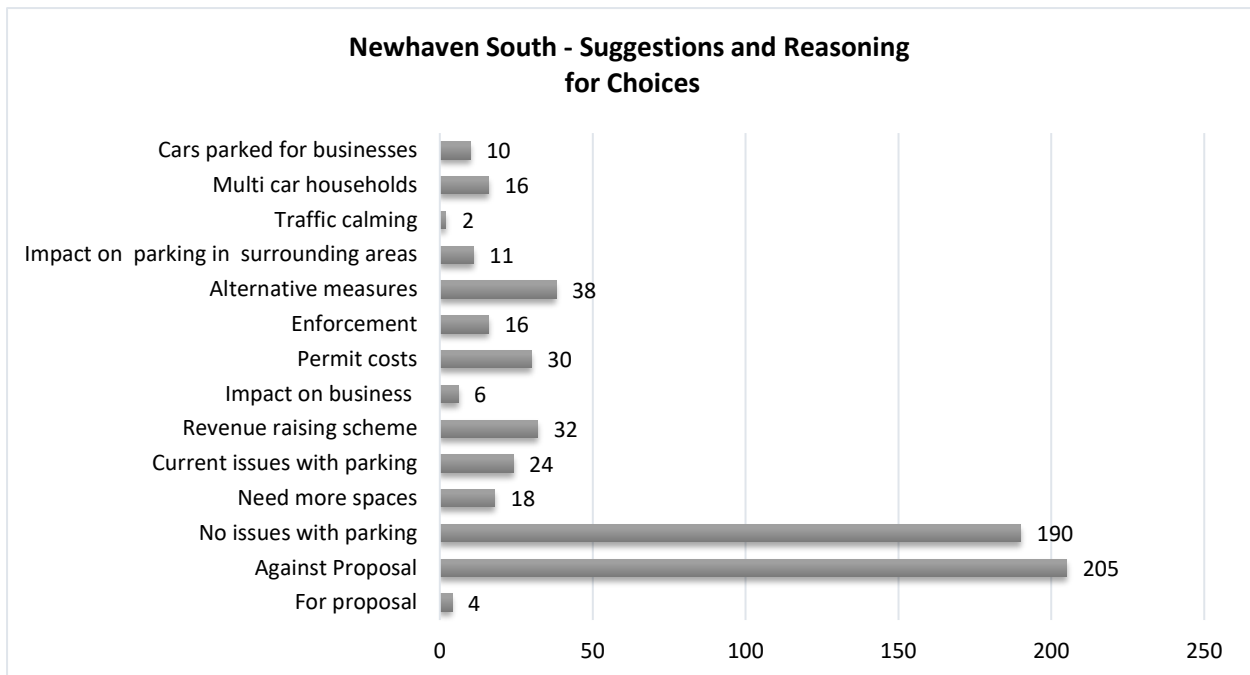


The majority of responses were against the proposals for a CPZ (127, 33% responses). Only 7, 18% of responses were in favour of the CPZ proposals.

Other key themes were:

- no issues with parking in the area (89 responses, 23%)
- the CPZ is seen as a revenue raising scheme (29 responses, 8%)
- alternative measures suggested (21 responses, 5%)
- the cost to residents of having permits (19 response, 5%)
- the impact of the CPZ to businesses in the area
- the impact of parking in surrounding areas (11 responses, 3%).

Newhaven South:



The majority of responses were against the proposals for a CPZ (205 responses, 66%). Only 4 responses, 1% were in favour of the CPZ proposals.

Other key themes were:

- no issues with parking in the area (190 responses, 61%)
- alternative measures suggested (38 responses, 12%)
- the CPZ is seen as a revenue raising scheme (32 responses, 10%)
- the cost to residents of having permits (30 responses, 10%)
- reports of current issues with parking in the area (24 responses, 7%)
- a need for more spaces in the area (18 responses, 6%)

Appendix 3: Options Assessment

This appendix provides further detail and context intended to assist in determining the most appropriate course of action for each of the areas that form Phase 2 of the proposals arising from the Strategic Review of Parking.

Contents:

1. Introduction
2. Policy Context
3. Impact of Covid-19 on working patterns and commuting
4. Considering the Consultation Results in context
5. Potential Options
6. Area Analysis – Phase 3:
 - Group 1
 - i. B1
 - ii. B7
 - iii. Prestonfield
 - iv. Group 1 conclusion
 - Group 2
 - v. B4
 - vi. B5
 - vii. Group 2 conclusion
 - Group 3
 - viii. B3
 - ix. Fettes
 - x. B10
 - xi. Group 3 conclusion
7. Area Analysis – Phase 4
 - Group 4
 - xii. Portobello
 - Group 5
 - xiii. Trinity
 - xiv. Newhaven South
 - xv. Group 5 conclusion

1. Introduction

The four phases that grew from the results of the Strategic Review were based on both evidence of existing parking pressures and the need to mitigate against potential migration, based on a geographic assessment of the review results and the relationship between areas of existing and proposed controls.

In some cases, the review has proposed controls for areas that do not currently experience significant parking pressures, on the basis that it was prudent to include those areas at this stage in order to protect them from potential migration, rather than to wait until that migration occurred.

Many of the areas covered by Phase 3 are existing Priority Parking Areas, where part-time, limited coverage permit schemes have already been introduced in response to the concerns of residents, primarily in relation to the impact of commuter and other non-residential parking.

Appendices 1 and 2 separately set out the consultation responses for Phases 3 and 4, with further detail to be found within those Appendices in terms of the questionnaire responses, comments etc made as part of that process. This Appendix looks at the reasons behind the proposals for Phases 3 and 4 and further considers the policy context as a means of determining the preferred course of action.

While migration may be a factor in some areas, few Phase 3 areas are directly adjacent to areas contained in other Phases of the Strategic Review. The potential for migration is covered in each area assessment

This appendix draws together different strands relating to the potential need, or otherwise, for parking controls within Phase 2 or Phase 3 areas, including:

- the Strategic Review results,
- the review justification for the inclusion in a proposal phase,
- the potential migration implications
- the policy justification for inclusion in a proposal phase
- the policy implications of delaying implementation
- the suggested approach

The outcome from each section of this Appendix will be a suggested course of action for each area. Where review areas adjoin each other, the relationship between those areas and the likely impacts of individual recommendations will also be considered.

2. Policy Context

The aims of the Strategic Review of Parking were grounded in an acceptance that the time was right to look at parking pressures in a holistic manner, reflecting the increase in the requests for controls from residents in a number of key areas. The Council has always seen requests for parking controls, but the level of interest that led to the Review indicated that parking pressures had reached levels where their impact was having a significant impact on residents' ability to park.

The impact of parking on residents, and businesses, is in itself related to the Council's objectives in term not only of its transport strategy, but also in broader terms relating to a safer, greener city. Parking controls have a significant role to play not only in directly addressing parking pressures, but also as a tool to help the Council deliver on policy objectives within the City Mobility Plan.

Parking controls are an integral part of the CMP and must be considered in that context – as part of the Council's strategy for delivering the vision for our city, that ***Edinburgh will be connected by a safer and more inclusive net zero carbon system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.***

The objectives within the CMP recognise the need to:

- Reduce vehicle dominance and improve the quality of our streets;
- Reduce harmful emissions from road transport;
- Improve the safety for all travelling in our city;
- Encourage behaviour change to support the use of sustainable travel modes.

These objectives ultimately have the aim of creating a more sustainable city, not only to live in, but also for work and recreation.

The introduction of parking controls could, therefore, not only have a direct impact on kerbside parking, but can also influence other key elements of delivering upon the objectives within the CMP, influencing:

- Traffic levels and congestion
- Journey times for public transport and delivery vehicles
- Pollution and air quality
- Increased use of public transport
- Reduced reliance on private vehicles for commuting
- Increased active travel in place of private vehicle usage

When considered in this context, the introduction of parking controls cannot be viewed as an isolated measure. The Council's responsibility in terms of delivering upon the aims and aspirations of the CMP needs to look at the potential implications for our city

of not taking direct action to manage kerbside space and address the issues created by commuter parking.

3. Covid 19

There is little doubt that, in the longer term, the long-term impacts from the Covid pandemic have the potential to continue to change the way that people both live and work.

The point that was expressed by many in the consultation sessions was that office staff were largely working from home - and that there was an expectation that few office staff might return to their offices full time. As a result, the level of commuting was unlikely to return to pre-covid levels, thereby negating the need to take action designed to address commuting by private car.

Throughout the pandemic, the impact on retail and hospitality was significant, with most businesses having to close their doors to customers. However, many office-based businesses, including the Council, saw staff working largely from home.

However, with almost all of the pandemic-related restrictions now having been removed, there is a sense that “the new normal” is not entirely dissimilar to the old normal. Working patterns, and with them travel patterns, may have evolved, but roads and shopping areas are busy as more people are encouraged, or choose, to return to their place of work.

While the long-term situation remains unclear, it is likely that the impact of covid on the way that we work is likely to continue for some time. That impact could easily influence where people work, but for those with no choice but to travel to their place of work, it could also have a significant impact on how people travel.

During some of the online meetings held as part of the Review consultations, several attendees indicated that, within days of shops and restaurants having been able to open their doors, the level of parking in their area had increased to levels similar to those prior to lockdown.

While this increase in apparent commuter demand may simply be those who previously commuted by car returning to work, there is also the possibility that some commuters are travelling by car in preference to using public transport. It may also be the case that the attractiveness of travelling to work by car is increased if journeys to an office, for example, are made less frequently, especially if hybrid working has become more common. In such situations, commuting to work by private vehicle may be a more attractive proposition than it was previously.

Even though social distancing rules have effectively been removed, it is also entirely possible that there could be a reluctance amongst commuters to immediately switch back to using buses or trains and that they might choose to drive to work (or close to work) as a means of reducing their exposure to possible infection.

If that is the case, then there may be increased parking pressures, rather than a reduction.

Consideration has to be given to the different eventualities arising from Covid, whether that is a greater reliance for many on working from home, or a gradual return to the workplace. We must also consider the potential for commuters to use their own vehicle in preference to public transport, or a mixture of commuting part-way by car before walking or cycling to their place of work.

At the present time it is not possible to say with certainty what the long term impacts will be on working and travelling habits. Taking action now to address pre-Covid parking pressures and to counter changing habits post-Covid will assist the Council in achieving the aims within the City Mobility Plan, reducing reliance on private transport as a primary means of travel to a place of work.

4. Considering the Consultation Results in context

The full results of the consultation exercises conducted for Phase 3 can be found within Appendix 1 to this report, with the results for Phase 4 contained in Appendix 2.

Those results need to be read in full to understand the complexity of the answers that have been provided. As an example, it is entirely understandable why the headline result would be taken from the single question: **Do you experience parking problems in your area?** And, while the answers provided to this question are an important means of considering what action might be required, there are significant numbers of respondents across many of the areas now under consideration who state that they experience a variety of parking problems, such as:

- Commuter parking
- Double parking
- Dangerous parking
- Unable to park near to their home

The Council undertook the Strategic Review of Parking as a means of delivering upon policy objectives, addressing parking pressures that, in many areas, are both long-standing and acute. Many of the areas within Phases 3 and 4 are contained within those phases because of existing parking pressures. In many cases, those pressures have led to the introduction of Priority Parking Areas, where a limited number of parking places for permit holders operate for a short period of the day.

That approach does not solve every problem, however, and while it reduces the impact of commuters, the consultation results do reveal other issues.

The consultation results have to be viewed, not only in terms of that wider context, but to mitigate against potential future pressures and to help to deliver upon the Council's own policy objectives. It must also be considered that viewing the consultation results on the basis of the number of positive/negative responses to the "parking problems" question cannot be as simple as a mere numbers game. There must be an element of recognising that, while not everyone will experience problems, the Council has, in having identified areas as meeting the broad requirements to consider parking controls, an obligation to consider those who have indicated that problems exist.

Actions are regularly taken by the Council in situations where one or several complaints have been received. In the case of areas such as Portobello or B1 we see a situation where significant numbers of responses cite parking issues that they experience on a daily and ongoing basis. It is entirely appropriate that, where this is the case, that we cannot decide on a "no nothing" approach.

It must further be considered that, as a Roads Authority, the Council has a responsibility towards road users, with Section 122 of the Road Traffic Regulation Act 1984 placing the following duty:

It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the road.

If the result of the consultation process is to have identified issues with, for example, dangerous parking, then the Council, in considering the above duty, must also consider the most appropriate means of addressing those issues.

The analysis of the consultation results does look in some detail at the issues raised by respondents, on the basis that it cannot be reasonable to simply ignore the valid concerns of residents, especially in areas where there is a history of parking problems, evidence of parking pressure from the Review results, or both.

Whether a decision on the future of the Phase 3 and Phase 4 proposals is made on the basis of the Review results or the consultation results, there are clear linkages between the different areas. Those linkages will necessitate consideration of the available options, not just on an area-by-area basis, but on the basis of the likely impact on nearby areas.

The next section looks at options that the Council might adopt to reflect both the review results and the consultation results. The results have been grouped by area, with areas that lie adjacent to another also under consideration being considered alongside their neighbours.

5. Options

5.1 Taking into account both the results of the review and the results of the consultation exercises, it is considered that there are three primary options that reflect the Council's commitment to addressing ongoing parking pressures and associated issues related to inconsiderate parking practices, as well addressing the issue of commuting into and within the city by private vehicle. Those options are:

| | |
|-----------------|---|
| Option 1 | Proceed with legal process as planned and programmed. |
| Option 2 | Proceed to legal process with a revised proposal, tailored to the area and taking account of consultation feedback. |
| Option 3 | Defer a final decision with potential to revert to Option 1 or Option 2 based on planned monitoring and/or additional engagement. |

5.2 **Option 1** best reflects the primary findings of the Strategic Review, in terms of observed parking pressures and the identified need to address those pressures. It also offers the most significant impact in terms of meeting the Councils objectives of reducing reliance on private vehicles as a primary mode of transport, increases the likelihood that more commuters will choose public transport or active travel options for the whole, or a greater proportion of, their journey. Other positive outcomes from proceeding with implementation would be to:

- improve access to parking for residents, businesses and visitors
- reduce overall traffic flows and congestion, improving public transport reliability and journey times
- reduce pollution through a reduction in overall vehicle movements and as a result of reduced queuing at junctions

5.3 This option will involve a review of the detail of the proposals, taking into account any changes or concerns that have been suggested and which can be accommodated within the design.

5.4 **Option 2** has the potential, on an area-by-area basis, to recognise the results of the consultation, but equally the need to take action in areas already subject to parking pressure. Revised proposals could take a variety of forms, from changing the design of measures or the extent of areas covered, to a change in the form of control proposed. Areas where Option 2 is proposed would include details of the changes recommended. The impact of any proposed changes will be considered within the individual areas affected.

5.5 **Option 3** offers a solution that either reflects the views of those who responded to the consultation or creates a situation that means that no action would be

taken until monitoring results have been assessed and reported back to Committee. This option also mirrors the Committee decision on Phase 2, where a commitment was given to undertake further engagement with Community Councils and other groups representing residents in the affected areas. However, this option also negates any potential, strategic benefits from introducing parking controls and impacts upon the Council's ability to influence travel choices, commuting by car, congestion and air quality.

6. Area Analysis

The following sub-sections consider, on an area by area basis, those factors that were initially used to determine whether an area should be included in a proposed phase of work arising from the Strategic Review of Parking. They also consider the potential benefits of inclusion at this stage, and the implications for each area of not being included. Where there is further history behind the proposals, consideration is also given to previous consultations.

These assessments are based on the following factors:

- a) **Review results** – the results of the assessments carried out on a street by street, area by area basis across the city. The resulting rankings are based on parking pressure and rate each area between 1 (worst parking pressure) to 124 (least parking pressure).

The original heatmaps from the Review for part of the information presented.

- b) **Likelihood of Potential Migration** – considers whether there is a likelihood that parking that currently occurs in another area will move to within a Phase 3 or 4 area. Based on a Low, Medium and High scale.
- c) **Impact of Potential Migration** – considers the extent to which an area could be affected by migration. Based on a Low, Medium and High scale that recognises both the number of adjoining areas and the relative parking pressures in those areas.
- d) **Policy considerations** – considers how the introduction, or otherwise, of measures would impact delivery of the key aims of the City Mobility Plan. Based on a Low, Medium and High scale, with consideration being given to the make-up of the area and the direct benefits to the area in terms of meeting policy objectives.
- e) **Consultation results** – the results of the informal consultation process, including details of emails received, comments left on interactive maps and the survey responses. The results are summarised within this Appendix. The full consultation results can be found in Appendices 1 (Phase 3) and 2 (Phase 4).

Area Analysis – Phase 3

Group 1

i. B1

Description - B1 is an existing Priority Parking Area sitting directly adjacent to, or south of Zones, 7, S1 and S2. It covers part of the Grange, as well as the southern part of the Mayfield area of the city.

(a) Review Results

Of the 124 areas in the review, B1 was ranked 17th, with 65% of streets recorded as being subject to “High” levels of pressure.



(b) Likelihood of Migration

The location of B1 means that there is little direct likelihood of migrated parking coming from other phases. This area is, however, already subject to high levels of commuter parking. While some commuter parking will undoubtedly have been associated with the now relocated RHSC, B1 remains within easy walking, cycling or public transport reach of the city centre, Morningside and Bruntsfield.

Depending on the overall findings for this and the neighbouring areas of B7 and Prestonfield, there is potential for some parking to migrate to the fringes of B1.

