

Transport and Environment Committee

10.00am, Thursday, 1 October 2020

West Edinburgh Link - Gogarloch and South Gyle Proposed Residents' Priority Parking Area

Executive/routine Wards	Executive 2 - Pentland Hills 3 - Drum Brae/Gyle 7 - Sighthill/Gorgie 8 - Colinton/Fairmilehead
Council Commitments	16 , 17 , 27

1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 notes that the Executive Director of Place has given approval under Delegated Authority to commence the statutory procedures to make the necessary Traffic Regulation Order and Redetermination Order for most of the changes proposed as part of the West Edinburgh Link project, as described in the report;
 - 1.1.2 approves commencing the legal process to introduce a residents' Priority Parking Area in the Gogarloch and South Gyle area; and
 - 1.1.3 approves setting permit charges as detailed in Appendix 1.

Paul Lawrence

Executive Director of Place

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Report

West Edinburgh Link - Gogarloch and South Gyle Proposed Residents' Priority Parking Area

2. Executive Summary

- 2.1 The West Edinburgh Link (WEL) project aims to transform the quality of cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks in the west of Edinburgh.
- 2.3 This report seeks the Committee's approval for the introduction of a residents' Priority Parking Area in Gogarloch and South Gyle to complement the above changes.

3. Background

- 3.1 The WEL project aims to transform the quality of cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks in the west of Edinburgh.
- 3.2 The business parks at South Gyle and Edinburgh Park are Edinburgh's largest employment centre after the city centre. Currently they attract high levels of short (1-3 mile) journeys by private car, with low levels of trips by public transport and active travel when compared to the rest of the city.
- 3.3 The project will connect South Gyle, Edinburgh Park and nearby local neighbourhoods through high quality walking and cycling routes and new public spaces. In doing so, it will provide direct, safe and attractive walking and cycling routes to the places people want to go. This will provide a viable option to travel in sustainable ways which, together with pocket placemaking opportunities, can also greatly enhance the area as a place for people.

4. Main report

- 4.1 Following high levels of public support for the concept design, the project has now completed its developed design and is ready for the statutory processes for the required Traffic Regulation Orders (TROs) and Redetermination Orders (RSOs) to commence.

- 4.2 In order to construct the project to the deadlines agreed with Transport Scotland, as a condition of the Sustrans' Places for Everyone external funding award, it is important to start these processes as soon as possible.
- 4.3 The project proposals will make significant changes to some key streets in the area. Due to this, and despite the high levels of public support, it is anticipated that a public hearing is likely to be required to determine objections.
- 4.4 The key changes being proposed under the TRO are summarised below:
- 4.4.1 removal of all parking along South Gyle Crescent. This street currently has unrestricted parking and is heavily used by commuters;
- 4.4.2 removal of all parking along Bankhead Avenue. This street is currently mostly unrestricted parking, with one side of the street quite heavily parked by commuters. Many of these commuters are from the Council's recycling centre and Road Services depot, which are situated on the street;
- 4.4.3 removal of one of the southbound traffic lanes on Wester Hailes Road;
- 4.4.4 changes to parking restrictions along Harvesters Way; and
- 4.4.5 introduction of a residents' Priority Parking Area (PPA) in Gogarloch and South Gyle.
- 4.5 The statutory procedures to make a TRO to introduce the changes detailed in 4.4.1 to 4.4.4 above can be commenced under Delegated Powers and the Executive Director of Place has given approval for this under Delegated Authority. However, commencing the legal process to introduce a residents' Priority Parking Area, as per 4.4.5 above, requires prior approval from the Committee.
- 4.6 The main changes being proposed under the RSO are redetermining carriageway to footway and cycleway on South Gyle Crescent, South Gyle Access, Bankhead Avenue and Wester Hailes Road. Commencing the statutory procedures for the RSO has also been approved under Delegated Authority.
- 4.7 The residents' PPA is proposed to mitigate potential issues with displacement of commuter parking into nearby residential streets due to the proposed removal of the current unrestricted parking on South Gyle Crescent. South Gyle estate residents have voiced concerns about the impacts of commuter parking in their neighbourhood over a number of years. With the proposed loss of 174 roadside parking spaces on South Gyle Crescent, displacement may occur into South Gyle and also into the neighbouring Gogarloch area.
- 4.8 A public consultation was undertaken by the project team in January 2020 into three possible Options for dealing with this issue – these were:
- Residents Priority Parking Area
 - Parking Restrictions
 - Do Nothing

- 4.9 The RPPA had 74 responses that strongly supported or supported the introduction and 46 responses strongly opposed or opposed to it.
- 4.10 Parking Restrictions had 52 responses that strongly supported or supported the introduction and 65 responses strongly opposed or opposed to it.
- 4.11 Do Nothing had 50 responses that strongly supported or supported the introduction and 60 responses strongly opposed or opposed to it.
- 4.12 The Option that received the highest level of overall support from participating residents (74 votes from 145 online and postal responses) was the introduction of a residents' PPA. A summary report on the consultation outcomes inclusive of full data analysis is included as Appendix 2.
- 4.13 The streets affected by the proposed parking and loading restrictions (double yellow lines and blips) and resident priority parking bays are:
- Gogarloch Syke
 - Gogarloch Road
 - Gogarloch Muir
 - Gogarloch Haugh
 - Mid Gogarloch Syke
 - Gogarloch Bank
 - South Gyle Park
 - South Gyle Loan
 - South Gyle Mains
 - South Gyle Wynd
- 4.14 The proposed operating time of restriction in the residents' PPA is 1000–1130 on Mondays to Fridays. The nearest existing PPA is at Murrayfield, which operates between 1330–1500. This difference in operating times will allow for enforcement activities to be undertaken by the same resource.
- 4.15 The terms and conditions for the issue and use of permits and for the general operation of the proposed PPA will be the same as those for other PPAs already in operation.

5. Next Steps

- 5.1 Commence the statutory procedures to make the necessary TRO and RSO. These require the proposals to be advertised to allow those potentially affected to view the proposals and to comment or object formally.
- 5.2 The proposals will be publicised by various means, including online publication, newspaper adverts, letters and e-mails. In addition, online tools will be provided to help answer queries and provide further information on how to respond.

6. Financial impact

- 6.1 The costs associated with the TRO and RSO are estimated at £0.02m.
- 6.2 The current estimated overall project cost is approximately £15.7m. Of this, approximately £1.4m relates to the design and development of the project. 100% of these costs will be met from the Sustrans' Places for Everyone external funding award. The remaining £14.3m relates to construction costs. The Council's Committee approved Active Travel Investment Programme will meet 30% of these costs, with Sustrans' Places for Everyone external funding award meeting the other 70%.
- 6.3 This report sets out Council funded capital expenditure of £6.435m. The loan charges associated with this over a 30-year period would be a principal amount of £6.435m and interest of £5.467m, resulting in a total cost of £11.902m based on an assumed loans fund interest rate of 4.386%. This represents an annual cost of £0.397m to be met from the corporate loans charge budget. Borrowing will be carried out in accordance with the Council's Treasury Management Strategy.
- 6.4 Based on experience in other operational PPAs, it is estimated that the uptake of permits would be approximately 25% of the 1,300 households in the area. Using the increased permit rates approved by Committee in May 2018 (Appendix 1) as part of the Parking Action Plan, this would equate to an annual sum of £13,097.50 if all households purchased a 12-month permit. The increased permit rate has been used as these rates would be in operation at the time when the proposed PPA would commence.
- 6.5 All monies raised from the sale of permits will be used to offset any additional enforcement costs associated with the introduction of the new PPA

7. Stakeholder/Community Impact

- 7.1 It is expected that the proposals set out in this report will advance equality of opportunity by improving Edinburgh's cycling and walking infrastructure, and making it more attractive, safer and accessible for less confident cyclists and people on foot including children and older people.
- 7.2 There will also be positive impacts on rights to standard of living and health through improving the attractiveness of walking and cycling, and through promoting healthier forms of travel.
- 7.3 The proposals set out in this report will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.
- 7.4 The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.

- 7.5 The proposals in this report will help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.
- 7.6 There will be further opportunities for stakeholders to comment or object formally to the proposals as part of the statutory procedures for the TRO and RSO.
- 7.7 The introduction of the PPA should help residents to park near to their homes, improving accessibility for tradespeople, visitors etc

8. Background reading/external references

- 8.1 [Transport 2030 Vision](#)
- 8.2 [West Edinburgh Link website](#)
- 8.3 [Active Travel Action Plan](#)
- 8.4 [Parking Action Plan](#)

9. Appendices

- 9.1 Appendix 1 - Approved future parking charges
- 9.2 Appendix 2 - Gogarloch and South Gyle Parking Consultation Report

Appendix 1:

Proposed Permit Prices – Resident Permits

	Band	1	2	3	4	5	6	7
CO2 Range	From	0	101	121	141	166	186	226
	To	110	130	140	165	185	225	∞
		Priority Parking Areas						
Permit 1	12 month	£10.00	£23.50	£33.60	£40.30	£47.00	£60.50	£84.00
	6 month	£ -	£14.10	£20.10	£24.10	£28.20	£36.30	£50.40
	3 month	£ -	£7.80	£11.10	£13.40	£15.60	£20.10	£27.90
Permit 2	12 month	£11.80	£29.30	£42.00	£50.30	£58.70	£78.60	£109.20
	6 month	£ -	£17.50	£25.20	£30.10	£35.20	£47.10	£65.50
	3 month	£ -	£9.70	£13.90	£16.70	£19.50	£26.10	£36.30

Existing Permit Prices – Visitor Permits

Priority Parking Areas (B1-B10)	£1.00
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N.B.

- The prices shown are different to current permit prices
- The prices shown reflect an amendment to the structuring and calculation of permit prices as approved at the Transport and Environment Committee of May 2018 under the Parking Action Plan
- The prices shown have been used as they will be effective when the PPA commences operation
- Prices shown are those that will be introduced by the Parking Action Plan Order. Initial prices have been agreed by Committee, but may change depending on the date of coming into operation of the proposed PPA



West Edinburgh Link

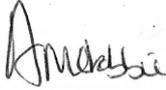
Proposed Parking Restriction Consultation

City of Edinburgh Council

Project number: 60579456

February 2020

Quality information

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1. Executive Summary

This section provides a summary of consultation on the proposed options for restricting non-resident parking in South Gyle and Gogarloch.

