

# Transport and Environment Committee

10.00am, Friday, 11 October 2019

## Parking in Carnegie Court

Executive/routine

Wards

15 – Southside/Newington

Council Commitments

18

### 1. Recommendations

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1.1 It is recommended that Committee:

- 1.1.1 approves the start of the necessary Traffic Regulation Order (TRO) process to introduce parking controls in Carnegie Court, and
- 1.1.2 approves, as part of the same process above, the transfer of properties 178 to 186 Pleasance from Zone 3 to Zone 7.

**Paul Lawrence**

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

E-mail: [ewan.kennedy@edinburgh.gov.uk](mailto:ewan.kennedy@edinburgh.gov.uk) | Tel: 0131 469 3575

## Parking in Carnegie Court

### 2. Executive Summary

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- 2.1 The Council has received several complaints from Carnegie Court residents regarding inconsiderate commuter parking in their parking area (See Appendix 1 for the map of the area). Residents have reported that, such parking prevents them parking near to their homes, increases traffic in the area, has a negative impact on road safety and restricts access for refuse collection vehicles. Residents have requested the Council acts to tackle these issues and this report proposes an approach that will address residents' concerns.

### 3. Background

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- 3.1 Parking in Carnegie Court was previously managed by a private contractor who withdrew their services in 2015. As a result, commuter and non-residential parking in the area has created a number of problems for residents.
- 3.2 The Council was asked to consider possible options to manage parking and improve parking opportunities for residents. Since the area is a road the only means the Council has to control parking is through the Road Traffic Regulation Act 1984.
- 3.3 Having examined possible options for Carnegie Court it was considered that due to its layout and the number of garages in the street, a mews parking area was the best approach to manage parking. A mews area is a street designated in its entirety solely for providing parking for holders of the appropriate mews residents' permit. Further detail on different parking management approaches is contained within Appendix 2.
- 3.4 The proposal was presented to residents at two public meetings and a public consultation was undertaken. This elicited responses from 12 residents and seven respondents supported the introduction of a mews parking area. While this response rate appears to be low, this is typical for a parking consultation of this nature.
- 3.5 This report seeks approval to start the necessary statutory procedure to introduce the changes described in the Recommendations.

## 4. Main report

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- 4.1 Residents are concerned regarding the inconsiderate commuter and non-residential parking taking place in the area and have requested that the Council acts to address these problems.
- 4.2 Having considered the possible options for Carnegie Court, the best option for residents in this instance is to introduce a mews parking area and bring the area into the Controlled Parking Zone (CPZ). This will form part of Zone 7 which operates Monday to Friday 8.30am to 5.30pm.

### **Mews Parking Area**

- 4.3 A mews area is one large parking place. It is intended to protect the limited amount of space available for residential parking. There are no road markings (parking places or yellow lines) within a mews and is identified by signs at the entrance. Marking individual spaces would likely reduce the number of parking opportunities for residents and allow the limited number of spaces available to be used for non-residential parking.
- 4.4 Since no spaces are marked in a mews, permit holders can park anywhere within the area including in front of their own garages. This allows for the best use of space and ultimately increases the space availability for residents. To prevent misuse and to protect the limited space available, mews permits are limited to those who have residences adjoining the area.
- 4.5 There are some drawbacks with mews areas. One is that the Council has no means of managing the manner of parking within the area, for instance if a permit holder persists to park in front of another resident's garage. Secondly, visitors' and business/retailer's permits cannot be used within mews areas. Finally, it is not possible to introduce disabled persons' parking places within a mews area.
- 4.6 However, the mews parking proposal is considered to be the best option available to residents and will help them park closer to their homes and address the current parking problems.

### **Public Consultation**

- 4.7 As part of a wider engagement process on a number of issues in the Carnegie Court development, Housing arranged two public meetings to discuss parking and other issues.
- 4.8 After the last meeting in February 2019, residents and property owners were asked to indicate their preference on the introduction of parking restrictions. A questionnaire was available on the night and letters were also delivered to each property, so that those who had no internet access or who could not attend in person could still participate.