However, the likelihood of migration is considered to be Low.

(c) Impact of Potential Migration

Given that B1 is relatively isolated from other Review areas and Phases, while the likely level of direct migration is considered to be Low, the streets within this area are, however, already busy, as can be seen from the review results.

For that reason, the impact of potential migration is considered to be High.

(d) Policy Considerations

B1 has long been subject to commuter parking, as well as inconsiderate parking practices and the leaving of camper vans and works vehicles by non-residents.

The introduction of parking controls would address the concerns of residents, improving accessibility for residents themselves, but also for their visitors and to businesses in the area, and would assist the Council in meeting the aims of the City Mobility Plan.

It is also worth considering that the Council has invested in providing Active Travel measures across B1, with ongoing and planned projects designed to encourage walking and cycling in this area. These projects would be supported by managing and restricting both traffic movements and parking demand in this area.

(e) Consultation results

Survey

B1 elicited the highest number of responses from any area, with 389 responses.

91% of responses were from respondents who identified as a resident.

262 respondents indicated that they owned a vehicle, with 127 respondents indicating that they had no access to off-street parking.

Only 3% of respondents indicated that they were members of the City Car Club.

91 responses (32.5%) indicated that they experienced parking problems. Those problems included: Commuter parking (73 responses), cannot park near to home (59), double parking (38) and dangerous parking (37). The majority of these problems were experienced Monday to Friday, mornings (78 responses) and afternoons (81 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors. B1 was the area with the highest number of responses related to action against inconsiderately parked vehicles (123 responses).

When asked about potential times of restriction, all respondents to the survey answered the question. Of the 280 responses from B1, 70% (196 respondents) indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday. This question offered a range of options, as well as the option to choose "other".

Emails and Interactive plan comments

395 comments were dropped on the interactive map by 278 individuals, and 68 email responses were received.

Of the map comments, many of those comments and email responses are recorded as being of a “negative” nature, although it should be explained that map comments were classified by those leaving them, with options to say that the comment was Positive, Negative or Neutral. Because it was possible to drop more than one comment, it is also important to acknowledge that the number of comments relating to a theme does not necessarily indicate that there was a corresponding or equal number of respondents making that point.

In reality, many of those comments relate to specific issues, with the design of the proposed measures, or with details relating to operational issues or to aspects of the impact of parking controls.

There were comments that mirrored the survey responses, either indicating that there are no problems (97) or that controls are driven by monetary justifications/opposition to paid parking (40), with 46 comments generally opposing the proposals. However, the majority of comments related to specific issues or queries about how the proposals would work. 60 comments generally supported the proposal, while others queried design details (86 YL placement, 61 design issues). 28 raised issues related to commuter parking.

Similar concerns were voiced in the 68 emails received, and there were responses that were indicative of problems experienced in this area.

Other comments indicate that the current approach works well for those residents, and that there is no need to consider other forms of control.

B1 Summary

| | |
|--|------|
| Review Placing | 17 |
| Observed Parking Pressure Level | 73 |
| Likelihood of parking migrating from other areas | Low |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Conclusion

Based on the level of existing parking pressures alone, it remains the case that the means of delivering the improvements (against inconsiderate parking, providing more parking for residents and visitors) is by way of introducing CPZ.

While a majority of those who took part in the consultation consider that there is no need for further control, there is also a significant number of residents who

clearly see parking problems in their area and would like to see improvements made.

There is a long history of parking issues within the area now covered by B1. This was the first Priority parking Area to be introduced, with Priority Parking being an approach that was formulated in direct response to the concerns of residents in this area. Despite the improvements brought by Priority parking, B1 continues to be affected by commuter parking, as well as by overspill parking from the CPZ, parking by camper vans and, as the responses attest, inconsiderate and dangerous parking.

While it might be possible to extend the current Priority parking restrictions by adding new bays, doing so would effectively create conditions similar to CPZ in much of the B1 area and would effectively extend the length of time taken to fully address the concerns of and parking issues experienced by residents of this area.

The recommendation therefore for B1 is to proceed with the proposal to introduce full time CPZ control, on the basis of continuing parking pressures across B1, the clear concern raised by respondents in respect of parking issues that could only be addressed by increasing the level of parking control and the benefits that full control would bring in supporting strategic and policy objectives in this part of the city.

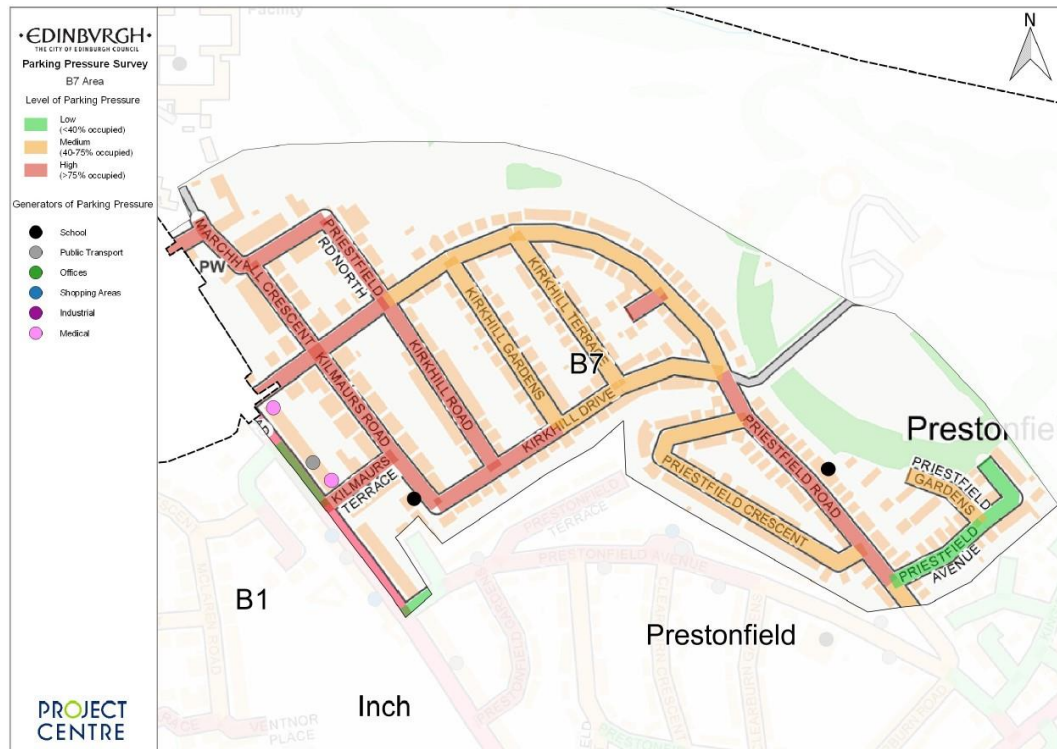
| Preferred Option | Option 1 |
|------------------|---|
| Detail | Proceed to statutory process to introduce CPZ across B1, with detailed comments from residents to be considered and design changes made as required prior to formal advertising of the Order. |

ii. B7

Description – B7 is an existing Priority Parking Area sitting directly adjacent to Zone 7. It covers the Priestfield area of the city.

(a) Review Results

Of the 124 areas in the review, B7 was ranked 19th, with 60% of streets recorded as being subject to “High” levels of pressure.



(b) Likelihood of Migration

The location of B7 means that there is little direct likelihood of migrated parking coming from other phases. This area is, however, already subject to high levels of commuter parking. Indications from some survey responses are that commuter parking has reduced, with that reduction attributed to the now closed Scottish Widows building. B7 remains within easy walking, cycling or public transport reach of the city centre.

Depending on the overall findings for this and the neighbouring areas of B1 and Prestonfield, there is potential for some parking to migrate to B7.

The likelihood of migration is considered to be Low.

(c) Impact of Potential Migration

Given that B7 is relatively isolated from other Review areas and Phases, the likely level of direct migration is considered to be Low. However, if B1 is reviewed as is recommended, there is potential for displaced parking to relocate to B7. With parts of B7 already busy, the impact of displacement could be significant. For that reason the potential impact is High.

(d) Policy Considerations

B7 has long been subject to commuter parking, as well as inconsiderate parking practices.

The introduction of parking controls would address the concerns of residents, improving accessibility for residents themselves, but also for their visitors and to businesses in the area, and would assist the Council in meeting the aims of the City Mobility Plan.

(e) Consultation results

Survey

B7 elicited the third highest number of responses, with 79 responses.

95% of responses were from respondents who identified as a resident, but location data shows that 14 responses originated from outside of the area.

72 respondents indicated that they owned a vehicle, with 37 respondents indicating that they had no access to off-street parking.

Only 3% of all respondents indicated that they were members of the City Car Club.

16 responses (21%) indicated that they experienced parking problems. Those problems included: Problems associated with narrow streets (14 responses), double parking (13) commuter parking (12), and dangerous parking (12). The majority of these problems were experienced Monday to Friday, mornings (13 responses) and afternoons (13 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors. B7 was the area with the highest number of responses related to action against inconsiderately parked vehicles (34 responses).

When asked about potential times of restriction, all respondents to the survey answered the question. Of the 79 responses from B1, 56% (44 respondents) indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday. 17% of responses requested that controls operate 7 days a week. This question offered a range of options, as well as the option to choose "other".

Emails and Interactive plan comments

Many comments and email responses are recorded as being of a "negative" nature. As with B1, many of those comments relate to specific issues, with the design of the proposed measures, or with details relating to operational issues or to aspects of the impact of parking controls.

Of the map comments, many of those comments and email responses are recorded as being of a "negative" nature, although it should be explained that map comments were classified by those leaving them, with options to say that

the comment was Positive, Negative or Neutral. Because it was possible to drop more than one comment, it is also important to acknowledge that the number of comments relating to a theme does not necessarily indicate that there was a corresponding or equal number of respondents making that point.

Of the 116 comments (by 84 individuals) left on the interactive map, only 6 are clearly opposed to parking controls, while 16 openly support the proposals. Other comments indicate that the current approach works well, and that there is no need to consider other forms of control (28). 43 responses question the design of yellow lines, while 35 are concerned about the impact on Trades or Visitor parking.

Summary

| | |
|--|------|
| Review Placing | 17 |
| Observed Parking Pressure Level | 71 |
| Likelihood of parking migrating from other areas | Low |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Conclusion

Based on the level of existing parking pressures alone, it remains the case that the means of delivering the improvements (against inconsiderate parking, providing more parking for residents and visitors) is by way of introducing CPZ.

While a majority of those who took part in the consultation consider that there is no need for further control, there are also residents who clearly see parking problems in their area and would like to see improvements made.

Based on the consultation results from both this area and from neighbouring Prestonfield, there is merit in assessing the impact of the introduction of parking controls in neighbouring B1 and to further assess the need for CPZ in B7 as a result of that monitoring.

The recommendation for B7 is to take no action at this time, but to monitor parking pressures as part of the planned, wider monitoring process. Should that monitoring suggest that the parking situation has deteriorated, then a further decision will be sought on an appropriate course of action.

| | |
|------------------|---|
| Preferred Option | Option 3 |
| Detail | Monitor impacts from other areas and Phases and reassess as required. |

iii. Prestonfield

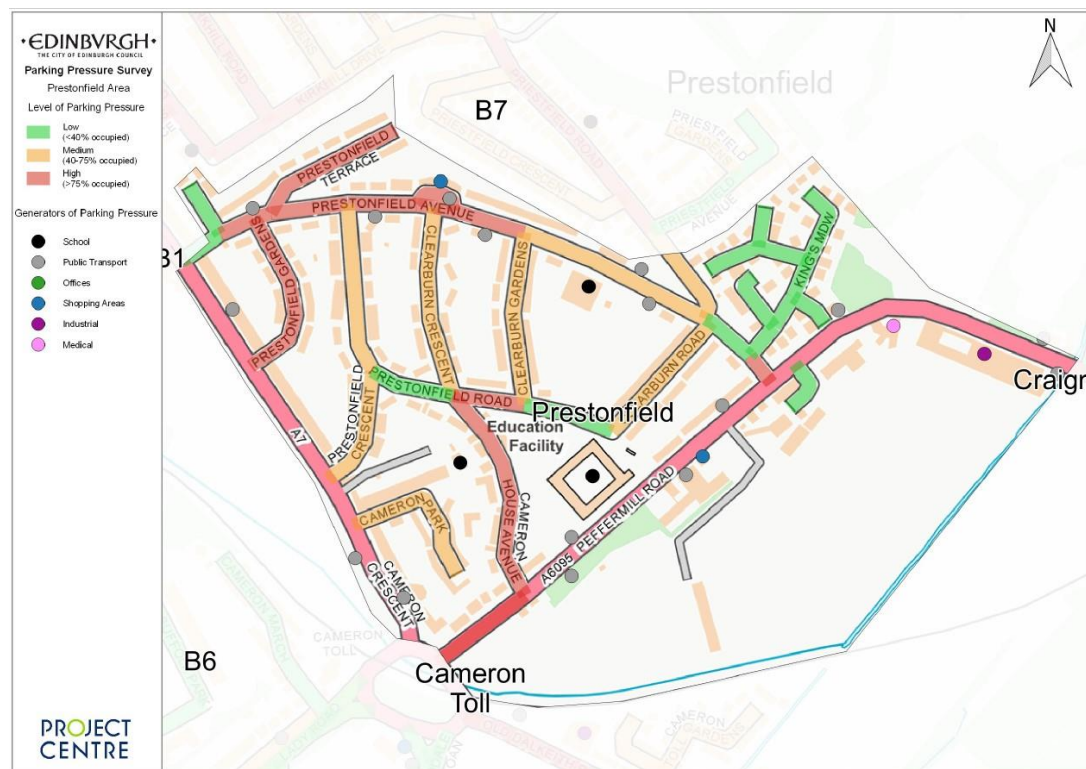
Description – The Prestonfield area lies to the south of the B7 Priority Parking Area, with Dalkeith Road to the west and Peffermill Road to the south-east. Both of the aforementioned routes are main arterial or public transport routes feeding into the city centre. Prestonfield Avenue itself is also a bus route.

Prestonfield is comprised primarily of high-density housing.

(a) Review Results

Of the 124 areas in the review, Prestonfield was ranked 34th, with 27% of streets recorded as being subject to “High” levels of pressure and 53% subject to “Medium” levels.

The inclusion of Prestonfield in Phase 3 was primarily as a means of mitigating against anticipated migration from the proposed introduction of CPZ into neighbouring or nearby areas, namely B1 and B7. In recognition of Prestonfield’s placement on the prioritised list and the pressure levels recorded, it was proposed that Prestonfield become a Priority Parking Area rather than full CPZ.



(b) Likelihood of Migration

As noted above, Prestonfield is largely included in Phase 3 as a means of mitigating migration from neighbouring B7 and nearby B1. Depending on the decision for those two areas, the likelihood of migration could vary, but it should be noted that there are locations within this area where parking pressure is already evident. With those locations being those that would be the most attractive for migrated parking, the likelihood of migration is considered to be “Medium”.

(c) Impact of Potential Migration

For the reasons in (b) above, the impact of migration is also considered to be Medium.

(d) Policy Considerations

The heatmap for Prestonfield clearly indicates that the greatest pressures are to be found on, or close to, bus routes either running through this area or adjacent to it. While some of that pressure will come from the tenement properties in some of the busier streets, there is anecdotal evidence of commuter parking in these areas.

While Priority Parking would not remove externally-generated pressures, it would provide parking for residents and manage where non-residents were able to park.

(e) Consultation results

Survey

There were 59 survey responses from the Prestonfield Area. Although 96% (57 responses) of responses indicated that they were residents, 8 responses (5%) originated from outwith the area covered by the proposed measures.

45 respondents indicated that they owned a vehicle, with 39 respondents indicating that they had no access to off-street parking.

Only 3% of respondents indicated that they were members of the City Car Club.

7 responses (15%) indicated that they experienced parking problems. Those problems included: cannot park near to home (4), double parking (3) commuter parking (3 responses), and dangerous parking (3). The responses indicated that these problems were experienced Monday to Friday, mornings (3 responses) and afternoons (4 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors. In Prestonfield, respondents indicated that they would like to see better access to car-sharing schemes, improved enforcement of existing restrictions and improved car parking for businesses.

When asked about potential times of restriction, all respondents to the survey answered the question. Of the 59 responses from Prestonfield, 37% (22 respondents) indicated a preference for controls that operate 1:30pm to 3:00pm Monday to Saturday. This question offered a range of options, as well as the option to choose "other".

Emails and Interactive plan comments

There were 4 emails and 60 map comments, left by 44 individuals.

Of the map comments, many of those comments and email responses are recorded as being of a "negative" nature, although it should be explained that map comments were classified by those leaving them, with options to say that

the comment was Positive, Negative or Neutral. Because it was possible to drop more than one comment, it is also important to acknowledge that the number of comments relating to a theme does not necessarily indicate that there was a corresponding or equal number of respondents making that point.

Many comments relate to specific issues, with the design of the proposed measures, or with details relating to operational issues or to aspects of the impact of parking controls. 6 responses were generally supportive, while only 5 opposed the notion of parking controls. 21 responses did, however, indicate that they experienced no parking pressure.

Summary

| | |
|--|--------|
| Review Placing | 34 |
| Observed Parking Pressure Level | 58 |
| Likelihood of parking migrating from other areas | Medium |
| Impact of potential migration from other areas | Medium |
| Policy Justification | Medium |

Conclusion

As previously indicated, the inclusion of Prestonfield in Phase 3 would protect residents against the potential migration of parking pressures were CPZ controls to be introduced in B1 and B7.