1.1 Residents vs. Non-Residents

Residents

A total of 145 responses were received from residents –106 from the online survey and 39 free post paper-based feedback forms. The results have been combined, analysed and summarised. The graph below shows the overall support for each option.

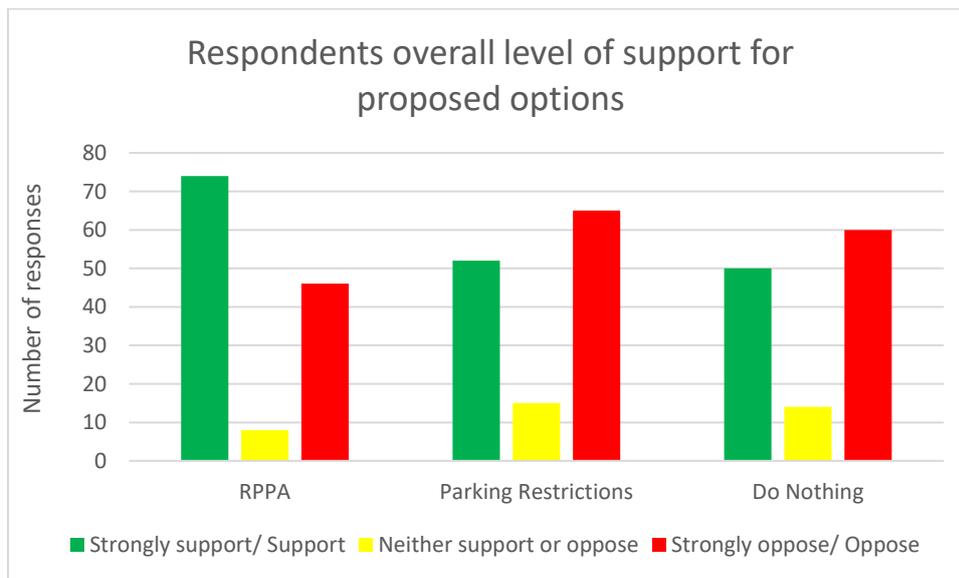


Figure 1: Overall level of support for proposed options from Residents

- 74 respondents strongly support and support a RPPA;
- 65 respondents strongly oppose and oppose Parking Restrictions;
- 60 respondents strongly oppose and oppose the option to Do Nothing.

To summarise, the respondents show most support towards a RPPA; respondents show the most opposition towards Parking Restrictions.

Of those residents which provided comment on the proposed restriction timings of 11am-1pm:

- 55 respondents oppose the proposed times;
- 21 respondents indicate opposition towards any restriction at all;
- 19 respondents indicate support towards proposed restrictions.

Of the 120 residents that provided comment on the proposed restriction timings, 47 provided suggested alternative timings:

- 10am-2pm (7 mentions)
- 11am-3pm (4 mentions)
- 10am-3pm (4 mentions)
- 10-4pm (2 mentions)

- 9am-3pm (2 mentions)
- 8am-4pm (2 mentions)

To summarise, respondents which disagreed with the proposed restriction timings of 11am-1pm, suggested that restrictions be extended.

Non-Residents

The graph below shows the overall support for each option from the 21 respondents from the online survey that identified themselves as a non-resident

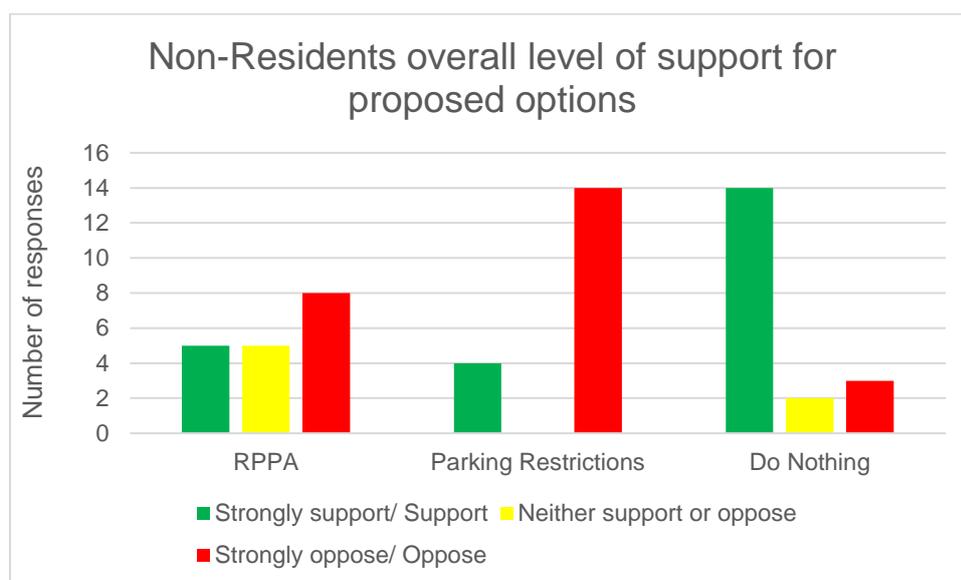


Figure 2: Overall level of support for proposed options from Non-Residents

- 8 respondents strongly oppose and oppose a RPPA;
- 14 respondents strongly oppose and oppose Parking Restrictions;
- 14 respondents strongly support and support the option to Do Nothing.

To summarise, the respondents show most support towards the Do Nothing option; respondents show the most opposition towards Parking Restrictions.

Of those non-residents which provided comment on the proposed restriction timings of 11am-1pm:

- 8 respondents) oppose the proposed restriction times of 11am-1pm;
- 3 respondents indicated support towards the proposed restriction times;
- 2 respondents indicated opposition to any restriction time;
- There were 7 comments that related to the provision of alternative parking.

Of the respondents that provided alternative restriction timings, all suggest a longer time period of restrictions to be enforced.

1.2 South Gyle Residents vs. Gogarloch Residents

Of the residents that responded via online survey and free post feedback forms, 80 respondents identified themselves as residents of South Gyle and 47 identified themselves as residents of Gogarloch. Note, 18 respondents (17 from the online survey and 1 feedback form) who identified themselves as a resident in the online survey did not provide an address therefore it has not been possible to include them in part of this analysis.

The level of support for each proposed option from both housing estates are summarised as follows:

Residents of South Gyle

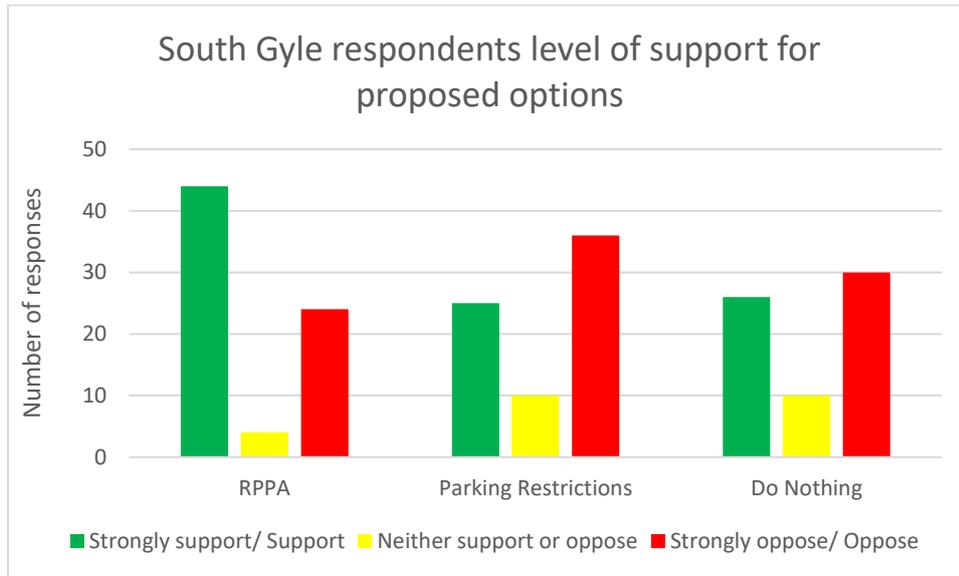


Figure 3: Overall level of support for proposed options from South Gyle Residents

- 44 respondents strongly support and support a RPPA;
- 36 respondents strongly oppose and oppose Parking Restrictions;
- 30 respondents strongly oppose and oppose the option to Do Nothing.

To summarise, the respondents show most support towards a RPPA; respondents show most opposition towards Parking Restrictions.

Residents of Gogarloch

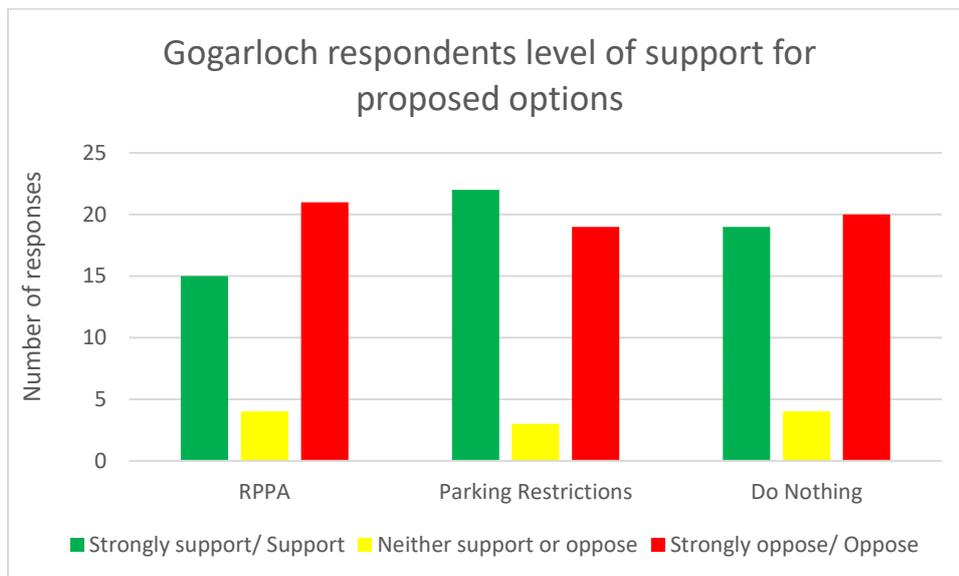


Figure 4: Overall level of support for proposed options from Gogarloch Residents

- 21 respondents strongly oppose and oppose a RPPA;
- 22 respondents strongly support and support Parking Restrictions;
- 20 respondents strongly support and support the option to Do Nothing.

