

Transport and Environment Committee

10.00am, Thursday, 28 January 2021

Strategic Review of Parking – Results of Phase 1 Consultation and General Update

Executive/routine	
Wards	All
Council Commitments	

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the amendments to the proposed timescales for delivering the four proposed phases of the Review as detailed in Appendix 1;
 - 1.1.2 notes the results of the informal consultation for the Phase 1 area as detailed in Appendix 2;
 - 1.1.3 notes the changes proposed as a result of the consultation responses;
 - 1.1.4 notes the operational details for the proposed parking controls for the Phase 1 area, including proposals to address the concerns of garages and related businesses as detailed in Appendices 3 and 4;
 - 1.1.5 approves commencement of the legal process to introduce parking controls into the Phase 1 area, as detailed in Appendix 3 of this report;
 - 1.1.6 approves revised restrictions on permit issue as detailed in Appendix 5 of this report; and
 - 1.1.7 notes the amended phasing proposals as described in Appendix 6 to this report;
 - 1.1.8 notes the proposed approach for continuing with the planned consultation exercises for the remaining phases of the review, as outlined in Appendix 7;

- 1.1.9 approves commencement of the legal process to introduce limited parking controls into Sighthill Industrial Estate as detailed in Appendix 8 of this report; and
- 1.1.10 approves setting of charges related to permits and pay-and-display as detailed in Appendix 9 of this report.

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Strategic Review of Parking – Results of Phase 1 Consultation and General Update

2. Executive Summary

- 2.1 In [August 2018](#), Committee approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area. This review would help to form a citywide strategy for addressing parking pressures, taking a proactive approach on policy and strategy grounds.
- 2.2 In [September 2019](#), Committee considered the full results of the review process, approving four phases of implementation of new parking controls, with initial consultation on the proposals for Phase 1 to begin in Autumn of 2019.
- 2.3 This report provides an update on progress on the Strategic Review, updates Committee on the impact on that progress as a result of the Covid-19 situation and considers the results of the Phase 1 consultation process. This report makes a series of recommendations based on the consultation results and on other strands of work arising generally from the Strategic Review of Parking.
- 2.4 This report seeks the authority to commence the necessary legal processes that will introduce parking controls in the Phase 1 area, with the operation details and amendments noted in this report, and to introduce partial controls in Sighthill Industrial Estate. It further sets out the proposed timescales for consulting and, subject to further Committee approvals, delivering all four phases of implementation currently in progress.

3. Background

- 3.1 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.

- 3.2 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 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 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.
- 3.3 The full results of the review were reported to Committee in [September 2019](#), with proposals for new parking controls being recommended for a number of areas that were shown to be subject to parking pressures.

4. Main report

- 4.1 The Strategic Review of Parking 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.
- 4.2 This report updates Committee on progress made since the final results of the review were reported in September 2019. This report and its accompanying Appendices will provide detail and, where necessary, make recommendations linked, but not limited, to:
- 4.2.1 a general update on progress, including Timescales and amendments to phasing;
 - 4.2.2 the Phase 1 Consultation results;
 - 4.2.3 the proposed changes arising from the Phase 1 consultation;
 - 4.2.4 detailed proposals for the operation of controlled parking within the Phase 1 area, including details of hours of operation, lengths of stay and the extents of the proposed Zones;
 - 4.2.5 changes to the existing restrictions on permit issue;
 - 4.2.6 permits and other arrangements to support garages and similar business types;
 - 4.2.7 consultation Proposals for Future Phases;
 - 4.2.8 incorporating the results of the Stadiums Review;
 - 4.2.9 trial of partial parking controls in Sighthill Industrial Estate;
 - 4.2.10 permit and pay-and-display charges associated with the operation of controlled parking in the Phase 1 area; and
 - 4.2.11 costs.

- 4.3 This report provides an overview of the different elements that form part of, or are directly associated with, the proposals arising from the Strategic Review. Further detail on each element can be found in the appendices to this report.