A majority of those who took part in the consultation consider that there is no need for parking controls, but there are also residents who clearly see parking problems in their area and would like to see improvements made.

Based on the consultation results from both this area and from neighbouring B7, there is merit in assessing the impact of the introduction of parking controls in nearby B1 and to further assess the need for Priority Parking in Prestonfield as a result of that monitoring.

The recommendation for Prestonfield is to take no action at this time, but to monitor parking pressures as part of the planned, wider monitoring process. Should that monitoring suggest that the parking situation has deteriorated, then a further decision will be sought on an appropriate course of action.

| | |
|------------------|---|
| Preferred Option | Option 3 |
| Detail | Monitor impacts from other areas and Phases and reassess as required. |

iv. Group 1 conclusion

- 6.1 The aim of the Strategic Review of Parking was to look holistically at parking across the city, moving away from the situation where parking issues were considered in isolation.
- 6.2 The review results clearly show parking pressures in each of the areas within this grouping, with two out of the three areas in question having previously been given Priority Parking Area status as a direct result of residents campaigning for action on parking pressures.
- 6.3 Strategically, there would be benefits in proceeding with the recommendations from the Review, making both B1 and B7 CPZ and introducing Priority parking in Prestonfield. Realistically, the options proposed will allow us to take action in the area where responses indicated a desire from residents to see action taken (B1) and further monitoring carried out in the remaining areas.
- 6.4 As the city moves towards meeting its environmental targets, this monitoring will allow the Council to gauge the impact of changes within the city centre and surrounding Zones of the CPZ on adjacent areas.

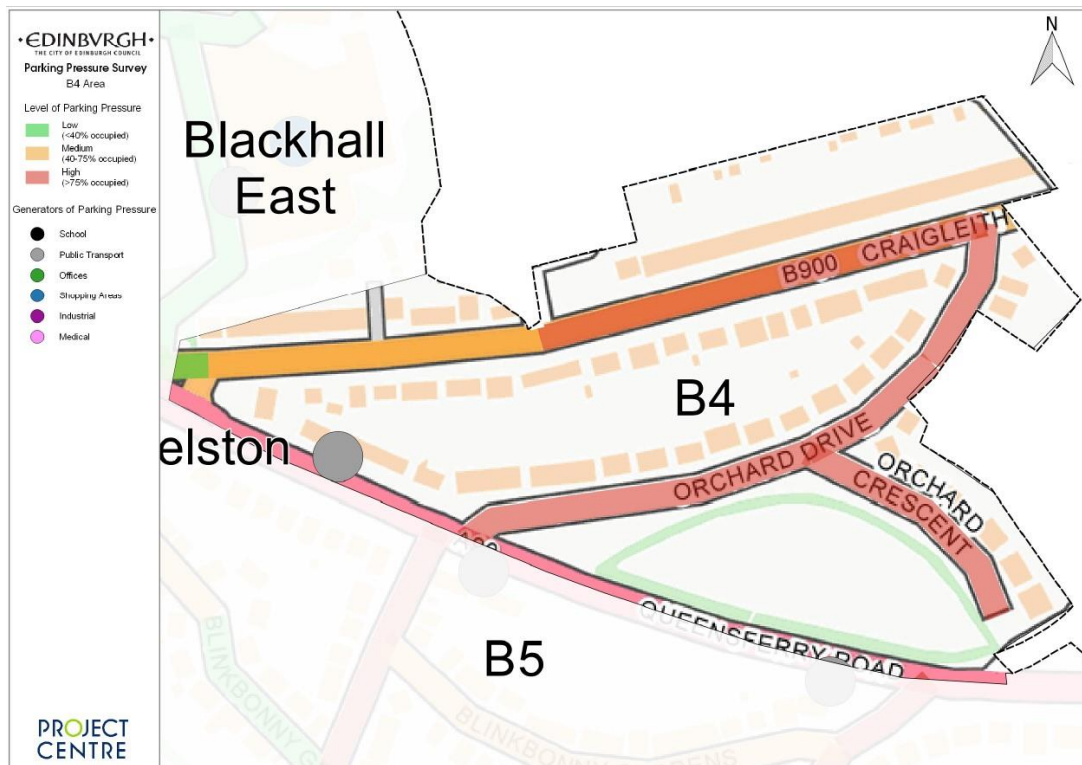
Group 2

v. B4

Description – B4 is an existing Priority Parking Area at the western end of Craigleith Road. It sits adjacent to the A90 and consists primarily of a mixture of terraced and detached properties.

(a) Review Results

Of the 124 areas in the review, B4 was ranked 10th, with 50% of streets recorded as being subject to “High” levels of pressure and 50% subject to “medium” levels of parking pressure.



(b) Likelihood of Migration

B4 and B5 (which sits to the south of the A90 in the Craigleith area) are not currently adjacent to any other phases of proposed controls. This generally means that there is little direct likelihood of migrated parking coming from other phases. This area is, however, already subject to high levels of commuter parking and offers easy access to Stockbridge and the city centre.

The likelihood of migration is, therefore, Low.

(c) Impact of Potential Migration

The streets within this area are already busy, as can be seen from the review results, placing B4 in the top ten busiest areas in the city.

This would mean that any migration of parking could have a significant impact on the availability of parking space. For that reason, the impact is considered to be High.

(d) Policy Considerations

The proximity of areas B4 and B5 to the bus routes on the A90 has meant that these areas are subject to commuter parking.

The introduction of parking controls would address the current commuter parking problems as well as the concerns of residents, improving accessibility for residents themselves and for their visitors. Removing commuter parking from areas such as B4 would assist the Council in meeting the aims of the City Mobility Plan.

(e) Consultation results

Survey

There were 25 responses from the B4 area. Of those, 84% indicated that they were a resident, 8% that they worked in the area. The remaining responses indicated that they either visited the area or represented organisations within the area.

However, only 17 respondents (68%) gave information that geographically placed them within the B4 area., with 14 (56%) of respondents indicating that they experienced parking problems in this area.

24 respondents indicated that they owned a vehicle, with 11 respondents indicating that they had no access to off-street parking.

Only 3% of respondents indicated that they were members of the City Car Club.

Of the responses indicating that they experienced parking problems, the problems included: Parking across driveways (15 responses), commuter parking (12 responses), double parking (9) and dangerous parking (9). The majority of these problems were experienced Monday to Friday, mornings (11 responses) and afternoons (11 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors.

When asked about potential times of restriction, all respondents to the survey answered the question. Of the responses from B4, 50% indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday, with 36% indicating a preference for controls that extended to 6:30pm. This question offered a range of options, as well as the option to choose "other".

Emails and Interactive plan comments

The majority of comments (12 in total) relate to specific issues, with the design of the proposed measures, or with details relating to operational issues or to aspects of the impact of parking controls. Only one comment was specifically opposed to controls, while two comments indicated that they thought that the current arrangements worked well.

Of the 14 emails received, 4 indicated opposition to controls, while 3 were supportive. The remaining messages made specific comments on aspects of the proposals.

Summary

| | |
|--|------|
| Review Placing | 10 |
| Observed Parking Pressure Level | 79 |
| Likelihood of parking migrating from other areas | Low |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Conclusion

Based on the level of existing parking pressures alone, it remains the case that the means of delivering the intended improvements behind the Strategic Review of Parking (tackling inconsiderate parking, providing more parking for residents and visitors, as well as meeting policy objectives) is by way of introducing CPZ.

The responses for B4 would, on face value, suggest that there is limited support for parking controls, or that there were limited indications of parking issues. However, there were a number of responses from outside of the area, with the responses that did indicate an experience of parking problems almost equal to the number of responses from those within the area. While it is not possible to completely conclude that almost all residents of B4 who responded experience parking problems, it is also unlikely that those who work in or visit the area would be supportive of the need for parking controls.

Based on an assessment of the Review results and the consultation results, there is sufficient evidence in terms of the observed parking pressure and the concerns of residents in terms of the impact of non-residential parking to conclude that there is a need for action.

The recommendation for B4 is to proceed with the previously recommended approach of introducing CPZ to this area. The design of the proposal will be reviewed to take account of the detailed comments from residents.

| | |
|------------------|--|
| Preferred Option | Option 1 |
| Detail | Review design in accordance with comments received and proceed to legal process with a revised proposal for CPZ. |

vii. **B5**

Description – B5 is an existing Priority Parking Area sitting between Ravelston Dykes and the A90. It consists primarily of a detached and semi-detached properties.

(a) Review Results

Of the 124 areas in the review, B5 was ranked 29th, with 40% of streets recorded as being subject to “High” levels of pressure and 50% recorded as having “Medium” levels of pressure.



(b) Likelihood of Migration

B5 and B4 (which sits to the north of the A90 in the Craigleith area) are not currently adjacent to any other phases of proposed controls. This generally means that there is little direct likelihood of migrated parking coming from other phases. This area is, however, already subject to high levels of commuter parking and offers easy access to Stockbridge, Dean Village and the West End.

However, should B4 be taken forward in isolation, then the likelihood of migration from B4 to B5 would be High.

(c) Impact of Potential Migration

The streets within this area are already subject to parking pressure, as can be seen from the review results. The results, in terms of pressure levels, are comparable with Gorgie (28th on the list), which is included in Phase 1 of the Review, and which is due to be implemented following completion of the legal process.

As with B4, any migration of parking could have a significant impact on the availability of parking space. If B4 were to proceed to become CPZ, then B5 is the nearest area of uncontrolled parking. For that reason, the impact is considered to be High.

(d) Policy Considerations

B5 has long been subject to commuter parking, with Priority Parking having been introduced at the request of residents as a means of managing the impact of commuters on this area.

The introduction of parking controls would address the concerns of residents, improving accessibility for residents themselves, but also for their visitors and to businesses in the area, and would assist the Council in meeting the aims of the City Mobility Plan.

(e) Consultation results

Survey

The consultation for B5 elicited a total of 45 responses.

98% of responses were from respondents who identified as a resident. 6 responses (13%) were shown to be from outside of the area, while the information provided by respondents could only confirm a total of 30 responses as being from B5 itself.

38 respondents indicated that they owned a vehicle, with 12 respondents indicating that they had no access to off-street parking.

Only 3% of respondents indicated that they were members of the City Car Club.

11 responses (31%) indicated that they experienced parking problems. Those problems included: Commuter parking (11 responses), double parking (7), issues because of road width (7) and dangerous parking (7). The majority of these problems were experienced Monday to Friday, mornings (10 responses) and afternoons (10 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors.

When asked about potential times of restriction, all respondents to the survey answered the question. Of the 45 responses from B5, 75% (34 respondents) indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday. This question offered a range of options, as well as the option to choose "other".

Emails and Interactive plan comments

Many comments and email responses are recorded as being of a "negative" nature. In reality, many of those comments relate to specific issues, with the design of the proposed measures, or with details relating to operational issues or to aspects of the impact of parking controls.

40 individuals left 45 comments on the interactive map. There were 12 supportive comments left on the interactive map (the highest number of comments made against any theme), indicating general support for the proposals. There were 6 comments indicating opposition, plus a number of other comments which cite issues with the design or relating to public/private issues.

Of the 19 emails received, there are clear concerns about the operation of controls, the level of parking proposed and the impact on residents, businesses or visitors. While there is opposition, there is also support, with several emails citing a need for control and concerns regarding road safety. There were also comments that mirrored the survey responses, either indicating that there are no problems or that controls are driven by monetary justifications.

Summary

| | |
|--|------|
| Review Placing | 29 |
| Observed Parking Pressure Level | 61 |
| Likelihood of parking migrating from other areas | High |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Conclusion

Based on the level of existing parking pressures alone, it remains the case that the means of delivering the intended improvements behind the Strategic Review of Parking (tackling inconsiderate parking, providing more parking for residents and visitors, as well as meeting policy objectives) is by way of introducing CPZ.

While the pressures in this area are less acute than in neighbouring B4, the potential for migration has a significant potential to cause deterioration in parking availability, adding to the concerns evident in the consultation responses regarding commuter parking, dangerous parking and double parking. Other issues raised by residents, such as parking across driveways and an inability to park near to home would also be likely to occur with more regularity should controls be extended into B4.

Based on the review results and the results of the consultation, when considered in detail, as well as the conclusion for B4, the recommendation is to proceed with the previously recommended approach of introducing CPZ to the B5 area.

| | |
|------------------|--|
| Preferred Option | Option 1 |
| Detail | Review design in accordance with comments received and proceed to legal process with a revised proposal for CPZ. |

vii. Group 2 conclusion

The aim of the Strategic Review of Parking was to look holistically at parking across the city, moving away from the situation where parking issues were considered in isolation.

B4 and B5 are isolated from other areas identified by the Review as having parking pressures at a level that required consideration to be given to parking controls. Nonetheless, both areas are already subject to parking pressure and, while there is clearly more indications from B4 of a desire to see the existing restrictions upgraded to CPZ, it is difficult to see how either of these areas could be considered in isolation.

Having considered the individual results of the consultation exercises, and in particular the likely impact on the neighbouring area should it be recommended that only one area move forward, it is proposed that both areas should move forward together to become a single, new Zone of the CPZ.

Group 3

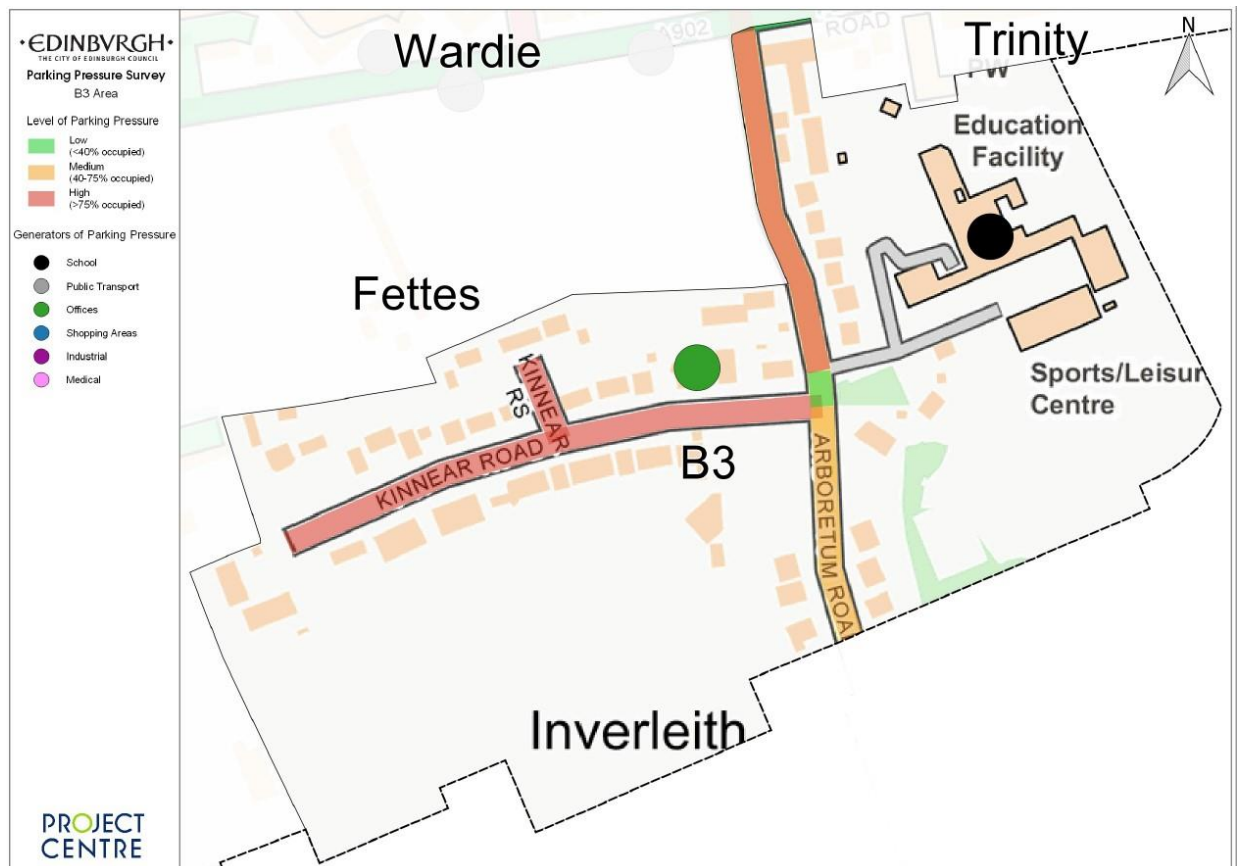
viii. B3

Description – B3 is an existing Priority Parking Area located to the north of Zone N2 of the existing CPZ.

It is comprised of a mixture of housing types, including flats and detached properties.

(a) Review Results

Of the 124 areas in the review, B3 was ranked 20th, with 67% of streets recorded as being subject to “High” levels of pressure.



(b) Likelihood of Migration

The location of B3 means that there is little direct likelihood of migrated parking coming from other phases. This area is, however, already subject to high levels of commuter parking. B3 is within easy walking, cycling or public transport reach of Canonmills and the East End of the city centre.

Depending on the overall findings for this and the neighbouring areas of Fettes, there is potential for some parking to migrate to B3. For the purposes of this assessment, and considering the risk of migration from other Phases, or from neighbouring Review areas, the likelihood is Medium.