To summarise, the respondents show most support towards Parking Restrictions; respondents show the most opposition towards a RPPA.

1.3 Recommendations

The City of Edinburgh Council recommends that a Residents Priority Parking Area is implemented within South Gyle and Gogarloch estates. This is based on the overall levels of support towards this option from those residents who responded.

The design and layout of restrictions will be updated to reflect the detailed feedback received from residents on each of the individual streets.

It has been noted that when the feedback is filtered to show responses from Gogarloch estate residents only, that there is slightly less support for the RPPA against the other options. However, the project team considers that the operation and implementation of parking restrictions should be delivered across the entire area to avoid any resultant effects or issues. For example, should South Gyle implement parking restrictions independent of Gogarloch, the likelihood is that parking will be displaced into these streets and create more severe parking pressure in Gogarloch. Feeding into this decision the Council also recognises that in the coming years, the scale of housing and business development across this local area means that parking pressure in Gogarloch would also be likely to rise. The proposed extents of the RPPA across both estates will ensure residents are protected against commuter parking.

1.4 Next Steps

The Council intends to progress with the necessary legal procedures which are required to make changes to the Traffic Regulation Orders for these changes associated with parking and loading. The current timeline for advertising the Orders is expected in April-May 2020.

For this process, the Council must provide a period where the public can view and comment on, or object to, the proposals. At the time of the Order being advertised all residents will be notified by letter/leaflet and details provided on how to view and respond to the proposals.

Any potential changes to the timings of the RPPA will be set out in the TRO advertisement.

2. Introduction

The West Edinburgh Link (WEL) project vision is to transform cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks, in the west of Edinburgh.

Through traffic-free paths and construction of cycleways, South Gyle and Edinburgh Park will be directly connected to the surrounding communities of: East Craigs, Gogarloch, Sighthill, Broomhouse and Wester Hailes. This will make it easier for people to walk or cycle to key places for work or leisure.

Following feedback from residents from previous public consultation in Spring 2019, there was overall support towards the removal of parking on South Gyle Crescent (61% in favour, 29% opposed, 10% neutral). This would be a total of 174 spaces. It is recognised that in order to mitigate the risk of commuters parking in Gogarloch and South Gyle as a result of this removal, residents would need protection from commuter parking.

This report summarises the engagement focussed on the proposal of two options to restrict non-resident parking in the residential estates of South Gyle and Gogarloch. The consultation events were undertaken during January and February 2020.

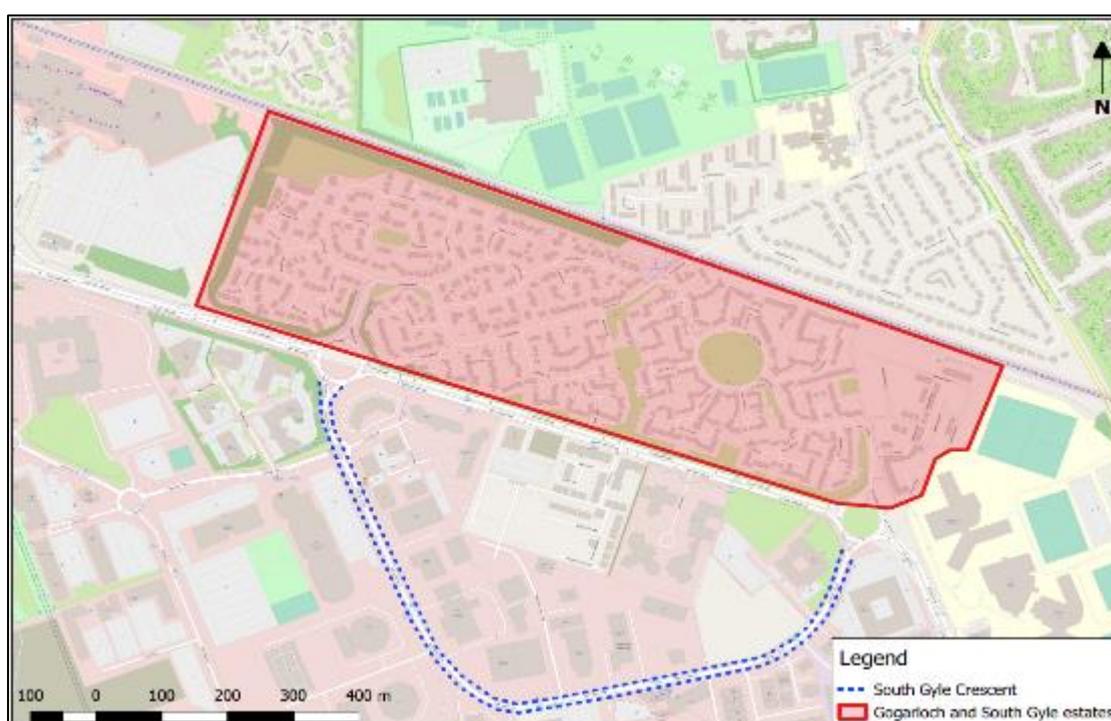


Figure 5: South Gyle Crescent in relation to housing estates

© [OpenStreetMap contributors](#)

3. Restricted Parking Proposals

This section summarises the two options that were presented to the local community for restricting non-resident parking.

3.1 Option 1: Resident Priority Parking Area (RPPA)

3.1.1 RPPA definition

A RPPA is a parking restriction which operates part-time in a defined area:

- The restriction operates for a short time period daily Monday to Friday inclusive;
- Only permit holders can park between the restricted times;
- Permit places are limited, but will usually meet the residential demand for parking in each street during working days;
- The remainder of the area will remain restricted by double yellow lines.

The proposed RPPA is designed to prevent all-day commuter parking and long-term non-residential parking from taking place within areas designated as permit holder parking. It will protect parking opportunities for resident and visitor permit holders.

3.1.2 Who can park in a RPPA?

The RPPA will consist of permit parking places only, limited to use by:

- Resident Permit Holders who live in the defined RPPA;
- Visitor Permit Holders, where the resident issuing the Visitor Permit resides within the RPPA;
- Trades Permit Holders;
- Formal deliveries and pick-ups by delivery companies to residents would still be permitted.

To be eligible for a resident's permit, the individual must both live and have a vehicle registered at an address within the restricted area. Whilst each household would be entitled to apply for a maximum of two permits, only one permit can be held per person.

3.1.3 Permit costs

The proposed cost of a resident's permit will be dependent on engine size/ CO₂ emissions and increased for a second permit.

3.1.4 Implementation

RPPA signage would be positioned at any entry and exit points of the residential area to inform motorists of the parking restriction. New poles, signs and marking would be minimised wherever possible.

Figure 6 below shows an example of existing permit holder only bays in Edinburgh.



Figure 6: Example of existing permit holder parking bays on Lutton Place, Edinburgh

3.2 Option 2: Parking Restrictions

3.2.1 Parking Restrictions definition

Parking Restrictions allow a part-time control where:

- Restrictions operate for a short, defined period Monday to Friday inclusive;
- No one, including residents (except blue badge holders) can park on these areas of street between certain times.

3.2.2 How do Parking Restrictions work?

All on-street parking in the area will be restricted between certain hours. Single yellow lines will indicate where no parking is allowed during restricted hours, while double yellow lines are used to prevent parking at any time in some areas.

Loading (including tradesmen) may still take place on single yellow lines for up to 30 minutes. Exemptions can be made for longer time periods with special permits.

Parking on single yellow lines will be permitted outside of the controlled times.

There is no cost to residents for parking restrictions. These operate in the same way as yellow lines are used and enforced across the country.

3.2.3 Implementation

A parking restrictions sign will accompany each section of single yellow line.

Figure 7 below shows an example of existing parking restrictions in Edinburgh.



Figure 7: Example of existing parking restrictions on St. Leonard's Street, Edinburgh

4. Forms of Consultation

This section summarises the forms of consultation implemented at this stage.

4.1 Community Council Meeting

The project team attended the Corstorphine Community Council meeting on 21 January 2020 to discuss the proposals and options. A question and answer factsheet was prepared following this meeting to reflect the questions asked on the night. See Appendix A.

4.2 Residents Briefing Pack

In order to engage with as many residents as possible, briefing packs were sent out to all residents in the Gogarloch and South Gyle estates (as defined in Figure 5 in red). This pack included the following:

- letter describing the proposals and options (see Appendix B);
- feedback form (see Appendix C);
- postcode specific maps visualising each of the proposed parking options; and
- a freepost business response envelope to prompt replies.

The briefing packs were sent to just over 1,300 addresses in the local area prior to the community council meeting. A total of 143 residents responded to the consultation which represents 11% of the addresses issued a briefing pack.

4.3 Online Survey

A total of 127 responses were received from the online survey which was available on the project website from 15/01/2020 to 10/02/2020.

4.4 Email Consultation

Email notifications were issued to all individuals who had registered on the projects mailing list.

5. Feedback Form outputs

The feedback forms contained in the residents briefing allowed the respondents to vote on their preferred option for restricting non-resident parking, including an option to do nothing. A total of 39 feedback forms were returned. The table below shows the support towards the options received from the feedback forms.