- 4.9 Only 12 out of the 65 properties within the development responded equalling an 18% return rate. While it is disappointing that more residents did not respond, the level of response is typical for a parking consultation of this nature. However, a majority of the respondents, seven, supported the introduction of the mews parking proposals. With others opposing the proposals citing reasons such as not wanting to pay the Council for parking permits.
- 4.10 All ward members were informed of the consultation results and two acknowledged the proposed approach.
- 4.11 On the basis of this response, the results are being reported to Committee to seek approval to commence the necessary legal process to introduce parking controls.

### **Zone Boundary Amendment**

- 4.12 During the recent consultation, one resident reported a related parking problem. While their property address is the Pleasance in Zone 3, their house which is part of the Carnegie Court development and where they normally park, is within Zone 7. Therefore, introducing parking controls would result in them not being able to park near their property and they would need to park further away.
- 4.13 To avoid such circumstances arising, it is proposed to amend the zone boundary as part of this proposal. This report also seeks approval to commence the statutory process to change 178 to 186 Pleasance from Zone 3 to Zone 7.
- 4.14 There are currently no residents' permit holders in these properties and the proposed boundary change is illustrated in Appendix 3.

## **5. Next Steps**

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- 5.1 The next step is to start the necessary TRO process to introduce parking controls and to amend the zone boundary as described within this report.
- 5.2 Part of this process includes a public consultation period, when any interested party may comment or object to the proposals. This may result in a further report being submitted to Committee to consider or repel such objections. Ward Councillors will be kept informed of further developments.

## **6. Financial impact**

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- 6.1 The cost of implementing the proposals (processing the TRO, considering any objections received, reporting to Committee and implementing signs) has been estimated at £5,000. These costs will be met from within existing parking budgets.

- 6.2 There will be ongoing maintenance and enforcement costs associated with the restrictions, but these are expected to be covered by the sale of residents' parking permits. It is not possible to estimate the anticipated number of permits which may be sold as the Council do not have access to vehicle ownership records in the area.

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

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- 7.1 There has been extensive engagement with the local community regarding this matter. This process has been led by the Council's Housing Team and forms part of a wider discussion with residents on many issues concerning Carnegie Court. Engagement activities included; letter drops, informal discussions, newsletters, public meetings, correspondence with the Carnegie Residents Action Group (CRAG) and discussions with elected members.
- 7.2 The impact of the parking restrictions will be to manage parking demand so that only local permit holders for residents of Carnegie Court can park there during the day. Any vehicle not correctly displaying a parking permit may be issued with a parking ticket. Residents who wish to park in the parking area during the day will need to purchase a permit from the Council. The price of a residents' parking permit depends upon the CO2 emissions of the vehicle. With owners of more environmentally-friendly vehicles paying less for their permit.
- 7.3 Residents who hold a valid disabled persons' blue badge may apply for a parking permit free of charge.
- 7.4 It is anticipated that parking controls will have a positive impact on carbon reduction by removing free parking opportunities close to the city centre. This will reduce unnecessary commuter car journeys and encouraging people to travel using more sustainable methods, such as; walking, cycling or public transport. This may also help to reduce congestion and improve local air quality.
- 7.5 The ward members have been in discussion with residents and were informed for the intent to report to Committee with proposals to introduce a mews parking area in July 2019. Two of the four ward Councillors responded that they were satisfied with the approach.

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

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- 8.1 None.