(c) Impact of Potential Migration

While B3 is relatively isolated from other Review areas and Phases, the streets within this area are, however, already busy, as can be seen from the review results.

Any additional pressure in this area would be expected to have a significant impact on parking availability. For this reason the impact of migration is High.

(d) Policy Considerations

B3 has long been subject to commuter parking, as well as experiencing parking issues related to the nearby school.

The introduction of parking controls would address the concerns of residents, improving accessibility for residents themselves, but also for their visitors and to businesses in the area, and would assist the Council in meeting the aims of the City Mobility Plan.

(e) Consultation results

Survey

There were 22 responses recorded in response to the proposals for B3. Location data shows that only 8 responses originated within the B3 area, meaning that 14 responses originated from outside of the area.

36 respondents indicated that they owned a vehicle, with 39 respondents indicating that they had no access to off-street parking.

Only 3% of all respondents are members of the City Car Club.

16 responses (45%) indicated that they experienced parking problems. Those problems included: Dangerous Parking (12 responses), double parking (12) cannot park near home (10), and parking across driveways (10). Nine responses mentioned commuter parking. The majority of these problems were experienced Monday to Friday, mornings (14 responses) and afternoons (13 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors.

When asked about potential times of restriction, all respondents to the survey answered the question. Of the responses from B3, 69% of respondents indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday. This question offered a range of options, as well as the option to choose "other".

Emails and Interactive plan comments

Of the 3 email responses received, one was broadly opposed to controls, while the remaining responses made largely general comments regards the detail of the proposals. They did mention safety concerns, however, as well as concerns

regards the impact of commuter parking and mentioned the leaving of vehicles for long periods by non-residents.

There were 10 comments left on the interactive map by nine contributors. 6 of those comments indicate that there is no parking pressure, or that the current PPA works well.

More so than any other area, it is unclear whether the responses received, or the comments left on the interactive map, have been made by residents of the area, or by those living nearby. This can be further put in context by the map showing the locations of respondents:



Summary

| | |
|--|------|
| Review Placing | 20 |
| Observed Parking Pressure Level | 70 |
| Likelihood of parking migrating from other areas | Low |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Conclusion

Based on the level of existing parking pressures alone, it remains the case that the means of delivering the improvements (against inconsiderate parking, providing more parking for residents and visitors) is by way of introducing CPZ.

While there is an apparent majority of responses indicating no parking problems, there is also a clear majority of responses that originate from outside of the review area.

The number of responses indicating that there are ongoing parking issues in this area is similar in number to the total number of responses received from within the area itself.

There are clear concerns in respect of parking issues, including dangerous parking and an inability to park near to home.

The recommendation for B3 is to proceed to implement CPZ as programmed and planned, but to do so only if neighbouring Fettes were also to be taken forward. The proposal would further see B3 added to the adjacent N2 Zone of the CPZ, on the basis of both the size of B3 and that it is remote from the neighbouring Review area of Fettes.

Monitoring should be extended to cover the southern extents of both Wardie and Crewe.

| | |
|------------------|---|
| Preferred Option | Option 1 |
| Detail | Proceed to commence the legal process for CPZ in the B3 area. |

ix. Fettes

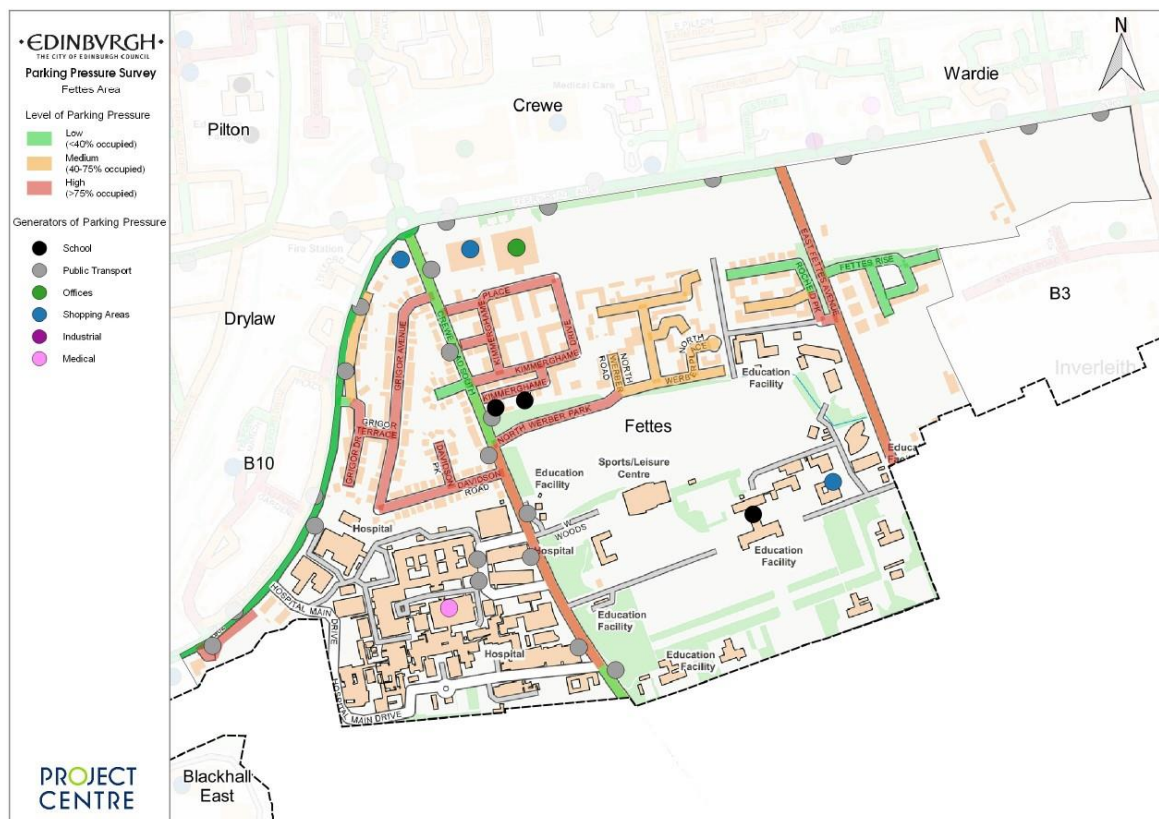
Description – Fettes is a currently uncontrolled area to the north of Zones N3 and N4 of the CPZ.

It is comprised of a mixture of housing types, including flats and detached properties.

It includes within its area the Western General Hospital, as well as a main bus corridor between the north of the city and the city centre.

(a) Review Results

Of the 124 areas in the review, Fettes was ranked 21st, with 48% of streets recorded as being subject to “High” levels of pressure and 43% of streets subject to “Medium” pressure.



(b) Likelihood of Migration

The location of Fettes means that there is limited likelihood for migrated parking coming from other phases. There is, however, some potential for migration from other areas within Phase 3, should those areas proceed to CPZ control.

This area is, however, already subject to high levels of commuter parking. As previously stated, Fettes includes within its area the Western General Hospital, itself a major generator of long and short stay parking. Fettes is also within easy walking, cycling or public transport reach of Stockbridge and the West End of the city centre.

Depending on the overall findings for this and the neighbouring areas of B3 and B10, there is potential for some parking to migrate to Fettes. For that reason the likelihood is Medium.

(c) Impact of Potential Migration

As with other areas in Phase 3, the streets within this area are already busy, as can be seen from the review results.

Any additional pressure in this area would be expected to have a significant impact on parking availability. For this reason the impact of migration is High.

(d) Policy Considerations

Parts of the Fettes area have long been subject to commuter parking, as well as experiencing parking issues related to the Western. Not every street is busy, however, and there are locations where residences are well served by private parking, and where the impact of non-residential parking does not have a significant effect.

However, the introduction of parking controls in an area like Fettes would significantly support Council objectives, managing the ability of commuters to travel to their place of work by private care. Controls would also address the concerns of residents, improving their accessibility to parking, but would also provide for their visitors and businesses in the area.

(e) Consultation results

Survey

There were 158 responses recorded in response to the proposals for Fettes. Location data shows that 107 responses originated from inside the Fettes area, and that 78% of responses indicated that they considered themselves to be “resident”, with 11% of responses from visitors and 11% from people working in the area.

149 respondents indicated that they owned a vehicle, with 63 respondents indicating that they had no access to off-street parking.

Only 3% of all respondents are members of the City Car Club.

61 responses (39%) indicated that they experienced parking problems. Those problems included: Commuter Parking (48 responses), double parking (42) dangerous parking (40), and difficulties parking near to home (24). A significant majority of these problems were experienced Monday to Friday, mornings (56 responses) and afternoons (56 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors. There were 74 responses from Fettes of this type.

When asked about potential times of restriction, all respondents to the survey answered the question. Of the responses from Fettes, 71% of respondents

indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday. This question offered a range of options, as well as the option to choose “other”.

Emails and Interactive plan comments

Of the 6 email responses received, two were broadly opposed to controls, while the remaining responses made largely general comments regards the detail of the proposals. They did mention safety concerns, however, as well as making alternative suggestions.

There were 105 comments left on the interactive map by 89 contributors. 34 of those comments indicate that there is no parking pressure, while there were 11 indications of support. Other themes were related to detail of the proposal, including the placement of yellow lines, as well as comments on the impact of parking controls. There were other themes, such as abandoned vehicles, that were indicative of the existence of parking problems.

Summary

| | |
|--|--------|
| Review Placing | 21 |
| Observed Parking Pressure Level | 69 |
| Likelihood of parking migrating from other areas | Medium |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Conclusion

With a significant generator of commuter and other non-residential parking within Fettes itself, as well as clear indications of existing parking pressure, the introduction of parking controls in the Fettes area would provide improved parking conditions for residents and send a clear message in terms of addressing commuter parking and commuter travel choices.

There are also clear indications that residents within this area do experience difficulties with parking, and that the introduction of parking controls would assist in addressing these issues.

The recommendation for Fettes is to proceed to implement CPZ as programmed and planned. It is anticipated that the Fettes area would become part of both the N3 and N4 zones of the CPZ. Monitoring should be extended to cover the southern extents of both Wardie and Crewe.

| | |
|------------------|---|
| Preferred Option | Option 1 |
| Detail | Proceed to commence the legal process for CPZ in the Fettes area. |

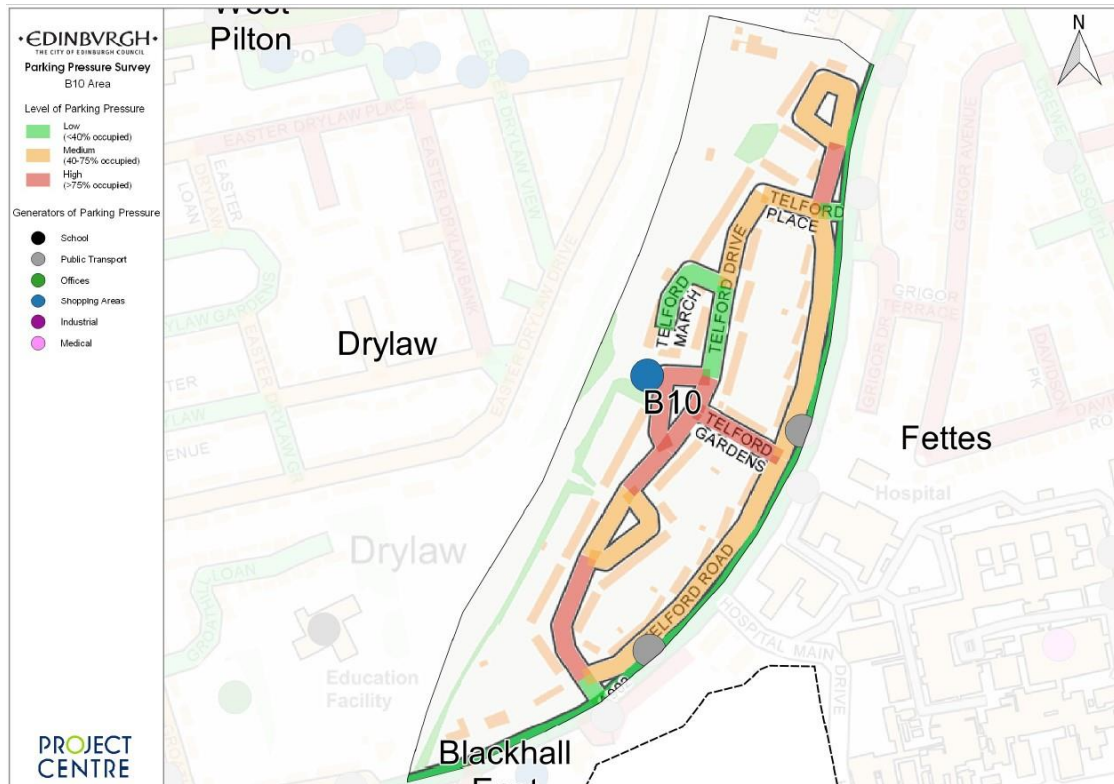
B10

Description – B10 is an existing Priority Parking Area located to the north of Telford Road.

It is comprised primarily of a mixture of flats and terraced properties.

(a) Review Results

Of the 124 areas in the review, B10 was ranked 42nd, with 20% of streets recorded as being subject to “High” levels of pressure, and 40% each subject to Medium and Low pressure.



(b) Likelihood of Migration

The location of B10 means that there is little direct likelihood of migrated parking coming from other phases. This area is, however, adjacent to the neighbouring Fettes area and, due to its proximity to the Western General Hospital, is already subject to high levels of commuter parking. B10 lies within a short walking distance of the hospital and lies close to bus routes serving other parts of the city. There is, however, little evidence to suggest that commuters park in this area to travel further afield. It is most likely that commuter parking in this area is associated with the WGH.

Depending on the overall findings for this and the neighbouring area of Fettes, there is potential for some parking to migrate to B10. For that reason the likelihood is Medium.

(c) Impact of Potential Migration

B10 is relatively isolated from other Review areas and Phases and, while the streets within this area do not appear to be as busy as others within this Phase, those results do appear to underplay just how busy this area can be.

Any additional pressure in this area would be expected to have a significant impact on parking availability, as well as on indiscriminate and inappropriate parking. For this reason the impact of migration is High.

(d) Policy Considerations

B10 has long been subject to commuter parking, as well as experiencing parking issues related to the Western General.

The introduction of parking controls would address the concerns of residents, improving accessibility for residents themselves, but also for their visitors and to businesses in the area, and would assist the Council in meeting the aims of the City Mobility Plan.

(e) Consultation results

Survey

There were 14 responses recorded in response to the proposals for B10. Location data shows that 11 responses originated within the B10 area, meaning that 3 responses originated from outside of the area.

11 respondents indicated that they owned a vehicle, and 11 respondents indicated that they had no access to off-street parking.

Only 3% of all respondents are members of the City Car Club.

10 responses (71%) indicated that they experienced parking problems. Those problems included: Double Parking (9 responses), Dangerous parking (9) cannot park near home (6), and commuter parking (6). The majority of these problems were experienced Monday to Friday, mornings (11 responses) and afternoons (10 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors.

When asked about potential times of restriction, all respondents to the survey answered the question. Of the responses from B10, 87% of respondents indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday. This question offered a range of options, as well as the option to choose "other".

Emails and Interactive plan comments

Of the 19 email responses received, 6 were classified as being broadly opposed to controls, while there were 2 generally supportive comments. The remaining responses included general comments regards the detail of the proposals, although there was concern in terms of the impact of controls.

There were 20 comments left on the interactive map by 17 contributors. Three responses indicated general support, while only one comment indicated general opposition to the proposals. The other comments were primarily concerned with design details. Reading the comments in detail suggests that the primary concern is with the layout of yellow lines and a desire to see those restrictions extended.

Summary

| | |
|--|--------|
| Review Placing | 42 |
| Observed Parking Pressure Level | 53 |
| Likelihood of parking migrating from other areas | Medium |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Conclusion

While the level of existing parking pressures in B10 would appear to place it firmly in the realms of requiring further monitoring, the survey responses clearly indicate that there are a majority of responses that indicate the existence of current parking issues.

This said, while there are currently over 100 parking spaces in the current B10 PPA, permit uptake currently sits at around half of that figure, with few residents seeing the need to purchase permits in order to park. The level of response is also relatively low in comparison to the number of households in this area.

While it remains the case that the means of delivering the improvements (against inconsiderate parking, providing more parking for residents and visitors) is by way of introducing CPZ, it is proposed that, in the case of B10, further work is required before a recommendation to that effect could be put to Committee.

The recommendation for B10 is to monitor the parking situation should controls be introduced into the neighbouring Fettes area.

| | |
|------------------|--|
| Preferred Option | Option 3 |
| Detail | Monitor the impact of introducing controls into the Fettes Area and reassess the need for parking controls at that time. |

xi. Group 3 Conclusion

In terms of geography, both B3 and Fettes currently adjoin the existing CPZ. Both of these areas contain within them generators of traffic that are not associated with residential demand, i.e. a school and a hospital.

In terms of policy justification, there is a benefit in extending the CPZ to cover these areas in order to address current parking issues and to improve accessibility for residents and their visitors.

While there is a greater indication from the consultation of the existence of parking issues from B10, the survey results place this area significantly lower on the priority list. Although B10's inclusion in Phase 3 was intended to mitigate against migration from neighbouring parts of Phase 3, it is considered that it would be worthwhile reviewing the existing situation, monitoring both parking pressure and permit uptake within B10 before taking a final decision on the need to move to CPZ.