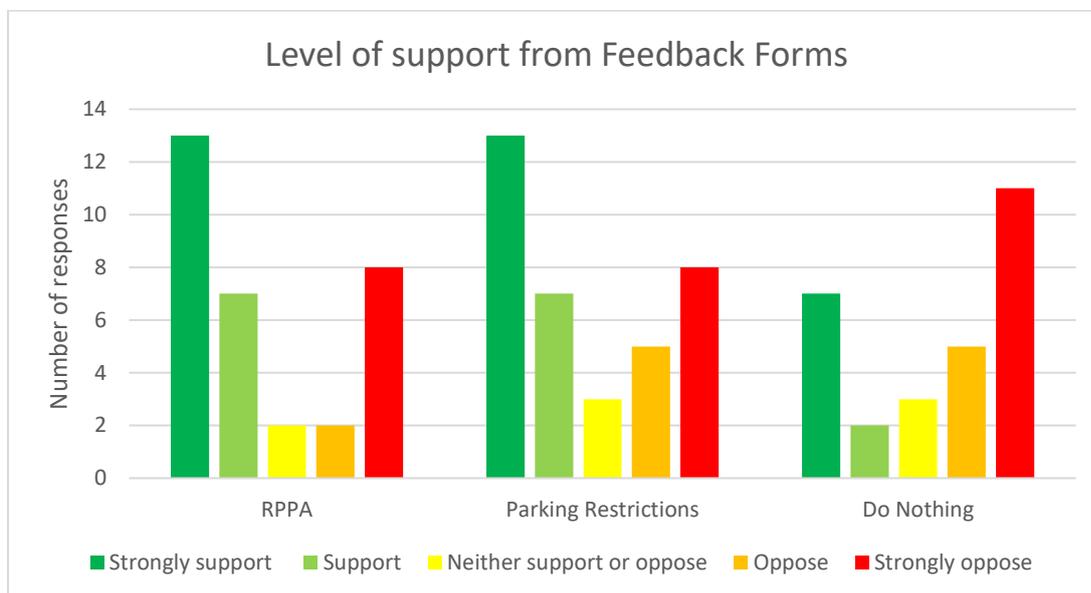


Figure 8: Level of support towards proposed options from feedback forms

Figure 8 shows that from the responses gathered from the feedback forms, Option 1 and Option 2 are both equally supported with 20 residents showing strong support and support towards both options.

Do Nothing was strongly opposed /opposed the most out of all options with 16 respondents selecting this.

Respondents were also able to provide comment on the proposed parking options and outline any adaptations/ suggestions they had on the proposals. The most common comments were around the following themes:

- **6** comments mention opposition to a RPPA;
- **4** comments mention safety concerns/ general concerns over the narrow widths of carriageways in the area due to parking;
- **4** comments mention support for Parking Restrictions;
- **4** comments mention opposition towards Parking Restrictions;
- **4** comments mention objection towards paying for parking permits;
- **3** comments relate to concern that parking proposals will exacerbate current parking conditions.

The feedback form went on to ask respondents to comment on the proposed restriction times for each parking option which had been indicatively proposed as 11am to 1pm.

- 13 respondents indicated opposition towards proposed times;
- 2 respondents indicated opposition towards any restrictions at all;
- 1 respondent indicated support towards proposed times.

Respondents who provided comment on the proposed time all suggested a longer time period for the restriction to be enforced:

- 11am-2pm
- 11am-5pm
- 10.30am-1.30pm
- 11am-4pm

- 10am-4pm
- 8am-4pm
- 9am-3pm
- 9am-5pm
- 9am-11am & 3pm-5pm
- 10am-2pm

6. Online Survey outputs

A total of 127 responses were received from the online survey. The online survey questions are provided in Appendix D. This section will firstly look at the residential addresses of respondents, then will separately analyse resident and non-resident survey results. The survey results from residents will then be further analysed to distinguish preferences of residents from South Gyle and Gogarloch separately.

6.1 Respondent demographics

Firstly, the survey asked respondent to note their name and address. Postcodes were mapped in QGIS to show the home address of respondents. Figure 9 shows a map of the extent of residential addresses that responded to the online survey. Figure 10 shows postcodes of residential addresses within the South Gyle and Gogarloch area.

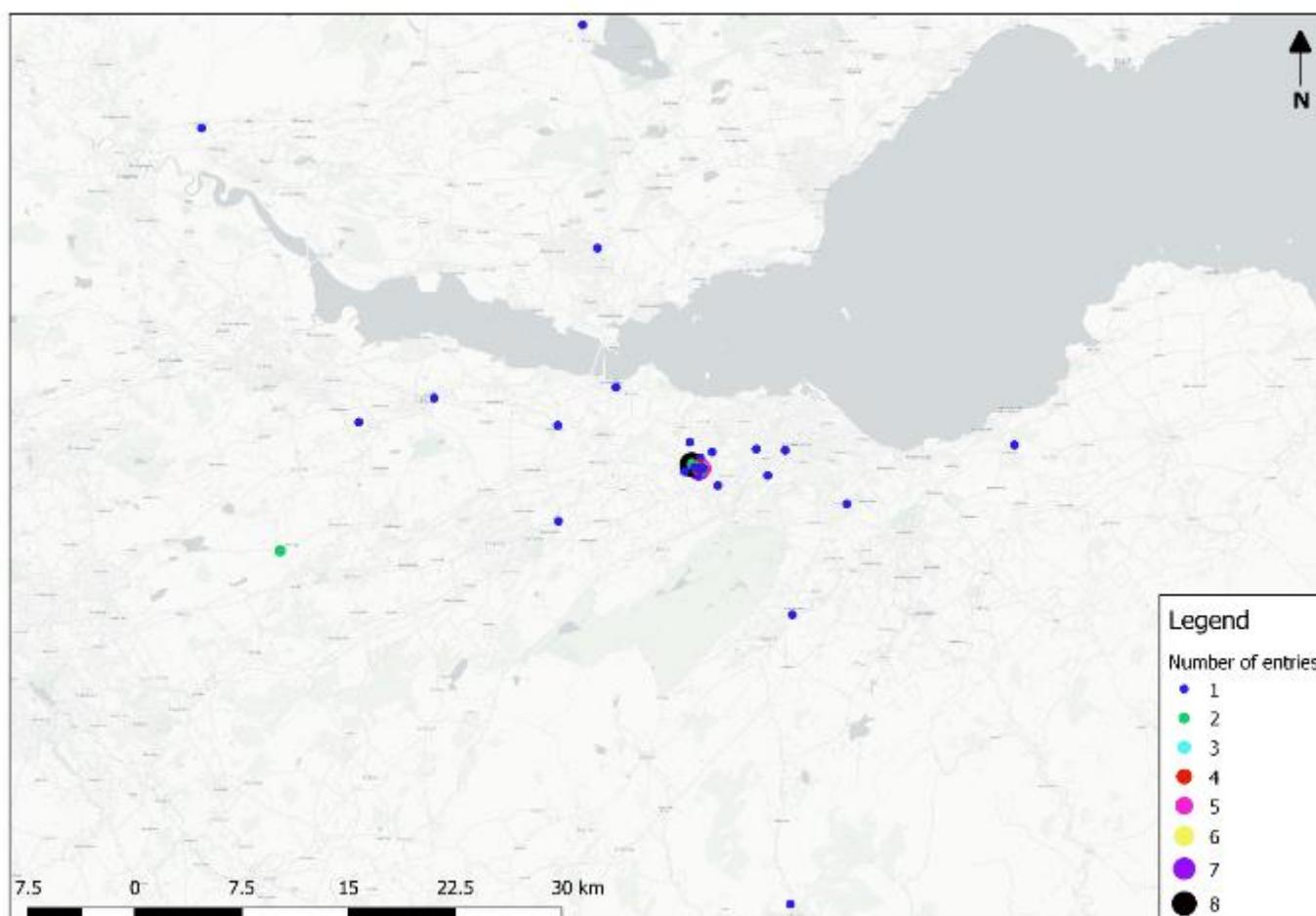


Figure 9: Extent of postcode map of online surveys received

Figure 9 shows that a number of respondents have responded to the online survey from outside the housing areas concerned. The extent of responses source from Kinross, Tullibody, Dunfermline and South Queensferry

from the north; Linlithgow, Winchburgh and Calderwood from the west; Auchendinny from the south; and Tranent from the west. This may suggest that these respondents are commuters to the South Gyle area.

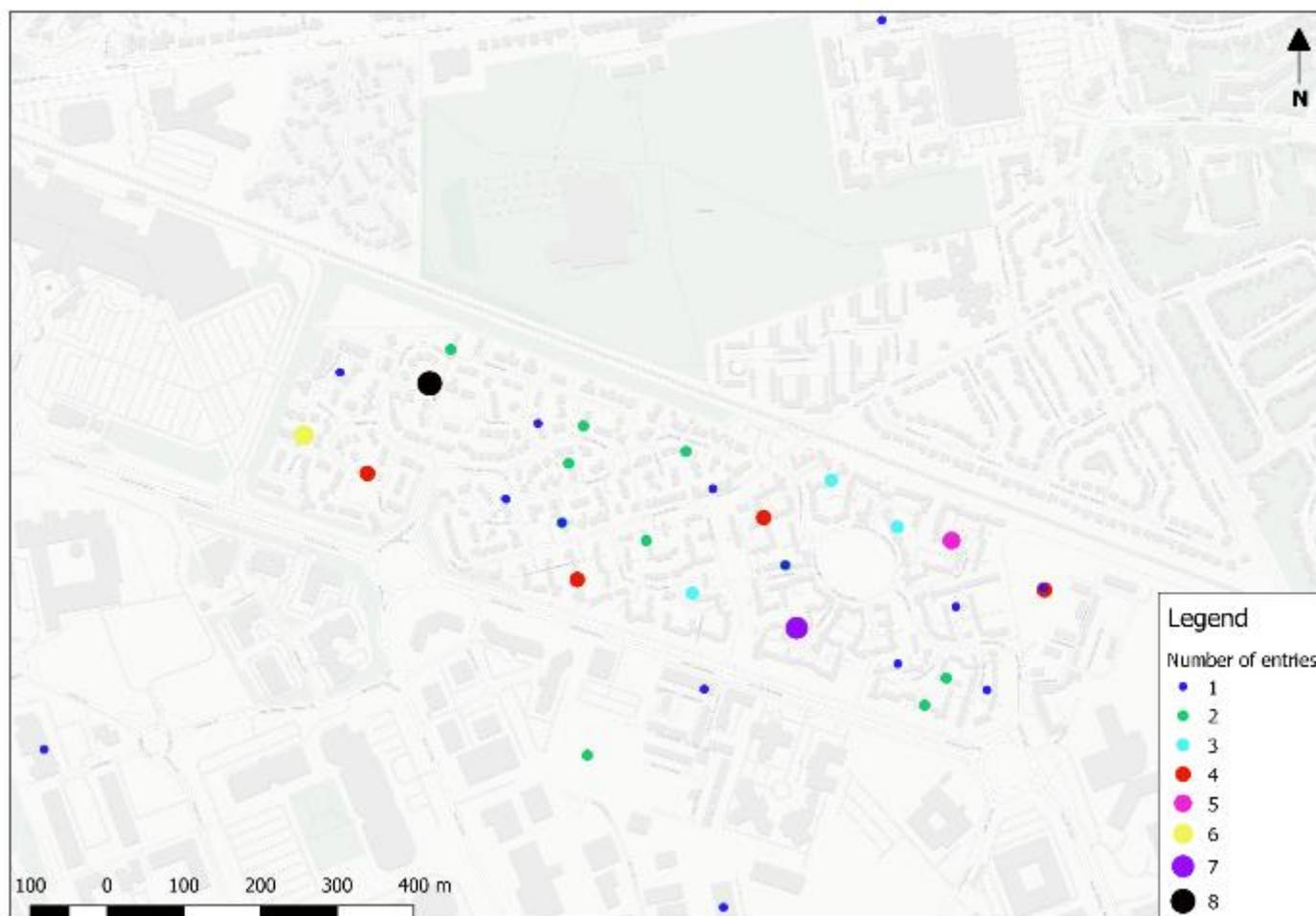


Figure 10: Postcode map of online surveys received of South Gyle, Gogarloch and immediate surrounding area

Figure 10 shows a smaller scale map of respondent postcodes provided through the online survey from the housing areas targeted in this consultation. The majority of responses came from within this area.