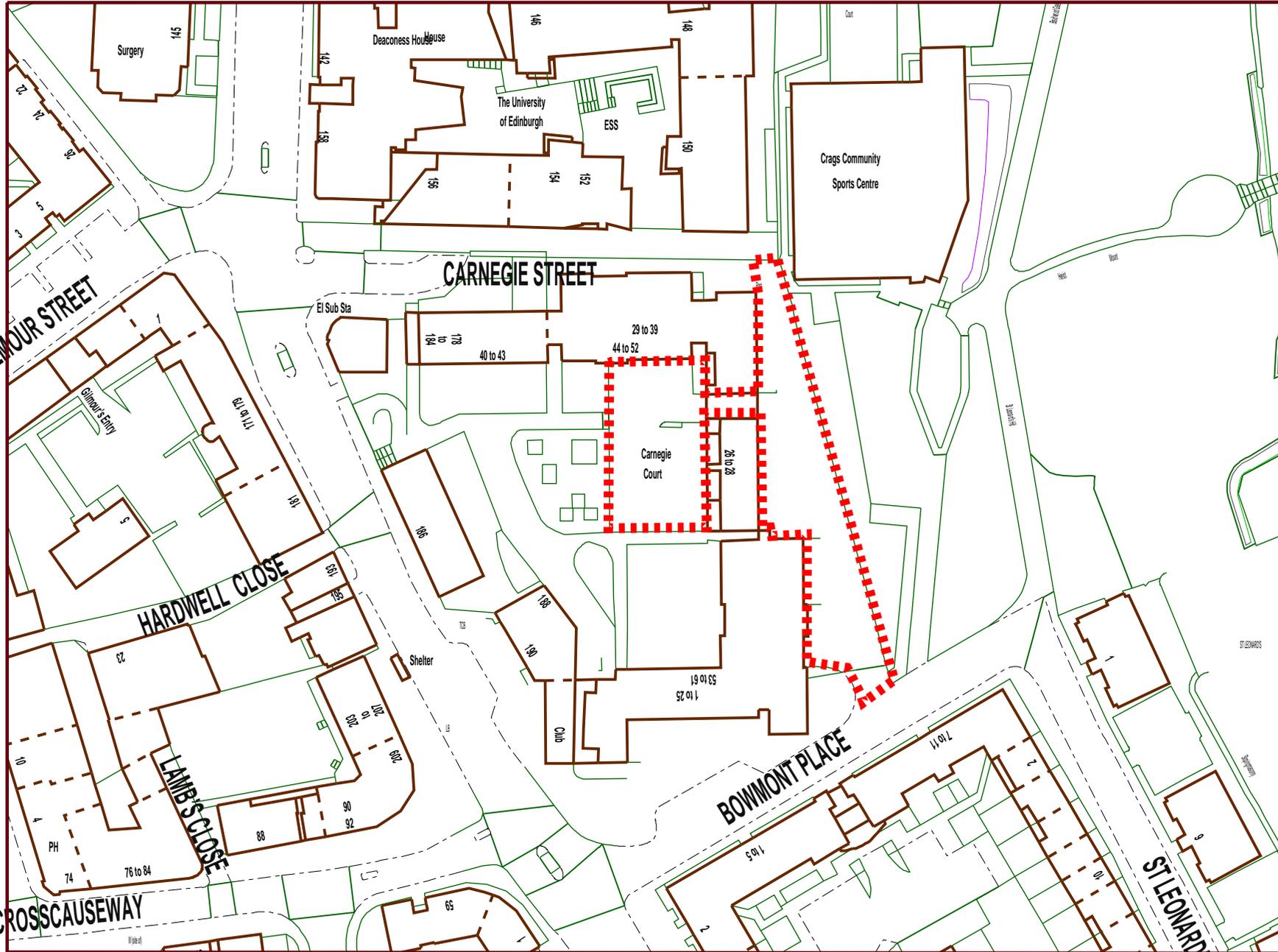
## **9. Appendices**

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- 9.1 Appendix 1 – Carnegie Court Proposed Mews Area
- 9.2 Appendix 2 – Parking Management in Carnegie Court
- 9.3 Appendix 3 – Proposed boundary amendment

# NOTES

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**EDINBURGH**  
 THE CITY OF EDINBURGH COUNCIL  
 Parking & Traffic Regulation,  
 4 East Market Street, Edinburgh EH8 8BG  
 Tel: 0131 200 2000

Appendix 1 - Carnegie Court  
 Proposed Mews Parking Area

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## Appendix 2 - Parking Management in Carnegie Court