Both B3 and Fettes warrant further action at this time and it is proposed that they be brought into existing CPZ Zones.

Group 4

xii. Portobello

Description – Portobello is a popular residential and local shopping area in the north-east of the city. Described as Edinburgh’s seaside, it is also a popular recreational destination, with a variety of businesses catering for visitors, including restaurants, public houses, cafes and retail.

As a local centre it offers high street shopping, with a range of both independent and national chains.

In terms of housing styles, it is predominantly high-density flats, but with a number of terraced properties.

(a) Review Results

Of the 124 areas in the review, Portobello was ranked 23rd, with 63% of streets recorded as being subject to “High” levels of pressure, 12% subject to Medium pressure and 24% subject to Low pressure.



(b) Likelihood of Migration

Portobello is remote from all other Phases of the Review.

For that reason the likelihood of migration is Low.

(c) Impact of Potential Migration

Because Portobello is not linked to any other areas currently being considered by the Review, and because there is little or no likelihood of migration, the impact of migration might also be said to be low. This said, it should also be considered that if any additional parking demand were to be placed upon many of the streets within the Review area, that this could lead to a significant deterioration in parking availability.

While this category is designed to look at migration from other parts of the Review, for the purposes of Portobello it is also considering the impact of additional parking pressures on this already busy area. The placing of any additional parking demands on the Portobello area could have a significant impact on residents and businesses alike, and for that reason the Impact is considered to be High.

(d) Policy Considerations

As a local centre, Portobello would be expected to attract a certain level of traffic from outside of the area, simply as a result of local people using the facilities on offer. As an area that not only provides retail services, but which is also a tourist and recreational destination by virtue of its promenade, beach and the retail and eating establishments that thrive because of those amenities, Portobello is more than the archetypal urban village.

Portobello can most easily be compared with locations like Stockbridge or Morningside, in terms of retail, with the added attraction of the seafront as a destination in its own right. As has been seen through the summer months of this year, significant pressure is placed upon parking in such areas.

While there are policy considerations linked to active travel, informed transport choices, reducing commuting by private vehicle and improving air quality, there are other considerations beyond meeting policy objectives. This summer has seen an increase in indiscriminate parking in Portobello, impacting on the general ability of pedestrians and cyclists to safely travel within this area or access the facilities within this area.

The influx of visitors, which can be seen throughout the year, during periods of mild or sunny weather, has a direct impact on those who live within Portobello, as well as on those who rely on the local shops and businesses. While there are active travel benefits inherent in encouraging non-residents to walk, wheel or cycle on the promenade, and benefits for businesses operating within the Portobello area, the impact on residents and on road safety are also key considerations.

The introduction of parking controls would not only provide safeguards for residents, improving accessibility for them and their visitors, but the management of parking would also improve accessibility to businesses in the area, managing parking demand and ensuring a turnover of parking that would ensure improved

opportunities for those who wish to visit the area itself and the facilities and businesses within Portobello. The introduction of a parking enforcement presence would not only be preventative but would also provide greater opportunities to take action against inconsiderate or unsafe parking.

Parking controls, and the management opportunities that they provide, would also assist the Council in meeting the aims of the City Mobility Plan.

(e) Consultation results

Survey

There were 477 responses recorded in response to the proposals for Portobello. Location data provided with the responses indicates that it is possible to show that 286 responses (60%) originated within the Portobello area itself, although 87% of responses identified as a resident.

426 respondents indicated that they owned a vehicle, and 311 respondents indicated that they had no access to off-street parking.

6% of respondents (29) from Portobello are members of the City Car Club.

191 responses (41%) indicated that they experienced parking problems. Those problems included: Pavement/double parking (135), dangerous parking (129), cannot park near home (120), and issues related to narrow roads (92).

Appendix D of our consultant's report for Phase 3 (which can be found in Appendix 2 to this report) took a more detailed look at the location of responses from Portobello, and in particular the locations of those who said that they experienced parking problems.

The findings show that the Portobello consultation elicited responses from a much wider area than just Portobello itself. Those included a number of responses from neighbouring areas, as well as some from as far afield as Gorebridge and Kirknewton.

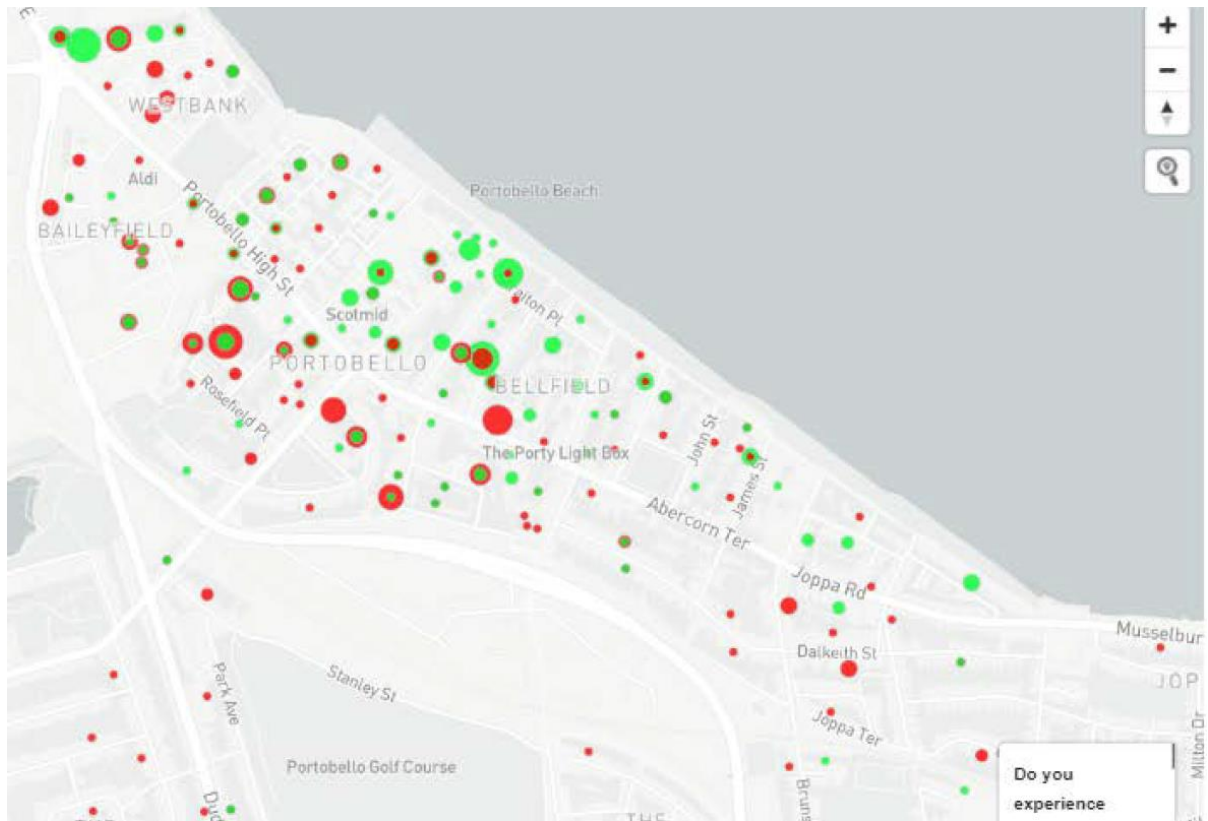
The following pages include images from our consultant's report.

This further extract shows some of the responses from outside of the Portobello area, concentrating on those that are in relatively close proximity to Portobello:

Parking problems inside the Portobello Area

This image shows the responses from the Portobello area itself, in relation to the question regarding the respondent's experience of parking problems.

Green is a general location of a response indicating that they experience parking problems, while red indicates that no parking problems are experienced:



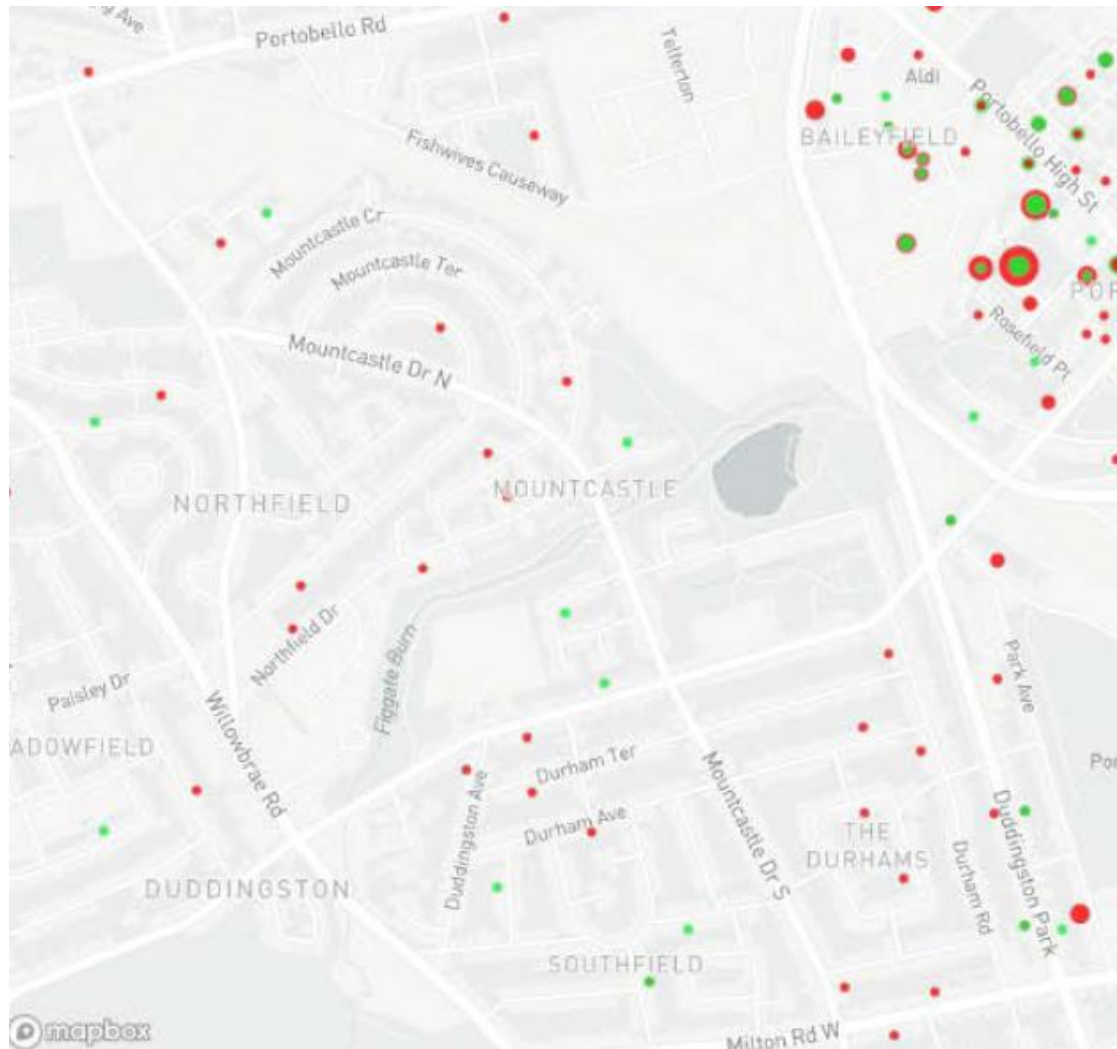
These results show that there are a significant number of responses from the area to the north of Portobello High Street where respondents have indicated that they experience parking problems. There are exceptions, such as the Westbank estate, but it is clear that residents experience parking problems along the entirety of the seafront.

At the same time, the results also show that there appears to be a fewer incidence of parking problems in areas such as Baileyfield/Fishwives Causeway. A similar view appears to be held by residents of Rosefield, even though it has been apparent for some time that parking in that area can be challenging.

There are a number of responses indicating the existence of parking problems to the east of the Review area, into Joppa. The same pattern recurs in that area, with fewer apparent problems to the south of Joppa Road.

Parking problems outside of the Portobello Area

This image shows the responses from outside the Portobello area, in relation to the question regarding the respondent's experience of parking problems.

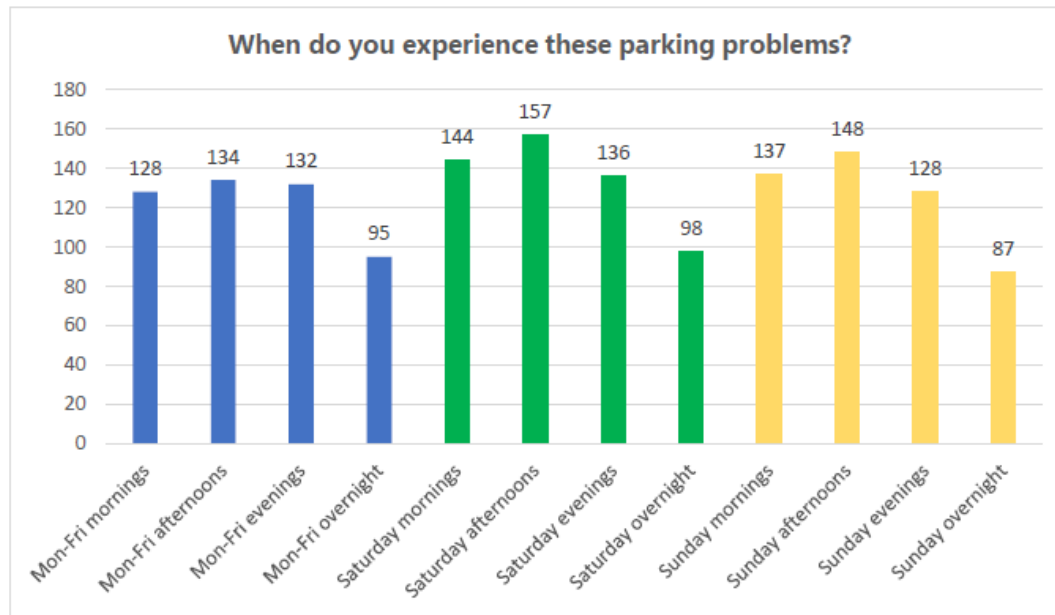


There is a mix of responses from outside Portobello, with roughly a quarter of responses indicating that those residents consider that there are parking problems in the Portobello area. It is difficult to entirely understand the context of those responses, but it might be reasonable to conclude that these responses are based on experiences when visiting, shopping or working in the Portobello area.

Unlike all of the other areas being considered in phases 3 and 4, the indications from respondents in terms of when problems were experienced was consistent across weekdays and weekends. Only overnight were there fewer indications of problems, although the numbers indicating evening and overnight issues are still relatively high.

157 respondents indicated that parking problems were at their worst on Saturday afternoons, with Sunday afternoons the next highest at 148.

When do you experience these parking problems?



Overall, the consultation responses indicated a desire to see action taken against inconsiderately or dangerously parked vehicles (287 responses) and improved access to parking for residents (188).

When asked about potential times of restriction, 95 respondents indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday. The next most popular was 08:00 to 18:00 Monday to Sunday, with 54 responses. This question offered a range of options, as well as the option to choose "other".

Emails and Interactive plan comments

Of the 60 email responses received, the majority were made in respect of the detailed operation of the proposal. There were indications of problems being experienced, but only a small number of responses (2) were openly opposed to the notion of controls or indicated no problems (7). 7 responses were generally supportive, but a number of comments also highlighted safety concerns regards the current parking situation.

There were 430 comments left on the interactive map by 276 contributors. While the theme with the largest number of comments was that relating to "against/current parking is fine", this constitutes significantly less than a third of comments made. This also contradicts the responses from the "parking problems" question.

The majority of comments related to specific issues or concerns. Among those were comments in respect of bin locations, the Baileyfield estate, displacement and parking layout. Other comments clearly show concern in respect of the design, with comments on "no guarantee of spot", "remove dyl" and "more space for residents" totalling 92 instances. There were also concerns about displacement (51) with many of those relating to Joppa. Of the responses that

were supportive, a number of those also mentioned Joppa, asking for the area to be extended or suggesting other initiatives such as weekend controls.

Of the map comments, many of those comments and email responses are recorded as being of a “negative” nature, although it should be explained that map comments were classified by those leaving them, with options to say that the comment was Positive, Negative or Neutral. Because it was possible to drop more than one comment, it is also important to acknowledge that the number of comments relating to a theme does not necessarily indicate that there was a corresponding or equal number of respondents making that point.