The online survey proceeded to ask respondents if they were a resident of the area.

- 106 responded Yes
- 21 responded No

'No' respondents were then asked to provide comment. The most common were around the following themes:

- 17 comments relate to working locally;
- 1 comment mentioned working on a local community council;
- 1 comment mentioned an occupation of Business Park Manger;
- 1 comment mentioned imminently moving to the area.

6.2 Level of support towards proposed options between Residents and Non-Residents

Of the 127 respondents that responded, 106 indicated that they are a resident and 21 indicated that they are not a resident. The tables below show the level of support towards the two proposed options: RPPA or Parking Restrictions and a third option of Do Nothing.

Figure 11 shows the level of support from residents and Figure 12 shows the level of support from non-residents.

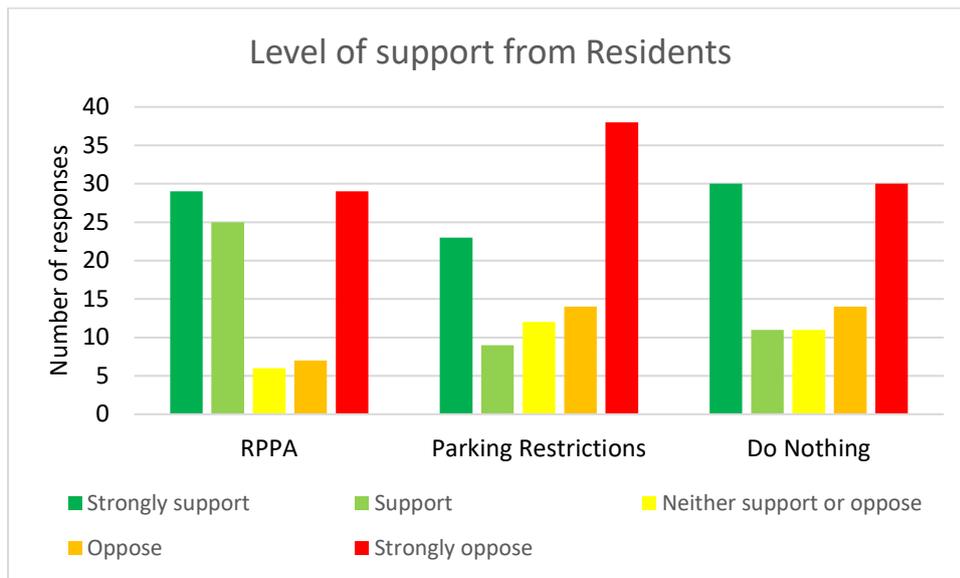


Figure 11: Level of support towards proposed options – Residents Only

Residents

- 54 respondents strongly support and support a RPPA. 36 residents oppose and strongly oppose;
- 52 respondents strongly oppose and oppose Parking Restrictions. 32 residents strongly support and support;
- 44 respondents strongly oppose and oppose the option to Do Nothing. 41 residents strongly support and support;
- **To summarise**, respondents show most support towards a RPPA; respondents show the most opposition towards Parking Restrictions.

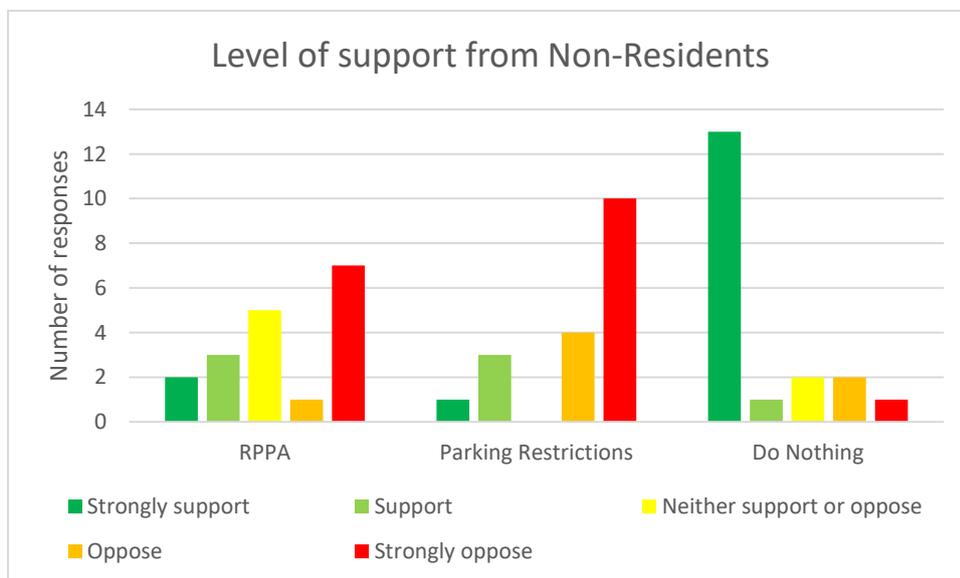


Figure 12: Level of support towards proposed options – Non-resident Only

Non-residents

- 8 respondents strongly oppose and oppose a RPPA. 5 non-residents strongly support and support;
- 14 respondents strongly oppose and oppose Parking Restrictions. 4 non-residents strongly support and support;

- 14 respondents strongly support and support the option to Do Nothing. 3 non-residents strongly oppose and oppose;
- **To summarise**, the respondents show most support towards the option to Do Nothing; respondents show the most opposition towards Parking Restrictions.

Residents showed more support towards a RPPA; Non-residents showed more support towards Do Nothing.

Respondents were able to provide comment on the proposed parking options and outline any adaptations/ suggestions they have on proposals. The most commonly made comments were around the following themes:

- **34** comments mention objection towards paying for parking permits;
- **25** comments mention opposition towards Parking Restrictions;
- **24** comments mention concern that proposals will worsen current parking conditions in the area;
- **22** comments mention opposition to a RPPA;
- **12** comments mention concern over not being able to move a car due to being away from home during restriction times;
- **10** comments mention concern over having more than 1 car and not being able to move the second due to being away from home during restriction times;
- **10** comments mention retaining the parking provision currently on South Gyle Crescent;
- **10** comments mention support towards a RPPA;
- **9** comments mention concern over how proposed options for parking will be enforced;
- **8** comments mention concern over safety relating to the narrow carriageway widths and difficulty in accessing private driveways due to on-street parking.

6.3 Level of support towards proposed restriction timings between Residents and Non-Residents

Respondents were able to comment on the proposed restriction times for the options, which for the purpose of consultation were proposed at 11am to 1pm for both options.

Figure 13 shows the level of support from residents and Figure 14 shows the level of support from non-residents.

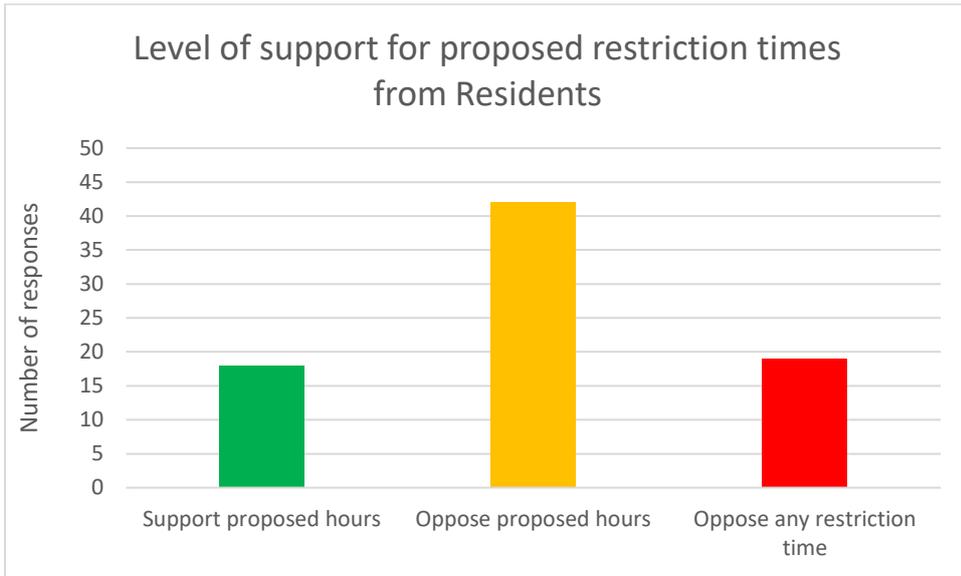


Figure 13: Level of support towards proposed restrictions times - Residents Only

Residents

- 42 respondents oppose the proposed restriction times of 11am-1pm;
- 19 respondents indicated opposition to any restriction time;
- 18 respondents indicated support towards the proposed restriction times of 11am-1pm.