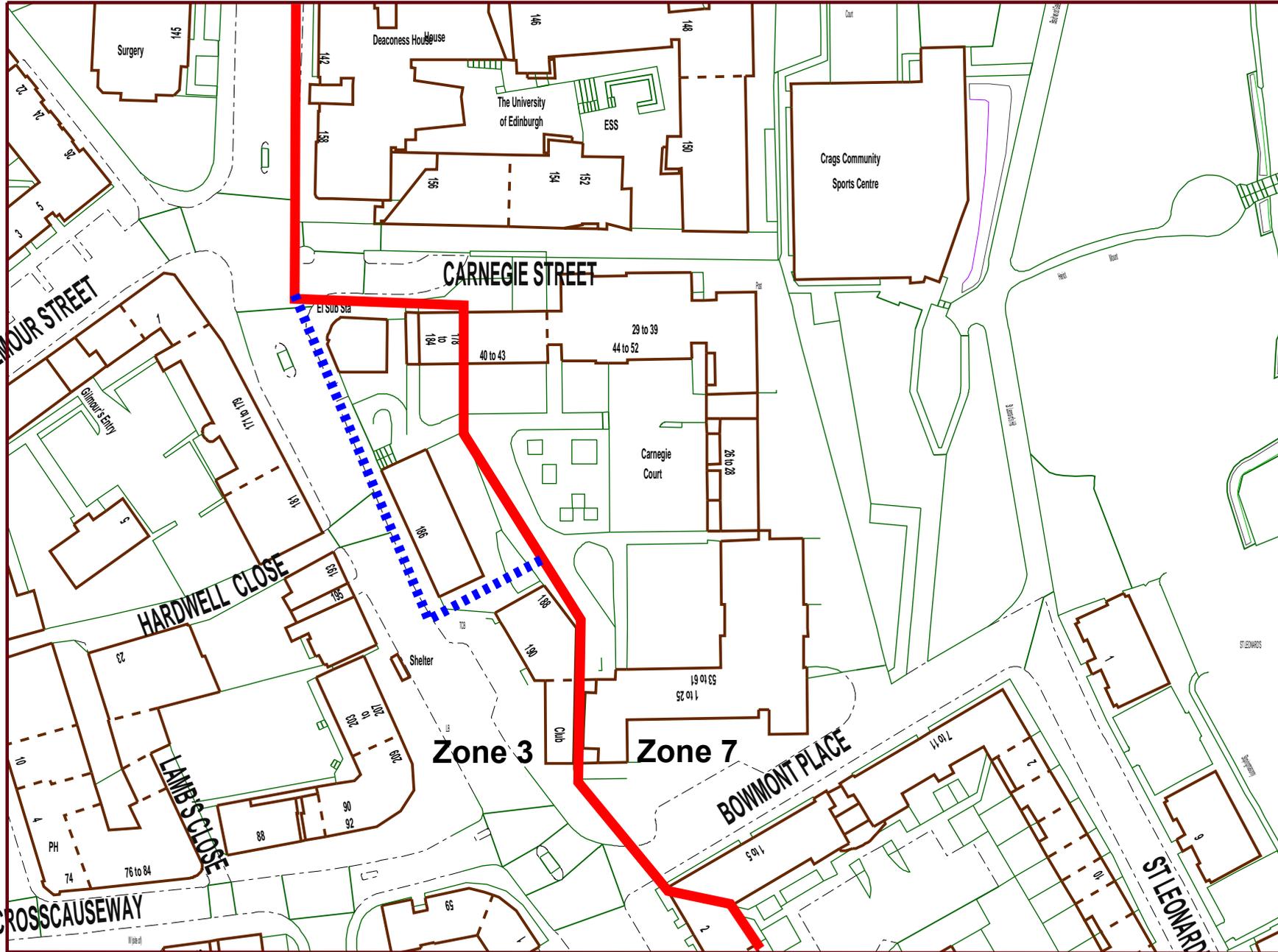
Measure	Benefits	Drawbacks	Conclusions
Do-nothing	<ul style="list-style-type: none"> <li>• Free parking for residents and their visitors</li> </ul>	<ul style="list-style-type: none"> <li>• Attracts commuter and long-term non-residential parking</li> <li>• Does not protect disabled bays, entrances and garages</li> <li>• Dangerous parking and poor accessibility for waste and emergency service vehicles</li> <li>• Few spaces available for residents</li> </ul>	<p>This is not considered appropriate as it does nothing to tackle the parking issues raised by residents.</p>
Gate	<ul style="list-style-type: none"> <li>• Protects space for residents</li> </ul>	<ul style="list-style-type: none"> <li>• Locks break and concerns with vandalism</li> <li>• High implementation and maintenance costs</li> <li>• Unique admin system for key distribution required</li> <li>• No Council control over use of keys and thus car park</li> <li>• Poor accessibility for waste and emergency service vehicles, prevents public right of passage.</li> <li>• Problems for disabled users</li> <li>• Safety concerns with physical barriers</li> <li>• No support for out of hours problems</li> </ul>	<p>The use of a gate is not considered to be appropriate as this is a road with a public right of access. It is likely that current problems would persist and high costs administering and managing such a system would need to be passed on to residents. This may not be cheaper than purchasing a parking permit.</p>
Single Yellow Lines (M-F 8.30-5.30pm)	<ul style="list-style-type: none"> <li>• Tackles commuter and non-residential parking during the day</li> <li>• Protects garages and spaces for disabled people</li> <li>• Good access for waste and emergency service vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• No parking places available for residents</li> <li>• No parking available for visitors or trades people.</li> </ul>	<p>This is not a practical solution as it does not provide parking places for residents to park near to their homes.</p>
Double Yellow Lines (24 Hrs)	<ul style="list-style-type: none"> <li>• Tackles commuter and non-residential parking at all times</li> <li>• Protects garages and spaces for disabled people</li> <li>• Good access for waste and emergency service vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• No parking places available for residents</li> <li>• No parking available for visitors or trades people</li> <li>• No overnight parking.</li> </ul>	<p>This is not a practical solution as it does not provide parking places for residents to park near their homes and does not allow residents to park in the area overnight.</p>