Summary

| | |
|--|------|
| Review Placing | 23 |
| Observed Parking Pressure Level | 68 |
| Likelihood of parking migrating from other areas | Low |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Group 4 Conclusion

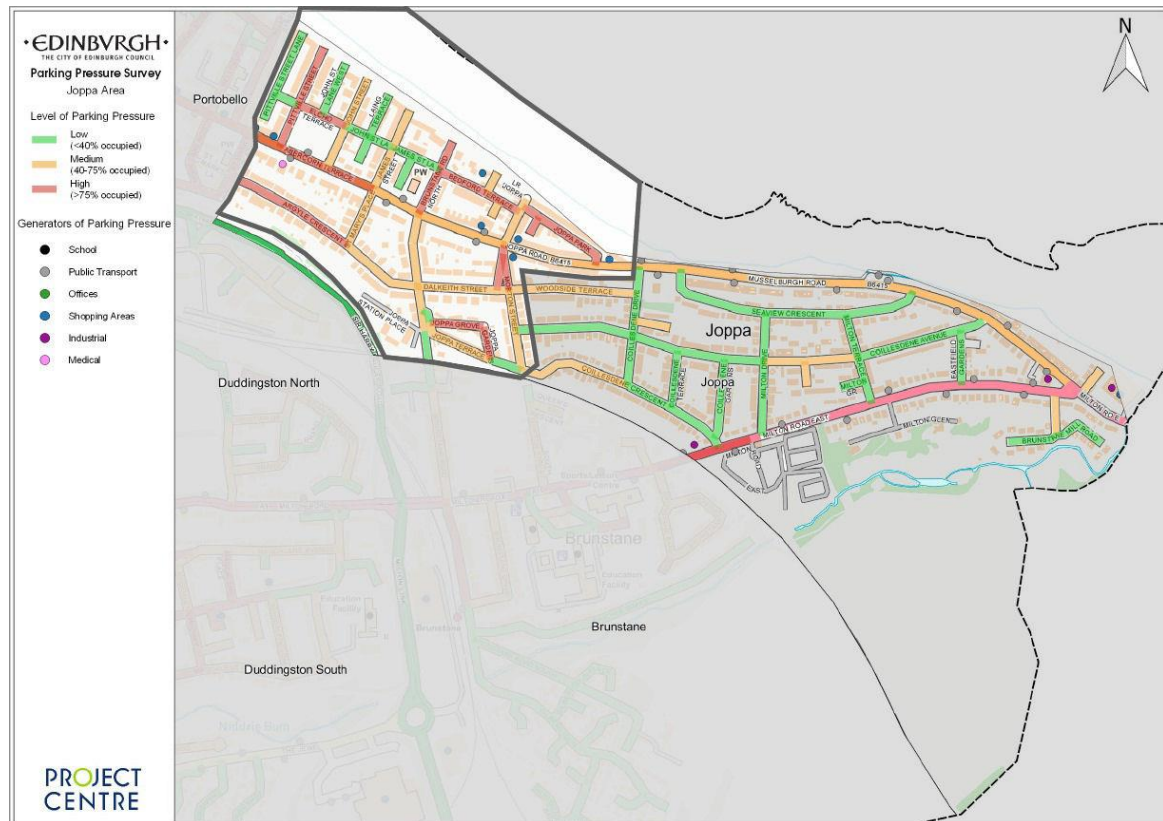
Portobello’s placing on the prioritised list of Review results was considered sufficient to warrant further investigation for the possible introduction of parking controls. Having now carried out an informal consultation exercise, it is clear that, while there is some concern in terms of how controls would work, and what impact those controls would have on the Portobello area, it is considered that Portobello would benefit from the management and control of kerbside space that controlled parking would bring. This need was evident from the initial review results, but the consultation responses do show that there are parking issues being experienced on a daily basis in Portobello and that there is a need to take action, putting measures in place that would benefit residents, businesses and visitors to this busy and popular area.

The consultation results themselves also reveal that there are a significant number of respondents who experience parking problems and that there is a desire to see action taken to resolve those issues. With an inability to park near to home one of the key issues identified, the means to deliver improvements is by way of introducing parking controls.

While the consultation results also indicate that parking problems appear to be more prevalent to the north of the high street and Joppa Road, any consideration of parking controls has to look at the entire Portobello area, rather than in any part of that area in isolation. Parking pressures will migrate, and it is important

that any proposals act to counter the negative impacts of that migration before they occur, especially in an area that relatively self-contained like Portobello.

Linked to that, one of the concerns that came out of the consultation was that of displacement, with Joppa being mentioned on a number of occasions. This subject was also highlighted to Ward Councillors and to the Transport Convener after the parking issues of the summer months. On that basis the results of the Review have been given further consideration and it is now proposed to extend the Portobello area eastwards to include part of Joppa.



The heatmap for Joppa does show that parking pressures primarily exist at the western end of the area, adjacent to the Portobello area itself. It is proposed to include the busiest part of Joppa with Portobello, as is shown in the amended heatmap above.

The remaining part of Joppa would be closely monitored to understand the extent and impact of any resulting migration.

Unlike other areas being considered, the times during which parking issues are experienced are not generally limited to weekdays, with the consultation responses showing an almost equal split across weekdays and weekends. Again, unlike other areas, more issues are experienced at weekends. For this reason, it would not be appropriate to consider controls that did not reflect those periods where residents themselves consider the parking issues to be at their most acute.

It is therefore proposed to introduce parking controls that operate seven days a week, between the hours of 8:30am and 5:30pm, delivering a means of managing parking that reflects Portobello's popularity as a shopping and recreational destination.

However, the design of the proposed measures does require more consideration, with special regard being given to concerns that there will be insufficient space for residents. The design will be reviewed, with the aim of providing a proposal that protects residents from commuter and visitor parking, whilst retaining as much of the existing parking availability as possible.

| Preferred Option | Option 2 |
|------------------|--|
| Detail | Proceed to commence the legal process for CPZ in the Portobello area, amended to include the western part of the neighbouring Joppa area and with further consideration given to the detailed design of the proposed controls. |

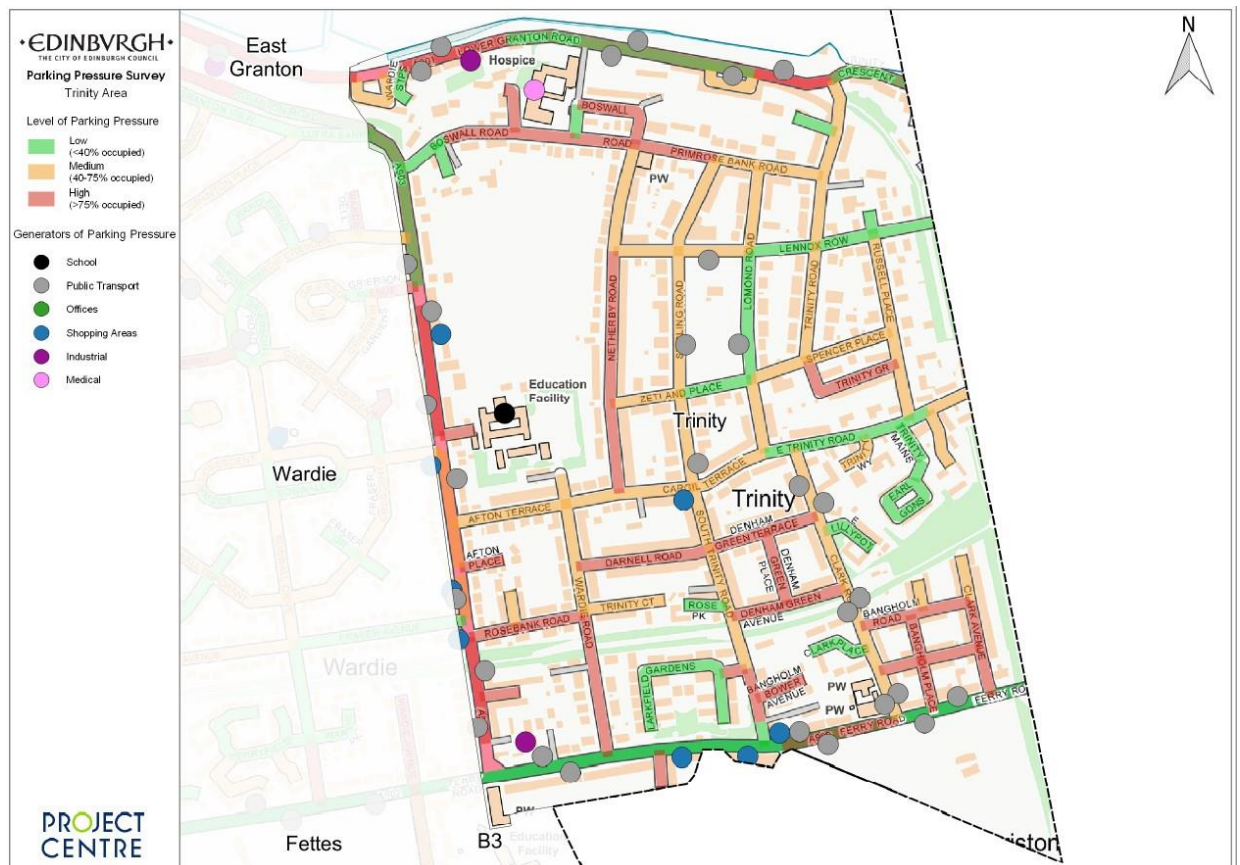
Group 5

xiii. Trinity

Description – Trinity is a largely residential area to the north of the city. It sits to the North of Ferry Road and is comprised primarily of a mixture of flats, terraced and detached properties.

(a) Review Results

Of the 124 areas in the review, Trinity was ranked 36th, with 33% of streets recorded as being subject to “High” levels of pressure, and 42% subject to Medium pressure.



(b) Likelihood of Migration

The location of Trinity is such that it sits adjacent to areas that are included in both Phases 2 and 3. This means that there is some likelihood of parking migration should any of those proposals proceed to implementation. The most likely source of migration is from Bonnington, which is part of Phase 2 and, with that Phase currently on hold, there is no immediate potential for parking to migrate from that area. Should the Phase 3 proposals for B3 proceed, however, there is potential for migration from that area, although the volume of migration from B3 is anticipated to be relatively low.

For these reasons the likelihood of migration is considered at this time to be Medium. It should be noted, however, that there are a number of streets close to the Phase 2 and Phase 3 boundary that are already busy.

(c) Impact of Potential Migration

Migration from either Phase 2 or Phase 3 is most likely to occur in those areas directly adjacent to one another. The likelihood is, therefore, that any resulting parking pressures are likely to be localised in nature.

With Phase 2 currently on hold, the impact of migration is considered to be Medium.

(d) Policy Considerations

The proposal for Trinity was for Priority Parking rather than CPZ, with that approach designed to mitigate against possible migration from neighbouring areas.

While Priority Parking would safeguard parking for residents, its use as a tool to deliver upon policy objectives is limited. While it can manage kerbside space, the remaining free parking can still be used by commuters and others.

Nonetheless, Priority Parking could improve accessibility for residents and for their visitors. There are still policy linkages that would be achieved by doing so, assisting the Council in meeting the aims of the City Mobility Plan.

(e) Consultation results

Survey

There were 419 responses recorded in response to the proposals for Trinity. 91% of respondents identified as a resident, with 28 responses indicating that they worked in or visited the area, 5 indicating that they were a business owner and 3 stating that they were commuters..

408 respondents indicated that they owned a vehicle, and 261 respondents indicated that they had no access to off-street parking.

Only 4% of respondents are members of the City Car Club.

78 responses (19%) indicated that they experienced parking problems. Those problems included: cannot park near home (55), pavement/double parking (43) Dangerous parking (38) and commuter parking (38). The majority of these problems were experienced Monday to Friday, mornings (55 responses) and afternoons (55 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved access to parking for residents and improved access for visitors.

When asked about potential times of restriction, all respondents to the survey answered the question. Of the responses from Trinity, 51 respondents indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday. This question offered a range of options, as well as the option to choose "other". 251 responses chose the "other" option in this area.

Emails and Interactive plan comments

There were 32 email responses received, with a range of comments. There was no clear pattern of responses from the emails, although 7 responses did state that parking was not an issue.

There were 145 comments left on the interactive map by 111 contributors. Eight responses indicated general support, with 60 suggesting keeping the status quo. 14 indicated that the proposals would make parking worse. There were indications of support (8) as well, and comments regards design, operation of controls and alternative suggestions.

Summary

| | |
|--|------|
| Review Placing | 36 |
| Observed Parking Pressure Level | 57 |
| Likelihood of parking migrating from other areas | Low |
| Impact of potential migration from other areas | High |
| Policy Justification | High |

Conclusion

While the level of existing parking pressures in B10 would appear to place it firmly in the realms of requiring further monitoring, the survey responses clearly indicate that there are a majority of responses that indicate the existence of current parking issues.

This said, while there are currently over 100 parking spaces in the current B10 PPA, permit uptake currently sits at around half of that figure, with few residents seeing the need to purchase permits in order to park. The level of response is also relatively low in comparison to the number of households in this area.

While it remains the case that the means of delivering the improvements (against inconsiderate parking, providing more parking for residents and visitors) is by way of introducing CPZ, it is proposed that, in the case of B10, that further work is required before a recommendation to that effect is put to Committee.

The recommendation for B10 is to monitor the parking situation should controls be introduced into the neighbouring Fettes area.

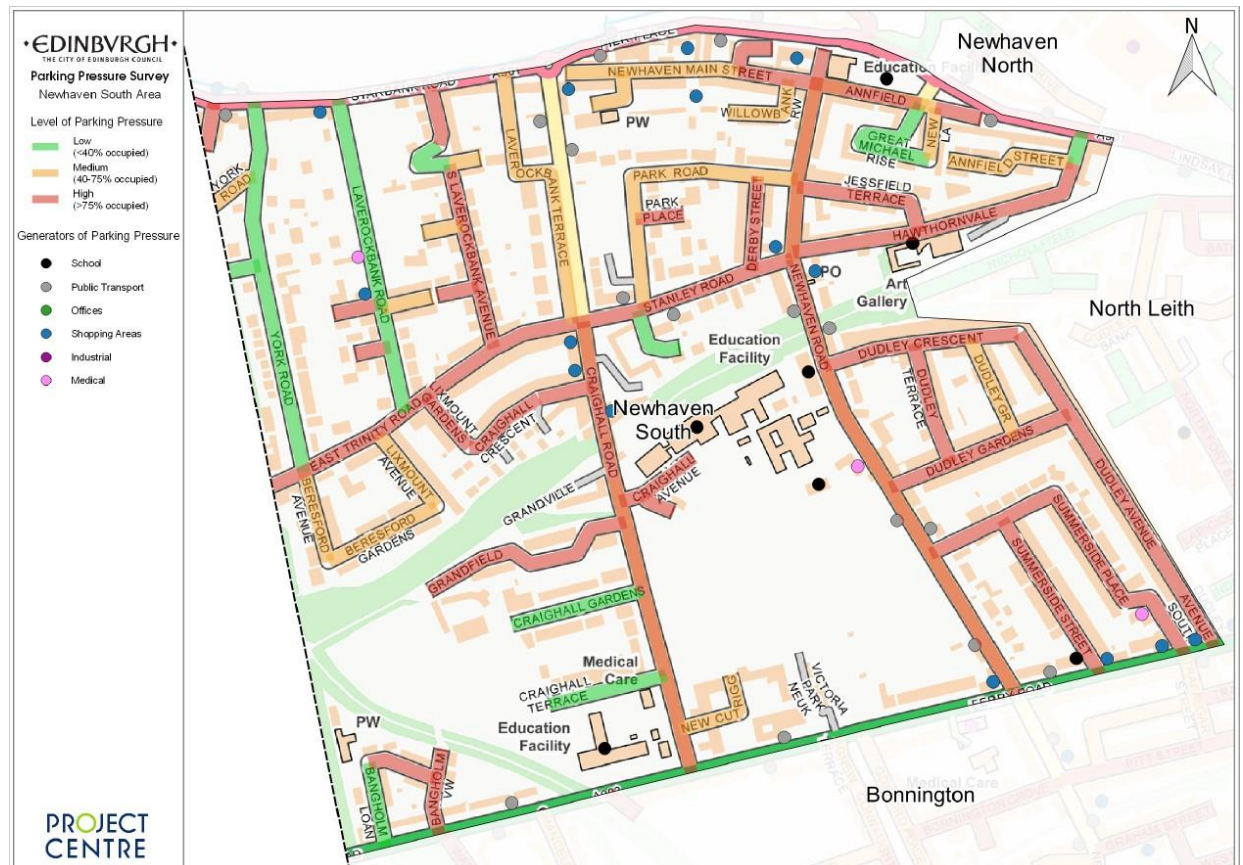
| | |
|------------------|--|
| Preferred Option | Option 3 |
| Detail | Monitor the impact of introducing controls into the Fettes Area and reassess the need for parking controls at that time. |

xiv. Newhaven South

Description – Newhaven is a largely residential area to the north of the city. It sits to the North of Ferry Road and is comprised primarily of a mixture of flats, terraced and detached properties.

(a) Review Results

Of the 124 areas in the review, Newhaven South was ranked 22nd, with 54% of streets recorded as being subject to “High” levels of pressure, and 30% subject to Medium pressure.



(b) Likelihood of Migration

Newhaven South sits adjacent to North Leith, which is included in Phase 1 and Bonnington, which is included in the currently-on-hold Phase 2.

While there is little immediate likelihood of migration from Bonnington, there is potential for the imminent implementation of Phase 1 to result in migration from North Leith into Newhaven South. Planned monitoring will assist in determining the degree to which migration occurs.

As with Trinity, Newhaven South was included as a proposed Priority Parking area as a means of mitigating against that possible migration. Like Trinity, there are many streets adjacent to existing Phases that are already busy.

Because of its shared boundary with Phase 1, the likelihood of migration is High.

(c) Impact of Potential Migration

The Review results do show that there are some existing pressures on the boundaries that Newhaven shares with Phase 1 and Phase 2. Even though Phase 2 remains on hold, there is a potential for migration from Phase 1 alone.

Any additional pressure in this area could have a detrimental impact on parking availability, as well as on indiscriminate and inappropriate parking. That migration could be restricted to only parts of Newhaven South, and for this reason, the impact of migration is Medium.