Respondents who provided comment on the proposed times all suggested a longer time period for the restriction to be enforced. The most notable suggestions are as follows, ranked in order of popularity:

- 10am-2pm (6 mentions)
- 10am-3pm (4 mentions)
- 11am-3pm (4 mentions)

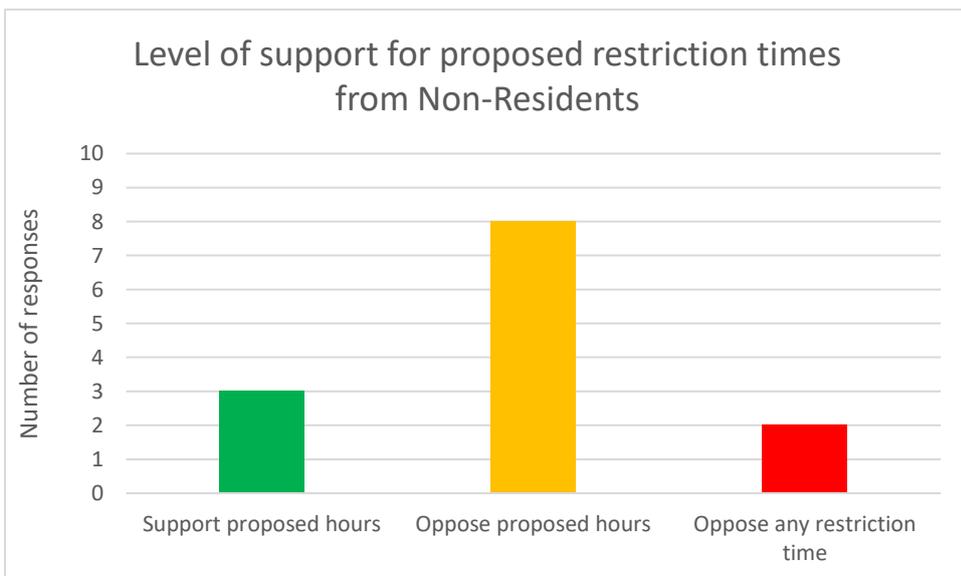


Figure 14: Level of support towards proposed restrictions times - Non-Residents Only

Non-residents

- 8 respondents oppose the proposed restriction times of 11am-1pm;
- 3 respondents indicated support towards the proposed restriction times;

- 2 respondents indicated opposition to any restriction time;
- There were 7 comments that relate to the provision of alternative parking.

6.4 Level of support towards proposed options between Residents of South Gyle and Gogarloch

Of the 106 respondents that indicated that they are a resident of the area in the online survey, data has been refined to compare views of those residents from South Gyle (59) and Gogarloch (30) separately. Note that the remaining 17 respondents that identified themselves as residents of the area did not provide an address within South Gyle or Gogarloch or failed to provide an address at all.

Figure 15 shows the level of support from residents of South Gyle and Figure 16 shows the level of support from residents of Gogarloch.

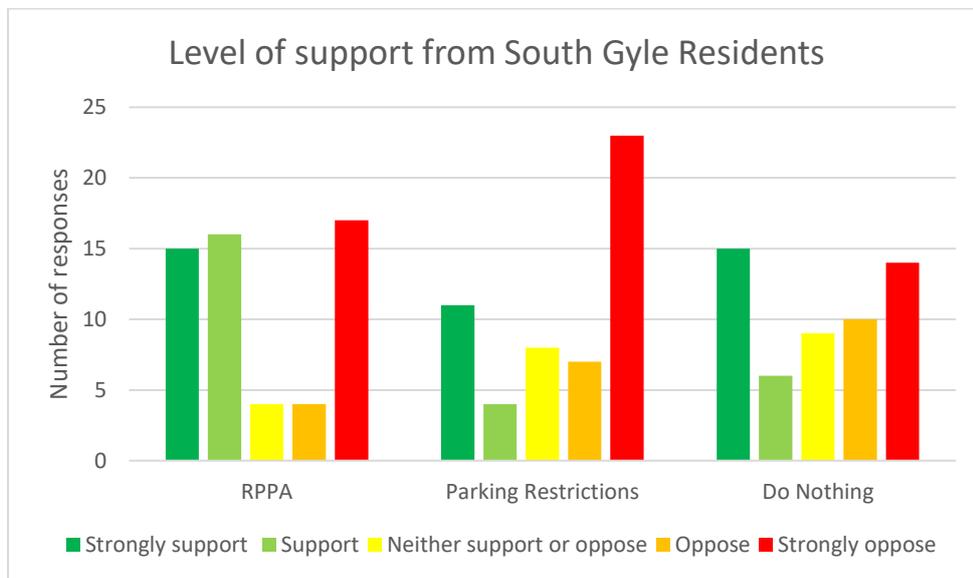


Figure 15: Level of support towards proposed options - South Gyle Residents Only

Residents of South Gyle

- 31 respondents strongly support and support a RPPA. 21 residents oppose and strongly oppose;
- 30 respondents strongly oppose and oppose Parking Restrictions. 15 residents strongly support and support;
- 24 respondents strongly oppose and oppose the option to Do Nothing. 21 residents strongly support and support;
- **To summarise**, the respondents show the most support towards a RPPA; respondents show the most opposition towards Parking Restrictions.

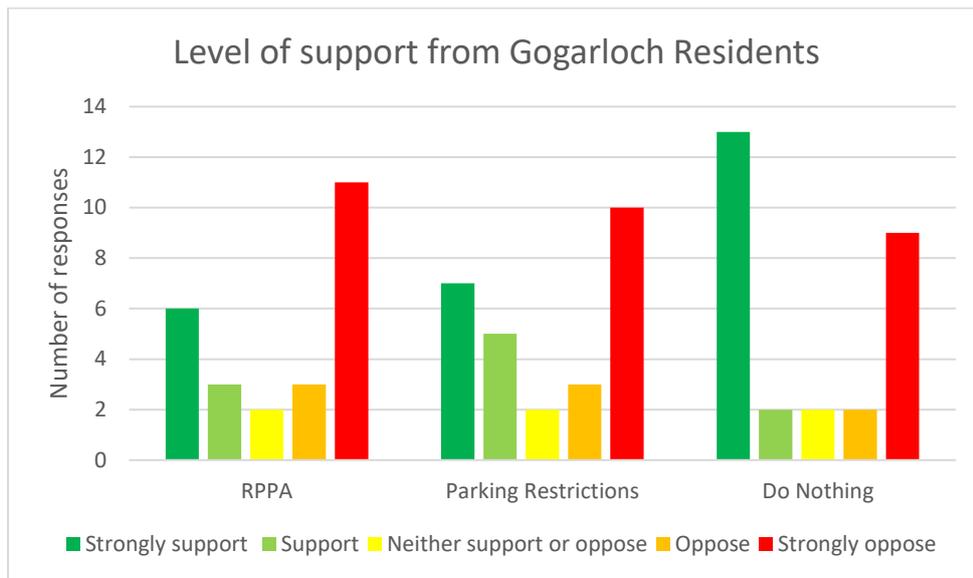


Figure 16: Level of support towards proposed options - Gogarloch Residents Only

Residents of Gogarloch

- 14 respondents strongly oppose and oppose a RPPA. 9 residents strongly support and support;
- 13 respondents strongly oppose and oppose Parking Restrictions. 12 residents strongly support and support;
- 15 respondents strongly support and support the option to Do Nothing. 11 residents strongly oppose and oppose;
- **To summarise**, the respondents show the most support towards the option to Do Nothing; respondents show the most opposition towards a RPPA.

Residents of South Gyle showed more support towards a RPPA; Residents of Gogarloch showed more support towards Do Nothing.

6.5 Level of support towards proposed restriction timings between Residents of South Gyle and Gogarloch

Respondents were able to comment on the proposed restriction times for the options, which for the purpose of consultation were proposed at 11am to 1pm for both options.

Figure 17 shows the level of support from residents and Figure 18 shows the level of support from non-residents.

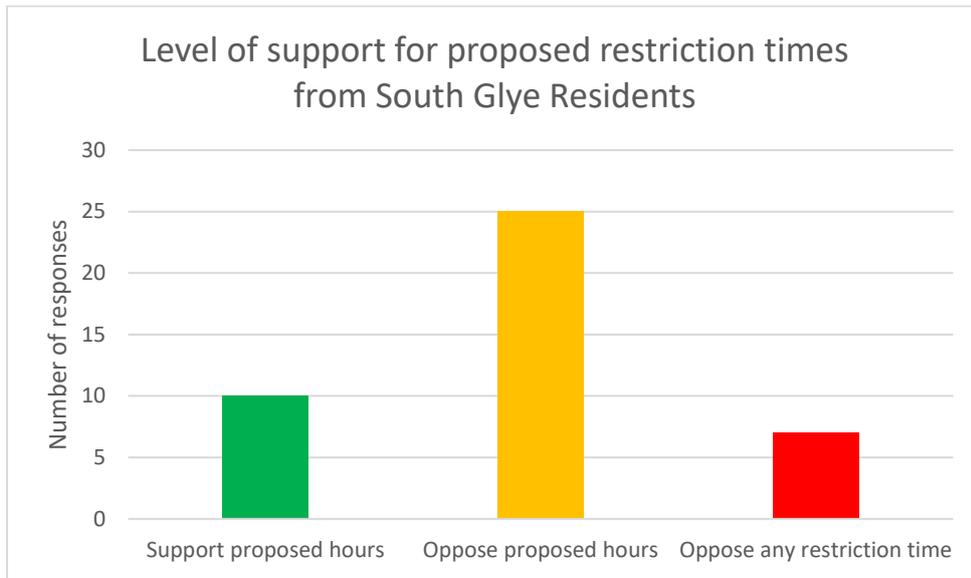


Figure 17: Level of support towards proposed restriction times - Residents of South Gyle Only

Residents of South Gyle

- 25 respondents oppose the proposed restriction times of 11am-1pm;
- 10 respondents indicated support towards the proposed restriction times;
- 7 respondents indicated opposition to any restriction time.

Of the 49 residents of South Gyle that provided comment on the proposed restriction times of 11am-1pm, the following suggested timings were most frequently mentioned:

- 10am-2pm (4 mentions);
- 11am-3pm (4 mentions).

All suggestions made were for longer time restrictions.