<p>Priority Parking Area (Some kerbside controlled for 90 minutes Mon-Fri)</p>	<ul style="list-style-type: none"> <li>• Tackles commuter and non-residential parking for 90 minutes each day</li> <li>• Provides limited protection for residents during the day</li> </ul>	<ul style="list-style-type: none"> <li>• Not suitable for areas of high demand</li> <li>• May not provide sufficient space for residents.</li> <li>• Attracts commuters and non-residents to park outwith controlled hours</li> <li>• Paying for 90 minutes would allow all-day parking, i.e. no turnover of space</li> <li>• Fewer opportunities for visitors and trades people</li> <li>• Counter to transport policy which aims to limit commuter parking in the city centre</li> </ul>	<p>This is not considered a suitable option; Priority Parking works best in less densely populated, stand-alone areas further from the city centre and outwith the extent of the Controlled Parking Zone. Neighbouring streets all have parking controls, meaning Carnegie Court would still be attractive for commuters or nearby visitors wanting to avoid paying for parking. Priority Parking is unlikely to address parking problems and residents may need to purchase parking permits but see little improvement in parking opportunities.</p>
<p>Controlled Parking Zone</p>	<ul style="list-style-type: none"> <li>• Protects space for residents</li> <li>• Addresses commuter and non-residential parking during the day</li> <li>• Provides parking opportunities for visitors and trades people</li> <li>• Loading and unloading opportunities are available</li> <li>• Manages where vehicles park, i.e. park in marked bays</li> <li>• Good access for waste and emergency service vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Residents need to pay for parking</li> <li>• Pay and display for visitors</li> <li>• Each block of parking places needs to be marked and signed individually</li> <li>• Likely to limit the number of vehicles which can be accommodated within the area, due to its shape and number of garages.</li> </ul>	<p>There is some benefit in introducing standard Controlled Parking Zone measures in Carnegie Court. This will help tackle commuter parking and provide dedicated spaces for residents, their visitors and any visiting trades people. However, the nature of the car park means that marking individual spaces may result in a loss of parking spaces and all residents may not be able to be accommodated within the area.</p>
<p>Mews Parking Area - within CPZ <b>(recommended)</b></p>	<ul style="list-style-type: none"> <li>• Protects space for residents living in Carnegie Court only</li> <li>• Tackles commuter and non-residential parking during the day</li> <li>• Fewer road markings and signs required</li> <li>• Good access for waste and emergency service vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• No ability to introduce disabled persons' parking places</li> <li>• No parking places for visitors or visitors' permits</li> <li>• No control over manner of standing, i.e. to prevent poor parking in front of garages</li> </ul>	<p>Introducing a mews parking area is considered to be the best option available for residents. This will protect spaces for residents by preventing commuter parking. It will maximise the available space for parking as the shape and number of garages limit the number of marked parking bays that can be created. Residents can manage where they park to make the best use of space whilst not obstructing others, i.e. they can park in front of their own garage but avoid parking in front of their neighbours.</p>

# NOTES

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-  Current Boundary
-  Proposed Boundary



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 4 East Market Street, Edinburgh EH8 8BG  
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## Appendix 3 - Proposed Boundary Amendment

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