(d) Policy Considerations

The inclusion of Newhaven South in Phase 4 was intended primarily to mitigate against potential migration impacts from Phases 1 and 2. While parking pressure may not be as acute in this area as they are in other areas being considered by the Review, there are, nonetheless, policy benefits in considering controls in this area. Should migration occur from Phases 1 and 2, then the aims of the Review in helping the Council to meet the aims and objectives of the CMP would be supported by the introduction of parking controls.

That introduction would address the potential concerns of residents, improving accessibility for residents themselves, but also for their visitors and to businesses in the area.

(e) Consultation results

Survey

There were 322 responses recorded in response to the proposals for Newhaven South. Location data shows that the majority of responses originated within Newhaven South.

308 respondents indicated that they owned a vehicle, and 249 respondents indicated that they had no access to off-street parking.

Only 7% of respondents are members of the City Car Club.

54 responses (71%) indicated that they experienced parking problems, with 265 indicating that they did not. The problems identified included: Double Parking (36 responses), Dangerous parking (35) cannot park near home (35), and commuter parking (19). The majority of these problems were experienced Monday to Friday, evenings (43 responses) and weekend evenings (37 responses).

Overall, the consultation responses indicated a desire to see action taken against inconsiderately parked vehicles, improved enforcement of existing restrictions and improved access for residents.

When asked about potential times of restriction, all respondents to the survey answered the question. Of the responses from Newhaven South, 33 respondents indicated a preference for controls that operate 8:30 to 5:30 Monday to Friday.

This question offered a range of options, as well as the option to choose “other”. 196 respondents chose the “other” option in this area.

Emails and Interactive plan comments

Of the 26 email responses received, 14 indicated that there were no parking issues. There were two generally supportive comments, with the remainder making alternative suggestions, suggesting that the driver behind a scheme of part-time parking places of limited coverage was monetary. There was concern in terms of the impact of controls.

There were 211 comments left on the interactive map by 140 contributors. 89 responses suggested retaining the status quo, while 12 indicated general support for the proposal. 15 suggested that parking would be made worse, while the remainder largely made comments relating to the operation or impact of controls.

Summary

| | |
|--|--------|
| Review Placing | 22 |
| Observed Parking Pressure Level | 69 |
| Likelihood of parking migrating from other areas | High |
| Impact of potential migration from other areas | Medium |
| Policy Justification | High |

Conclusion

While the level of existing parking pressures in Newhaven South would appear to place it firmly in the realms of requiring further monitoring, the aim behind it’s inclusion as a PPA was intended to mitigate against future migration.

The consultation results clearly show that there is little support for controls at this time, however, and it is therefore considered that monitoring should be the recommended course of action.

The recommendation for Newhaven South is to monitor the parking situation to gauge the impact of parking controls being introduced into the neighbouring Phase 1 area.

| | |
|------------------|---|
| Preferred Option | Option 3 |
| Detail | Monitor the impact of introducing controls into the Phase 1 Area and reassess the need for parking controls at that time. |

xvi. Group 5 Conclusion

Priority Parking was proposed in both the Trinity and Newhaven South areas partly due to the observed parking pressure, but also as a means of mitigating the effects of migration from Phases 1, 2, and to a lesser extent, Phase 3.

With Phase 2 on hold, there is an opportunity to monitor the impact of Phase 1 on Newhaven South and to use that information to propose a course of action based on available data.

Monitoring is also proposed for Trinity, as a means of identifying whether there is a wider impact from Phase 1 along the Ferry Road corridor.

It is considered that monitoring is an appropriate course of action at this time, but there is a possibility that a proposal for parking controls will have to be revisited depending on those monitoring results.

Portobello is proposed to become a new CPZ, recognising the need to manage parking demand and to prioritise the needs of residents and businesses, as well as to enable a level of enforcement that will address existing parking issues. Providing that enforcement can only be achieved if there is a means of funding the additional enforcement resources. CPZ creates that opportunity, with the cost of operating the proposed controls being met, as within the rest of city, partly from permit income and partly from pay-and-display income.

Appendix 4: Phase 3 and Phase 4 Proposal & Enforcement Options

This appendix outlines the proposed parking controls for the Phase 3 and 4 areas of the Strategic Review of Parking.

The outline proposal for parking controls

The described parking controls will apply to the following Review Areas:

| Phase 3 | | | Phase 4 | | |
|-------------|------|------------------|-------------|------|------------------|
| Review Area | Rank | Parking Pressure | Review Area | Rank | Parking Pressure |
| B1 | 17 | 73 | Portobello | 23 | 68 |
| B3 | 20 | 70 | | | |
| B4 | 10 | 79 | | | |
| B5 | 29 | 61 | | | |
| Fettes | 21 | 69 | | | |

1. Overview

- 1.1 The proposal for the areas within the Phase 3 area mirrors those controls and allowances currently in operation in both the Peripheral and Extended areas of the existing CPZ. Those controls generally operate:
 - Monday to Friday inclusive
 - Between the hours of 8:30am and 5:30pm.
- 1.2 The proposal for Phase 4, which affects only the Portobello area, also mirrors those controls and allowances currently in operation in both the Peripheral and Extended areas of the existing CPZ. In the case of Portobello, however, it is proposed that controls should operate:
 - Monday to Sunday inclusive
 - Between the hours of 8:30am and 5:30pm.
- 1.3 Certain controls operate 24 hours a day. Those controls include:
 - Double yellow lines (with or without loading restrictions);
 - Disabled parking places;
 - Car Club Parking places
 - EV charging places

- 1.4 Other controls, such as those on main routes, may operate at different times to those shown on the CPZ entry plates. In such cases those controls will be separately signed with their times of operation. It is not generally anticipated that any such restrictions will change as a result of the controls proposed.
- 1.5 In a CPZ, all lengths of kerbside space must be subject to a form of parking control. Any areas that are not made available for parking (i.e. a parking place) will be controlled by yellow lines, in either single or double line format depending on their location.
- 1.6 This approach ensures that parking throughout the CPZ area is subject to management of the available space. That management controls who may park, how long they may park for, provides allowances for loading and helps to provide for road conditions designed to improve road safety for all users by keeping junctions and crossing points clear of parked vehicles.

2. Parking Places

- 2.1 Parking places within the new zones will generally be comprised of a mixture of the following parking place types:
 - Permit holder parking places, available for use by permit holders only
 - Shared-use parking places, available for use by permit holders and by pay-and-display users, with the latter required to pay the applicable rate of parking charge and subject to a maximum length of stay
 - Pay-and-display parking places, typically located in the vicinity of local shops and/or businesses and limited to use by pay-and-display users, subject to payment and to a maximum length of stay
- 2.2 This approach ensures that resident permit holders have access to the majority of space where it is appropriate or safe to park, whilst local shops and businesses are served by dedicated pay-and-display parking places as well as by any vacant shared-use parking.
- 2.3 Other parking place types will be provided where appropriate, with all existing parking places being accommodated within the design. Full details of the design and layout of the parking places will be finalised in readiness for advertising the traffic order.
- 2.4 There are separate proposals currently proceeding through legal processes to provide secure cycle hangars and EV charging places in some of the areas covered by the proposals in this report. The proposals, as they are developed, will take account of these changes.
- 2.5 The initial layouts that were consulted upon in 2021 will be amended to take account of comments received during those consultation processes. Those amendments will generally involve minor adjustments to take account of changing circumstances or to ensure that the design provides the best available solution for the individual area. The extent of the amendments will

be led by consultation feedback, however, which may result in further development of the designs.

3. Permits

3.1 In common with the Extended zones of the current CPZ, the Council will grant the following permits for use within the proposed Zones:

- Resident Parking Permits
- Visitor Parking Permits
- Retail Parking Permits
- Business Parking Permits
- Trades Parking Permits
- Garage Service Permits

3.2 All permit types will operate in the same way that they currently operate in the existing CPZ, with the same eligibility criteria and terms and conditions of use applying in the new areas. Those requirements are detailed in the existing Order governing the CPZ. The proposed Zones would be added directly to that Order, meaning that all current requirements would automatically apply to all restrictions, parking places and permits.

3.3 Details of the proposed charges for all permit types can be found in Appendix 5 to this report.

4. Pay-And-Display parking

4.1 Pay-And-Display parking provision will be available in both dedicated pay-and-display parking places and in shared-use parking places across each of the proposed zones.

4.2 Having considered each of the areas where parking controls are being recommended, it is proposed that provision will be available in different lengths of stay, depending on location and likely demand, of the following durations:

- 1 hour parking, limited to dedicated pay-and-display and in the vicinity of local shops and businesses
- 2 hour parking, typically limited to dedicated pay-and-display and in the vicinity of local shops and businesses
- 4 hour parking, the “standard” approach to pay-and-display across the proposed zones
- 6 hour parking, typically found in areas of lower demand

- 9 hour parking, limited in availability to a handful of locations on the fringes of the zones and provided only where there is limited residential demand plus capacity without impacting upon provision for residents and visitors.

4.3 Charges for pay-and-display will mirror those in the Extended zones of the existing CPZ. Example lengths of stay that are likely to be applied in each area, and the charges that would apply, are shown in Appendix 5.

5. The Zones

5.1 It is anticipated that the Zone make-up will be as shown in Table 1, with Zone references yet to be assigned.

Table 1: Anticipated Zones

| Area | Proposed Approach | |
|------------|---|---------------------|
| B1 | A new Zone | |
| B3 | Add to existing N2 Zone | |
| B4 | A new Zone consisting of the existing B4 and B5 PPAs. | |
| B5 | | |
| Fettes | To be confirmed | a) Part added to N3 |
| | | b) Part new Zone |
| Portobello | A new Zone | |

5.2 It is anticipated that there will be sufficient space in each of the new zones and in each of the amended zones to accommodate the demand from permit holders.

5.3 In the case of Portobello, there was concern that the proposed designs did not provide sufficient levels of parking provision to meet the likely demand. As has been outlined within this Appendix, further work will take place to amend the designs, with a view to maximising the potential space that will be available to permit holders. That will include an assessment of the likely permit uptake, based on vehicle ownership statistics, to ensure an equitable balance between permits and spaces.

6. Ticket issuing Machines

- 6.1 Ticket issuing machines are located throughout the existing zones of the CPZ, allowing payment to be made for parking using coins. There are also a limited number of machines that accept cashless payment, introduced as part of a trial to gauge usage levels.
- 6.2 The use of cashless payment options, and in particular the use of Ringgo as a means to pay for parking by telephone or via mobile app, continues to increase when compared to payments involving physical coinage.
- 6.3 Ticket issuing machines account for a significant proportion of the initial outlay when introducing new parking controls. In 2006/07, when the CPZ was last extended, approximately 50% of the total implementation cost related to the purchase and installation of such machines. There are further costs associated with ticket issuing machines, including for the ongoing collection of physical cash from the machines and for maintenance the machines themselves.
- 6.4 Ticket machines have been rationalised across the CPZ, with a view to reducing the future cost of replacement as those machines near the end of their useful life and to reduce cash-collection and maintenance costs.
- 6.5 The proposals for Phase 1 of the Review, which are now proceeding towards implementation, include a minimal provision of ticket machines, with machines only proposed in those areas of high pay-and-display usage.
- 6.6 It is proposed that a similar model be adopted for all areas in this report where new controls have been recommended. This would mean that ticket machines would only be introduced in areas where there is likely to be significant demand and turnover of parked vehicles, which would result in ticket machines being used only in the vicinity of local shops and close to business premises where there might be a regular requirement for public access. In all other locations, payment will be possible only via Ringgo.
- 6.7 All locations supported by cashless ticket machines will allow payment to be made via card reader, with payment also being possible by Ringgo.
- 6.8 In reality, this approach is likely to mean that few, if any ticket machines will be required in any areas, other than Portobello. As an important local centre, Portobello will require short stay parking provision, and it is considered that such provision would benefit from ticket machines as a means of supporting both flexibility and accessibility. This remains a matter for further review, however, and it is possible that, as more people move towards cashless options, the need for ticket machines will further reduce.

7. Enforcement

- 7.1 Enforcement in the existing CPZ takes place on the basis of set enforcement schedules, where our enforcement contractor is required to

visit each street covered by restrictions. The frequency of those visits is set down in schedules that assign visit requirements for each street.

- 7.2 Busier streets such as main routes and those streets heavily-used as places to park are visited with the greatest regularity, as a means of ensuring that restrictions are complied with, that those streets are kept clear of vehicles parked in contravention of the restrictions and that, where parking opportunities exist, those opportunities are protected by means of regular enforcement and enforcement actions.
- 7.3 The approach to enforcement in the proposed new zones will mirror this approach, targeting resources where they are most needed.

Appendix 5 – Setting of Charges

This appendix details the charges that will apply throughout the proposed Controlled parking Zones within Phases 3 and 4 of the rollout of the proposals arising from the Strategic Review of Parking.

Details of the proposed charges can be found in the following sections:

1. Resident Permit Prices
2. Pay and display charges
3. Visitor Permit Charges
4. Charges for other permits
5. Refunds and Replacement Permits

NOTE: The charges detailed reflect the existing prices as of December 2022. Should the prices that apply in areas referenced in this Appendix change prior to the coming into effect of the proposals detailed in this report, a further legal process would be required to bring the prices in this Appendix into line with those in other parts of the CPZ.

1. Resident Permit Prices

- 1.1 Charges for resident's permits operate on a system based on engine size and/or vehicle emissions. The recommendations in this report are that parking controls within the proposed zones should operate:
 - a) during the same hours of control and on the same days as in the Peripheral and Extended zones of the CPZ; or
 - b) in the case of Portobello, during the same hours of control but on the basis that the days of control be Monday to Sunday.
- 1.2 For those areas where the hours and days of control mirror those in the Peripheral and Extended Areas, it is therefore proposed that the prices and the pricing structure also take the same form as in those areas.
- 1.3 For Portobello, it is proposed that the prices for resident permits be calculated similarly to the calculations between Peripheral and Central Zone permit prices, where the cost of a permit is linked to the number of days/hours being controlled.

Permit Prices in the Zones arising from B1, B3, B4, B5 and Fettes

- 1.4 These areas will, as per the recommendations elsewhere in this report, either become new standalone Zones or will be added to existing Zones. In both cases, we are required to set the applicable permit charges.
- 1.5 It is proposed to set permit charges in the streets within the above areas as is shown in the following table, Table 1.

Table 1: Proposed Resident Permit Charges – New Extended Areas

| | | Band 1 | Band 2 | Band 3 | Band 4 | Band 5 | Band 6 | Band 7 |
|--------------------------|-----------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------|
| Vehicle Emissions (g/km) | | 0 to 100 g/km | 101 to 120 g/km | 121 to 140 g/km | 141 to 165 g/km | 166 to 185 g/km | 186 to 225 g/km | 226+ g/km |
| Permit 1 | 3-month permit | n/a | £24.30 | £34.70 | £41.90 | £49.10 | £63.50 | £89.00 |
| | 6-month permit | n/a | £43.80 | £62.60 | £75.50 | £88.50 | £114.40 | £160.40 |
| | 12-month permit | £31.10 | £73.10 | £104.40 | £125.90 | £147.60 | £190.70 | £267.40 |
| | | | | | | | | |
| Permit 2 | 3-month permit | n/a | £29.20 | £43.40 | £52.40 | £61.40 | £82.50 | £115.70 |
| | 6-month permit | n/a | £52.60 | £78.30 | £94.40 | £110.70 | £148.70 | £208.60 |
| | 12-month permit | £37.40 | £87.70 | £130.50 | £157.40 | £184.50 | £247.90 | £347.70 |

Permit Prices in Portobello

- 1.6 The permit prices shown in Table 1 above reflect the current prices for permits issued in the Peripheral and Extended areas of the CPZ, where controls operate Monday to Friday, between 8:30am 5:30pm.
- 1.7 The proposed controls in Portobello would operate Monday to Sunday, between the same hours. As such, the permit prices for Portobello need to reflect the additional resources required to effectively enforce the restrictions.
- 1.8 It is proposed to set permit charges in the streets within the Portobello area as is shown in the following table, Table 2.

Table 2: Proposed Resident Permit Charges for Portobello

| Vehicle Emissions (g/km) | | 0 to 100 g/km | 101 to 120 g/km | 121 to 140 g/km | 141 to 165 g/km | 166 to 185 g/km | 186 to 225 g/km | 226+ g/km |
|--------------------------|-----------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------|
| Permit 1 | 3-month permit | n/a | £34.00 | £48.50 | £58.60 | £68.70 | £88.90 | £124.60 |
| | 6-month permit | n/a | £61.30 | £87.60 | £105.70 | £123.90 | £160.10 | £224.50 |
| | 12-month permit | £43.50 | £102.30 | £146.10 | £176.20 | £206.60 | £266.90 | £374.30 |
| | | | | | | | | |
| Permit 2 | 3-month permit | n/a | £40.80 | £60.70 | £73.30 | £85.90 | £115.50 | £161.90 |
| | 6-month permit | n/a | £73.60 | £109.60 | £132.10 | £154.90 | £208.10 | £292.00 |
| | 12-month permit | £52.30 | £122.70 | £182.70 | £220.30 | £258.30 | £347.00 | £486.70 |

Diesel Surcharge

- 1.9 In addition to the prices shown in Table 2, it is also intended that permit charges in the areas covered by this report be subject to the diesel surcharge, as previously approved for use in existing areas of controlled parking in February 2020.
- 1.10 Within the existing zones of the Controlled Parking Zones, the application of the diesel surcharge makes allowances for those residents who currently own a diesel-powered vehicle, allowing such residents until March 2023 before they would be required to pay the surcharge. All new permit applicants will be required to pay the surcharge as soon as it is formally introduced.
- 1.11 For the proposed new zones, it is considered that a similar approach should be taken, in that the surcharge will not be immediately applied, but will come into effect for all permit holders in the new zones after a period of two years has elapsed from the date of coming into effect of the traffic order.
- 1.12 That two-year period will allow for the owners of diesel-powered vehicles to make a conscious choice related to the purchase of their next vehicle, prior to the application of the surcharge.
- 1.13 The charges associated with the Diesel surcharge, and the conditions which will apply, are shown in Table 3, below.