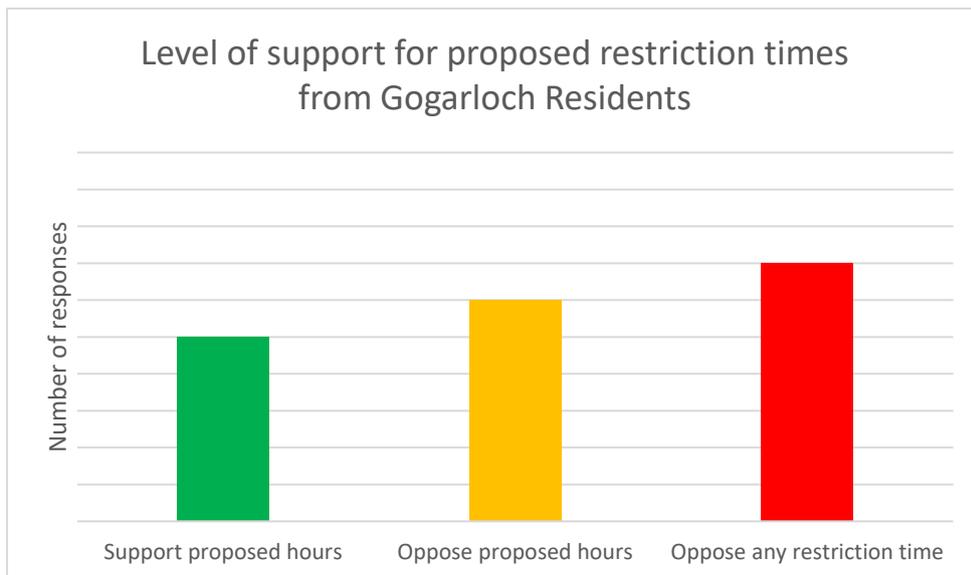


Figure 18: Level of support towards proposed restriction times - Residents of Gogarloch Only

Residents of Gogarloch

- 7 respondents indicated opposition towards any restriction times at all;
- 6 respondents oppose the proposed restriction times of 11am-1pm;
- 5 respondents indicated support towards the proposed restriction times.

Of the 19 residents of Gogarloch that provided comment on the proposed restriction times of 11am-1pm, all suggestions made were for longer time restrictions i.e.:

- 8am-4pm
- 7am-7pm
- 9am-3pm

Appendix A – Community Council meeting Q&A factsheet

West Edinburgh Link: Gogarloch and South Gyle Proposed Parking Restrictions

Project Name:	West Edinburgh Link
Event Name:	Corstorphine Community Council Meeting – Gogarloch and South Gyle Proposed Parking Restrictions
Date:	21/01/2020
Venue:	18 Kirk Loan, Edinburgh, EH12 7HD
Revision:	1.1
Revision Date:	30/01/2020

Event Q&A

I.D.	QUESTION	ANSWER
1	When were the previous project proposals presented and engagement events?	<p>Stage 1 and Stage 2 of the project proposals were communicated in a variety of formats, which are summarised below</p> <p>Stage 1:</p> <ul style="list-style-type: none"> - Drop-in events: <ul style="list-style-type: none"> o Gyle Shopping Centre (21 March 2019 & 27 April 2019). o Gogarloch and Gyle Parks (23 March 2019). o South Gyle Crescent (25 April 2019). - Corstorphine Community Council Meeting (20 March 2019) - Social media posts were created using the Councils account. - Online survey over an 8-week period from 15/03/2019 to 10/05/2019. - Leaflets; Around 15,000 leaflets were distributed to nearby residents and during the drop-in events. - Consultation Summary report available on WEL website.

I.D.	QUESTION	ANSWER
		<ul style="list-style-type: none"> - Email notifications were issued to all stakeholders and those who have registered an interest in the project. 9 emails were received, including responses from organisations. <p>Stage 2:</p> <ul style="list-style-type: none"> - Drop-in events <ul style="list-style-type: none"> o Gogarloch and Gyle Parks (09 September 2019). - Leaflets; Around 15,500 leaflets were distributed to nearby residents and during the drop-in events. - Social media posts were created using the Councils account. - Online survey over a 4-week period from 02/09/2019 to 30/09/2019. The Gogarloch and Gyle Parks survey involved questions 17a to 17e focusing on possible parking restrictions. - Email notifications were issued to all stakeholders and those who have registered an interest in the project.
2	How will proposed parking restriction be enforced? It seems unlikely that traffic wardens will commit to coming out to the area for a small time period (11am-1pm).	<p>Enforcement would be undertaken by the Council's traffic enforcement officers, who would operate within the proposed zone during the times of operation. The officers will check the vehicles contain a valid permit, which is displayed in the windscreen.</p> <p>The Council can confirm that any proposed parking restrictions can and will be enforced.</p>
3	<p>What are the timescales for the preferred TRO process? Concerns over this period may be too short for any public comments on final proposals.</p> <p>Can the Council consider alternative phasing for the TRO of Gogarloch/South Gyle parking proposals vs the overall WEL project?</p>	<p>It is intentioned that the TRO process for the wider WEL project will begin in March 2020. This will commence with statutory consultations followed by public consultations in April 2020. The duration of the public consultation will be in line with government legislation, which is 21 days.</p> <p>Phasing for the TROs of Gogarloch/South Gyle parking proposals is currently under discussion with the project team.</p>
4	<p>Option 1: Residents Priority Parking Area</p> <p>Several comments/queries relating to pricing of Residential Parking Permits for Option 1:</p> <ul style="list-style-type: none"> - Could parking permits be issued for free? - Could visitor parking permits be issued for free? - Can prices be made cheaper? - Why are the second vehicles more expensive? - What is the process/system for applying for a permit? 	<p>Costs of a residential parking permit are related to the ongoing enforcement of the parking restrictions and maintenance of the associated signs and road markings. These costs are required, and the system operates at cost neutral to the Council.</p> <p>Permits can be applied for online and information can be found on The Council's website here: https://www.edinburgh.gov.uk/parking-permits.</p>

I.D.	QUESTION	ANSWER
5		The Council introduced a surcharge on second permits as a means of encouraging vehicle owners to consider their need to own/run more than one vehicle. Under the current arrangements second permits cost an additional 25% over and above the cost of a first permit.
	<p>Option 2: Parking Restrictions</p> <ul style="list-style-type: none"> - How would Option 2 (Parking Restrictions encompassing single and double yellow lines) work for residents and visitors during times of operation? - How would they cater for residents working irregular working hours or not working? - Would they then have to move their car during operation? - What happens if a resident goes on a holiday without the vehicle during the proposed hours of operation? 	<p>All on-street parking in the area will be restricted between the designated hours – this includes all residents and vehicles. There would be no exceptions for individual residents needs.</p> <p>Loading (including tradesmen) may still take place on single yellow lines for up to 30 minutes. Exemptions can be made for longer time periods with special permits.</p>
6	<p>Existing Residents Parking Bays</p> <ul style="list-style-type: none"> - How do the parking restrictions work in relation to existing private parking spaces? - Are there any measures which can be taken to stop cars parking in privately owned spaces? - Can the Council pay for measures to protect/control access to private parking bays? - Are the current residential bays within the estates legally classified as residents or visitors bays, and who owns and is responsible for these? 	We are currently investigating the ownership and operation of the existing residents bays in the Gogarloch and South Gyle estates.
	7	Can the proposed times of operation be changed and made more robust?
8	What are businesses doing to address displaced commuter parking?	The Council are currently engaging with numerous businesses in the Gyle and Edinburgh Park area regarding alternative working arrangements (such as flexible working) and promote sustainable travel options (including active travel). The Scottish Government is also looking at a work place parking levy, which is currently under consideration by the Scottish Government.
9	With the removal of 174 parking spaces on South Gyle Crescent, where are they now going to park?	It is envisaged that the delivery of a segregated cycleway and improvement to locals paths will encourage more people to take up active travel options as the

I.D.	QUESTION	ANSWER
	How will the current parking restriction proposals stop parking displacement to other areas? There are general concerns over displacement into the West Broom estate.	<p>primary mode of transport for commuting and leisure journeys. This could aid in reducing the amount of parking currently experienced on South Gyle Crescent.</p> <p>Displaced parking will usually migrate to the next, nearest or most convenient area of unrestricted parking. This may well be Broomhall but could also depend on the individual circumstances of those who currently park on South Gyle Crescent, for example where are they coming from, where do they go afterwards and why do they park on South Gyle Crescent. Those circumstances will determine where/if displacement occurs, or whether people find another way of travelling.</p> <p>The immediate surrounding residential areas, such as Broomhouse, Saughton and Corstorphine are already identified for potential phased introduction and monitoring of parking controls under the Council's Citywide Parking Review.</p>
10	Can additional disabled parking bays be included and what are the requirements to qualify for one?	<p>Yes, additional disabled bays can be included within both options.</p> <p>Please highlight any requests or suggestions for additional bays within the area for the project team to consider.</p>
11	How do vehicles that are not registered to a resident qualify for a resident parking permit (e.g. a company car) in Option 1?	There are provisions within the Traffic Order governing permit schemes that allow for the company providing the vehicle to provide proof to the Council that the qualifying resident is the main or sole user of the vehicle, thereby allowing a company vehicle, or leased vehicle etc, to be issued with a permit, providing that the vehicle meets the requirements of the Traffic Order.
12	Are there any proposals for increasing the parking capacity at Inglis ton and Hermiston park and rides to help address parking displacement? Or a new park and ride facility in the Gyle/Edinburgh Park area?	A study is required to investigate options for funding the expansion, expansion choices and associated costs for increasing the parking capacity at Inglis ton and Hermiston park and rides. The Council favours this idea; however no funding/resource has currently been allocated at this time.
13	What happens if there are more than 2 vehicles at a single property in relation to Option 1 (Residents Priority Parking Area and permit)?	Only two vehicles in any household are eligible to be issued with a resident permit. Additional vehicles in a household will not be issued with resident permits and could not be left in a permit parking place during the hours of control.

I.D.	QUESTION	ANSWER
	Current CEC permit guidelines only allows for a maximum of 2 permits per household? In addition, if some of these vehicles are related to a business (i.e. trade work), how will this work?	<p>The resident permit allocation would not apply to other permit types, which would make it possible for a household to have two resident permits and for a trades, retailer or business permit holder (who may also be a resident permit holder) to have a different permit type for another (or possible the same) vehicle. Whether that vehicle would be eligible to be left in a parking place within the zone or area in which the permit holder resides would depend on the type of permit and the zone or area, if applicable, for which the permit had been issued.</p> <p>In addition, please note that the Council will not issue a resident permit to any vehicle over 2.5m in height, which may have a bearing on the questions about trades and business vehicles.</p>
14	How would Trade Permits work in if they require to park in the area all day? Current CEC permit guidelines have a maximum stay of 3 hours.	Exemptions can be made for longer time periods with special permits.
15	If changes are made, would CEC refresh all the road markings within the streets?	The project team will consider this as part of the project proposals.

Appendix B – Residents Briefing Pack Letter



Gogarloch and South Gyle Proposed Parking Restriction Consultation

January 2020

Introduction

The City of Edinburgh Council is proposing to remove all parking on South Gyle Crescent (174 spaces) as part of the West Edinburgh Link project. In order to mitigate the risk of commuters parking in Gogarloch and South Gyle as a result of this removal, we are offering the community two options for restricting non-resident parking.

These options have been developed alongside the Corstorphine Community Council and South Gyle Parking Association who have long standing concerns over parking in the area.

Background

The West Edinburgh Link project will transform cycling and walking access to one of Scotland's key business parks.

Through traffic-free paths and construction of cycleways, South Gyle and Edinburgh Park will be directly connected to the surrounding communities of: East Craigs, Gogarloch, Sighthill, Broomhouse and Wester Hailes. This will make it easier for people to walk or cycle to key places for work or leisure.

South Gyle Crescent currently has no formal parking restrictions and is heavily parked by commuters. We will be removing all parking and replacing it with improved footways and cycleways. We are aware that this could transfer commuter parking onto residential streets in Gogarloch and South Gyle.

Public consultation in Spring 2019 indicated overall support towards the removal of parking on South Gyle Crescent (61% in favour, 29% opposed). Based on this feedback, we are planning to commence the formal Traffic Regulation Order procedures in Spring 2020 which will allow us to implement our proposals.

Protecting resident parking

To protect residents from commuter parking we are proposing two options:

1. **Resident Priority Parking Area (RPPA)**
 - Only permit holders (residents and some other specified groups, see pg.3) can park on the road in marked bays between certain times. These times are yet to be determined but could, for example, be 11am-1pm. Outside of these times anyone can park at these locations.
 - See the 'Further Information' section on pg.3 of this leaflet for more details.
2. **Parking Restrictions**
 - Single yellow lining on all roads in Gogarloch/South Gyle.
 - No one (except blue badge holders and deliveries) can park between the designated restricted times. These times have yet to be determined but could, for example, be 11am-1pm.
 - See the 'Further Information' section on pg.4 of this leaflet for more details.

Photo examples of existing parking restrictions for both options can be found on pg.5

The current disabled bays within the estates will be maintained under both options.

Have your say

We need you to complete the enclosed feedback form detailing your preferred option. This is crucial to informing our design decisions.

Please select your preferred option and record your address. We have enclosed two maps as a visual aid of how the two options will impact your area.



Methods of returning your completed feedback form

Please respond by 10 February 2020

Via email: anna.mcrobbie@aecom.com

Mail:

FREEPOST RTRS-YLCY-EAEA WEL
Clocktower
Unit 1 Flasshes Yard
South Gyle Crescent
Edinburgh
EH12 9LB

Online Survey: available at

<https://westedinburghlink.info/>.

We are also presenting the options at the Corstorphine Community Council meeting which will be held at:

**18 Kirk Loan, EH12 7HD
21 January 2020
7PM**

To help us manage numbers and arrangements, it would be good to know if you plan to attend. Please email anna.mcrobbie@aecom.com

General information about the project is available at <https://westedinburghlink.info/>.

Yours sincerely

A handwritten signature in black ink, appearing to read "Martyn Lings".

Martyn Lings, Senior Project Officer
(Active Travel)

Further Information

Option 1 - Residents Priority Parking Area (RPPA)

A RPPA is a parking restriction which operates part-time in a defined area:

- The restriction operates for a short time period daily Monday to Friday inclusive;
- Only permit holders can park between the restricted times e.g. 11am-1pm;
- Permit places are limited, but will usually meet the residential demand for parking in each street during working days;
- The remainder of the area will remain restricted by double yellow lines.

The RPPA will consist of permit parking places only, limited to use by:

- Resident Permit Holders who live in the defined RPPA;
- Visitor Permit Holders, where the resident issuing the Visitor Permit resides within the RPPA;
- Trades Permit Holders;
- Blue Badge Holders;
- Formal deliveries and pick-ups by delivery companies to residents would still be permitted.

How much will a permit cost?

The proposed cost of a residents permit will be dependent on engine size/ CO₂ emissions and increased for a second permit. Please refer to the table at the bottom of this page for guidance (*prices from April 2019).

Bands		1	2	3	4	5
Engine Size (cc)		0 to 1000	1001 to 1800	1801 to 2500	2501 to 3000	3001+
CO ₂ (g/km)		0 to 100	101 to 150	151 to 185	186 to 225	226+
Permit 1	3 Month Permit	Not Applicable	£16.50	£18.50	£22.00	£31.50
	6 Month Permit	Not Applicable	£28.00	£29.00	£36.50	£52.50
	12 Month Permit	£11.50	£33.00	£38.50	£50.00	£80.00
Permit 2	3 Month Permit	Not Applicable	£27.00	£29.00	£33.50	£44.00
	6 Month Permit	Not Applicable	£39.50	£43.50	£50.00	£73.50
	12 Month Permit	£15.00	£44.00	£50.50	£62.50	£100.00

Why is a RPPA proposed?

The proposal has been designed to:

- Prevent all-day commuter parking and long-term non-residential parking from taking place within areas designated as permit holder parking;
- Protect parking opportunities for resident and visitor permit holders;
- Make it easier for residents to park near their homes;
- Provide improved parking opportunities for:
 - Visitors (to residents, businesses etc);
 - Tradesmen etc.

Implementation of a RPPA?

Priority parking area signage will be positioned at the entry and exit points of the residential area to inform motorists of the parking restriction.

New poles, signs and markings will be minimised wherever possible.

Would I still be able to have tradesmen visit?

Yes. You can issue tradesmen with visitor permits. They can also apply to the Council for a Trades Permit.

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 the restricted areas. Whilst each household would be entitled to apply for a maximum of two permits, only one permit can be held per person.

Further Information

Option 2 - Parking Restrictions

Parking Restrictions allow a part-time control where:

- Restrictions operate for a short, defined period Monday to Friday inclusive;
- No one, including residents (except blue badge holders) can park on these areas of street between certain times (e.g. 11am-1pm).

How do Parking Restrictions work?

All on-street parking in the area will be restricted between certain hours. Single yellow lines will indicate where no parking is allowed during restricted hours, while double yellow lines are used to prevent parking at any time in some areas.

Loading (including tradesmen) may still take place on single yellow lines for up to 30 minutes. Exemptions can be made for longer time periods with special permits.

What parking would be available?

Parking on single yellow lines will be permitted outside of the controlled times.

Implementation of Parking Restrictions?

A parking restrictions sign will accompany each section of single yellow line.

Is there any cost to residents?

No, there is no cost to residents for parking restrictions. These operate in the same way as yellow lines are used and enforced across the country.

General

What happens to the existing residents' bays?

We do not propose to make any changes to the existing private residents bays and operations. These would not be subject to any additional permits, restrictions or enforcement.

How will options affect blue badge holders?

Blue badge holders who are a resident in the area can obtain a permit at no cost and can park for free and without any limit of stay. Existing blue badge parking will not be removed.

Within Gyle Park, it is our understanding that blue badge holders get priority parking within the off-street car parks associated to each business along South Gyle Crescent. As such they should not be adversely affected by the removal of parking on South Gyle Crescent.

When will these parking restrictions be implemented?

Restrictions are planned to be in place to coincide with the removal of parking on South Gyle Crescent. The current programme is for this to be completed in 2022.

How will these restrictions be enforced?

Enforcement would be undertaken by the Council's traffic enforcement officers.

Further Information



Option 1 Example
Residents Priority Parking Area



Option 2 Example
Parking Restrictions

Appendix C – Residents Briefing Pack Feedback Form

Feedback form – please complete

Name		Address			
Mark with a X your level of support for each option:					
	Level of support				
Option	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose
Residents Priority Parking Area					
Parking Restrictions					
Do nothing / Leave as is					
Comments Please expand on your choice and detail any adaptations/suggestions you have on the proposals. Feel free to annotate the maps and send them back along with this form).					
Based on existing restriction timings in and around Edinburgh and to reflect the nature of parking in these areas, we propose the following hours of control for each option:					
Residents Priority Parking Area 11am to 1pm			Parking Restrictions 11am to 1pm		
Comments (Please provide comment on the proposed controlled hours for the restricted parking options and if you do not agree, please tell us what you would suggest).					
Will you be in attendance at the community council meeting on the 21 st January 2020?					
Yes <input type="checkbox"/>			No <input type="checkbox"/>		
You can sign up for project updates and we will keep you informed of progress. Do you consent to be added on our mailing list?					
Yes <input type="checkbox"/>			No <input type="checkbox"/>		
Email address:					
The information that you share with us will only be used by the Council and AECOM to inform the development of this project. At the end of the project all records will be permanently removed. If you wish to be removed from the subscription list or have any of your details removed or amended, then please contact the Council's project manager via the contact details on the project's main webpage https://westedinburghlink.info/ .					

Appendix D – Online Survey Questions



WEL proposed parking restriction feedback

Name

Address

Postcode

Are you a resident?

Yes

No

If no, what is your reason for responding?

Please indicate below your preferred option for restricting non-resident parking and level of support:

	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose
Residents Priority Parking Area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking Restrictions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Do nothing/ Leave as is	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

Please expand on your choice and detail any adaptations/suggestions you have on the proposed designs. Feel free to annotate the maps and send them back along with this form.

Based on existing restriction timings in and around Edinburgh and to reflect the nature of parking in these areas, we propose the following hours of control for each option:

Residents Priority Parking Area - 11am to 1pm
Parking Restrictions - 11am to 1pm

Comments

Please provide comment on the proposed controlled hours for the restricted parking options and if you do not agree, please tell us what times you would prefer.

You can sign up for project updates and we will keep you informed of progress. Do you consent to be added on our mailing list?

- Yes
- No

E-mail address

The information that you share with us will only be used by the Council and AECOM to inform the development of this project. At the end of the project all records will be permanently removed. If you wish to be removed from the subscription list or have any of your details removed or amended, then please contact the Council's project manager via the contact details on the project's main webpage: westedinburghlink.info/.