Table 3: Diesel Surcharge applied to all applicable Resident Permit Charges

| | Permit Duration | All permit applications (in the two-year period starting on the date of coming into operation of the new Zones) | All permit applications (from a date two years after the date of coming into operation of the new zones) |
|--|-----------------------|---|--|
| All Zones and Priority Parking Areas | 12 months (annual) | £0 | £40.00 |
| | 6 months | | £24.00 |
| | 3 months | | £13.20 |

Future Permit Price Increases

- 1.14 It should also be noted that, should CPZ be introduced in these areas, or any part of them, that any permit charges applied will be subject to annual increases related to RPI. Those increases are to be calculated at the end of each calendar year and applied via Notice procedure, with the revised charges to come into effect at the beginning of April each year.

Permit Issue by Vehicle banding

- 1.15 Current permit data (based on permits paid for in October 2022) shows that the majority of permits issued (84%) were in Bands 1 to 4 of the current banding structure used to determine permit prices. The highest permit numbers are in Band 2 (29% of all permits) and Band 3 (26%).
- 1.16 It is anticipated that potential future permit holders in those areas where new controls are proposed will be similarly distributed across the Bands, and that the majority of permits issued in the new zones will also fall into those bands.

2. Pay-And-Display Charges

2.1 Table 3 shows the parking charges that will operate within the Zones covered by the Phase 1 Area. It also shows the lengths of stay that apply within each zone. Table 4 further shows the parking charges that are proposed within Sighthill Industrial Estate.

Table 4: Pay-and-display Charges

| Zone* | Areas Covered | Length of Stay (hours) | | | | | | | Rate of Charge (Note 3) | Max Charge (Note 4) |
|-------|---------------|------------------------|---|---|---|----------------|----------------------------|----------|----------------------------|------------------------|
| | | 1 | 2 | 4 | 6 | 9 (All day) | Rate of Charge (Note 2) | | | |
| tbc | B1 | | | ✓ | | | £2.60 | (note 5) | £1 | £7 |
| tbc | B3 | | | ✓ | ✓ | £2.60 | £1 | | £7 | |
| tbc | B4 | | | ✓ | ✓ | £2.60 | £1 | | £7 | |
| tbc | B5 | | | ✓ | ✓ | £2.60 | £1 | | £7 | |
| tbc | Fettes | | ✓ | ✓ | | £2.60 | £1 | | £7 | |
| tbc | Portobello | ✓ | | ✓ | | £2.60 | £1 | | £7 | |

Note 1 – Zone numbering will be confirmed as the proposals are prepared for advertising.

Note 2 - Applied on a pro-rata basis in line with existing parking charges within the CPZ. Pro-rata enables shorter lengths of stay based on a proportion of the quoted hourly rate, e.g. 20p would allow 5 minutes of parking.

Note 3 – Rate of charge applies per hour up to the maximum charge (see Note 4). As with other P&D charges, this is applied on a pro-rata basis.

Note 4 –Payment of the maximum charge activates the maximum stay of 9 hours.

Note 5 – Further detailed design work is required to determine whether 9-hour parking is required or appropriate in all areas. Setting these prices now maintains the potential to include such parking, but does not mean that such parking will be available in every area.

3. Visitor Permit Charges

- 3.1 Visitor permit charges are linked directly to Pay-and-Display charges. That link means that Visitor Permit charges are set at 66% of the lowest standard pay-and-display rate in each zone.
- 3.2 In the proposed new zones, the standard rate of Pay-and-Display charges are £2.60 per hour, which will mean that the charge for a Visitor Permit is to be set at £1.72 per permit. Permits are currently sold in books of ten, making the cost of a book of permits £17.20. Each household will be entitled to purchase a maximum of 150 permits (15 books) each calendar year, except in Portobello, where the allowance would be 210 permits.
- 3.3 For those residents with blue badges, the allowance is doubled to 300 permits (420 in Portobello), with charges for Visitor Permits set at half the normal rate (£0.86 per permit, £8.60 per book).
- 3.4 It should also be noted that there are proposals previously approved by Committee in January 2021 to introduce an alternative system of Visitor Permits. That system would adopt a system of electronic permits and would allow greater flexibility to users. Those changes will also impact on the charges for permits, with those changes expected to be in place prior to the implementation of any new zones.
- 3.5 While this report recommends setting charges in the same way that charges are currently applied, the changes to the Visitor Permit system are expected to result in the rollout of the revised system to the new zones, with permits being made available in Electronic form only.

4. Charges for other Permits

4.1 The new Zones will allow the purchase, subject to conditions that currently apply within the extended zones of the CPZ, of:

- Retailers' Permits
- Business Permits
- Garage Services Permits

4.2 The applicable charges for permits of those types issued within the new zones can be found in tables 5, 6 and 7 below.

Table 5: Charges for Retailers' Permits

| | | Permit Duration | Charges | |
|----------------|----------|--------------------|----------------|--------------------|
| | | | Diesel Vehicle | All other vehicles |
| Extended Zones | Permit 1 | 12 months (Annual) | £390.00 | £350.00 |
| | Permit 2 | | £427.50 | £387.50 |

Table 6: Charges for Business Permits

| | | Permit Duration | Charges | |
|----------------|----------|--------------------|----------------|--------------------|
| | | | Diesel Vehicle | All other vehicles |
| Extended Zones | Permit 1 | 12 months (annual) | £390.00 | £350.00 |
| | Permit 2 | | £427.50 | £387.50 |

Table 7: Charges for Garage Services Permits

| | Number of Permits | Permit Duration | Charges |
|-----------------------------|-------------------|--------------------|---------|
| Zones N6 to N8 and S5 to S7 | 1 to 3 | 12 months (annual) | £350 |
| | 4 to 7 | | £425 |
| | 8 + | | £500 |

5. Refunds and Replacement Permits

5.1 Refund and replacement permits are subject to the terms and conditions as set out within the existing traffic order. The rates of refund and the costs associated with providing paper replacements for existing permits are set out in Tables 8, 9 and 10.

Table 8: Refunds for Residents' Permits

| | | Residents' Permits | | | | |
|----------------|----------------------------|---|--|--|----------------|--------------|
| | | Refunds Payable for: | Rate of Refund per Month | | | Admin Charge |
| | | | 12 Month Permit | 6 Month Permit | 3 Month Permit | |
| Extended Zones | Any remaining whole months | Equal to 1/12 th of the total cost of the permit | Equal to 1/6 th of the total cost of the permit | Equal to ¼ of the total cost of the permit | £10 | |

Table 9: Refunds for Retailers', Business and garage Services Permits

| | | Retailers' Permit / Business Permit / Garage Services Permit | |
|---------------|----------------------------|--|---|
| | | Refunds payable for | Rate of Refund per month |
| Annual Permit | Any remaining whole months | Any remaining whole months | Equal to 8% (1/12.5) of the total cost of the permit as granted |

Table 10: Charges for Replacement Permits

| | | Charges | | |
|------------------------|----------------|--------------------------------------|-------------|--|
| Permit Type | Damaged Permit | Defaced Permit | Lost Permit | |
| Residents' Permit | ← | 10% of original charge (£10 minimum) | → | |
| Retailers' Permits | ← | 10% of original charge (£10 minimum) | → | |
| Business Permits | ← | 10% of original charge (£10 minimum) | → | |
| Garage Services Permit | ← | 10% of original charge (£10 minimum) | → | |

5.2 The new Zones will allow the purchase, subject to conditions that currently apply within the extended zones of the CPZ, of:

Appendix 6: Indicative Plans

This appendix provides indicative maps showing the areas referred to within this report.

It provides additional context to the report, showing the relationship between the different phases of the Review proposals as well as between the Phase 3 and 4 areas where it is proposed to proceed with parking controls, and the additional areas now proposed to be subject to monitoring.

This Appendix consists of:

1. The Phasing Plan for the Review as of January 2021, and as previously reported to this Committee.

Revised extracts from that Phasing Plan, showing:

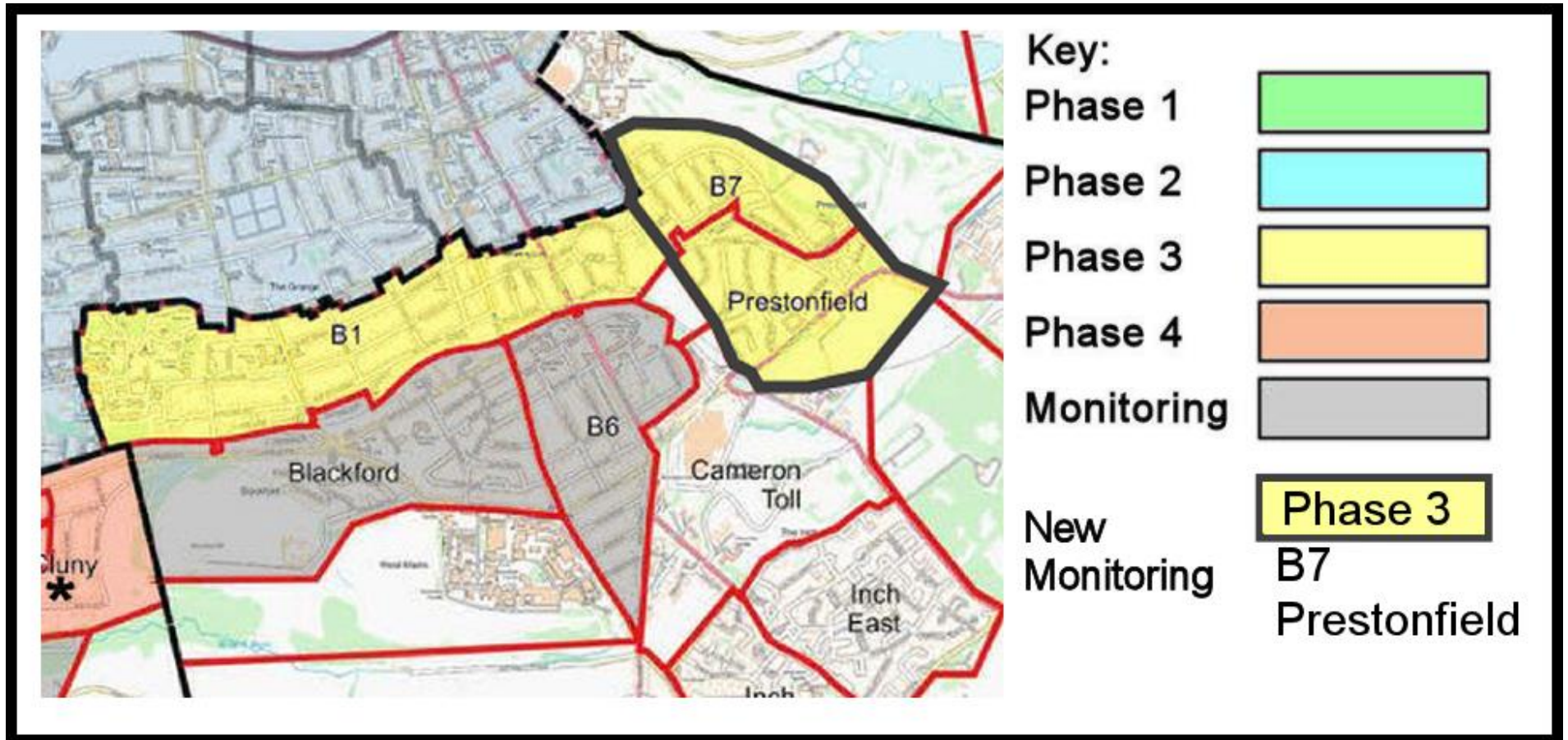
2. the Phase 3 proposals for:
 - a. B1*,
 - b. B7* and
 - c. Prestonfield
3. the Phase 3 and Phase 4 proposals for:
 - a. B3*
 - b. Fettes
 - c. B10*
 - d. B4*
 - e. B5*
 - f. Trinity and
 - g. Newhaven South
4. The Phase 4 proposals for:
 - a. Portobello
 - b. Joppa

*Note: All of the “B” areas listed above are existing Priority Parking Areas

2. Phase 3 proposals for B1, B7 and Prestonfield

The proposals for these areas are:

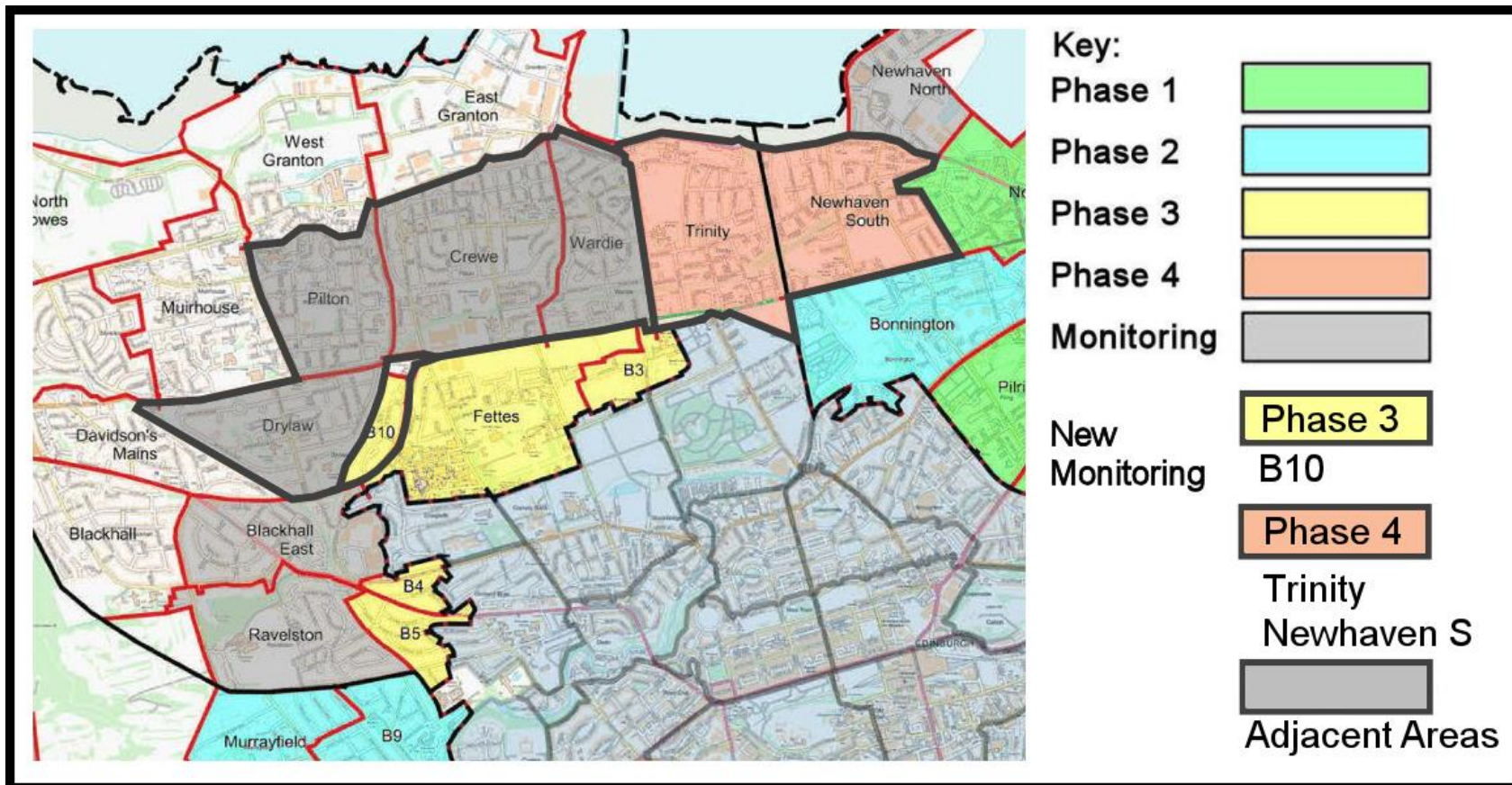
| | |
|--|------------------|
| Proceed with proposals to introduce full parking controls (CPZ): | B1 |
| Monitor: | B7, Prestonfield |



3. Phase 3 and Phase 4 proposals

The proposals for these areas are:

| | |
|--|---|
| Full parking controls (CPZ) proposed: | B3, Fettes, B4 and B5 |
| Monitor: | B10, Trinity and Newhaven South, |
| New Monitoring Areas (Parts of): | Wardie, Crewe, Pilton and Drylaw |



4. Phase 3 and Phase 4 proposals

The proposals for these areas are:

| | |
|--|---|
| Full parking controls (CPZ) proposed: | Portobello, Joppa (part) |
| New Monitoring Areas (Parts of): | Joppa (part), Brunstane, Duddingston North, Northfield and Craigentenny |