Background to the Strategic Review

- 4.4 The Strategic Review split the Edinburgh Council area 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.
- 4.5 In September 2019, Committee considered a detailed report on the results for areas 4 and 5 of the Strategic Review. The results for Areas 1 through 3 had been previously reported to Committee in [March](#) and [June](#) of 2019. The latest report considered 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, that report then made a series of recommendations for new parking controls with the aim of addressing the identified parking pressures.
- 4.6 Four phases of implementation of new parking controls were approved, along with a timetable for delivering those four phases.
- 4.7 Committee approval was obtained to continue the process of design and informal consultation for Phase 1, which proposed new parking controls for the Leith and Gorgie/Shandon areas of the city. Approval was also given to move forward with the design and consultation processes for phases 2, 3 and 4.

General Update

- 4.8 In accordance with the approved timetable, an informal consultation exercise was conducted in those areas covered by Phase 1 in Autumn of 2019. A report on the results of that consultation was originally planned for early 2020. An initial review of the comments received indicated that further consideration should be given to the points raised by both residents and businesses before a decision on the future of the proposal was presented to Committee.
- 4.9 During that period design work had also been largely completed for Phase 2, which includes the A8 corridor, Easter Road, Bonnington and Willowbrae. An informal consultation, mirroring that which had been carried out for Phase 1, was planned to take place in April 2020.
- 4.10 The emergence of Covid-19 and its recognition as a global pandemic had a significant impact on the Council's ability to continue the processes for consulting upon and implementing the proposals arising from the Strategic Review of Parking. Initially, this led to the postponement of plans to consult upon Phase 2, but also had implications for data gathering workstreams at the beginning of lockdown as unessential travel was not permitted, meaning that site visits and surveys could not be undertaken.

- 4.11 As restrictions have eased and it has been possible to restart some of the processes involved in progressing with work associated with the Review, work has restarted on bringing forward proposals for the other phases of the Review. We have also been working with our consultants to find ways of moving forward with those parts of the Review that require customer interaction.
- 4.12 A full update on the work carried out thus far and the impact that Covid-19 and the measures proposed to enable work to continue can be found in Appendix 1 to this report. That Appendix also contains details of the previously approved timetable and the revised version that we are now working to.

Integration with other Projects

- 4.13 As work has progressed on preparing the proposals arising from the Strategic Review, the Parking Operations team have been working with colleagues across other parts of the Council to integrate aspects of other projects into the design. The aim of that integration is to provide and deliver, as far as is possible, a single proposal that encompasses a range of changes and improvements.
- 4.14 The benefits of this approach will see a single rollout of improvements delivering on different policy objectives. Where delivering these improvements separately could see consecutive proposals being brought forward and implemented, this integration will reduce disruption and deliver upon several objectives in a single traffic order and implementation process.
- 4.15 The proposals being brought forward under the umbrella of the Strategic Review will include:
- 4.15.1 revised bin and recycling locations proposed under the Council's Communal Bin Review (CBR);
 - 4.15.2 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; and
 - 4.15.3 proposed cycle hangar locations.
- 4.16 The design process has incorporated, where possible, all impacted elements of these different projects.
- 4.17 In the case of CBR, the design process has been carried out in such a way as to support the phased roll-out of revised bin and recycling locations, allowing for certain aspects of CBR to be introduced prior to the possible arrival of Controlled Parking Zones (CPZ). Where revised bin locations are introduced ahead of CPZ, the CPZ design accommodates those locations, meaning that any new controls will simply fit around the new bin locations.

- 4.18 Measures approved as part of Trams will be accommodated as far as is possible within the proposed CPZs. For waiting and/or loading restrictions, those measures are expected to be accommodated with little or no change. For proposed parking places or loading bays, those changes will be accommodated as far as is possible within the general CPZ restrictions. However, it may be necessary to amend operating conditions for parking places originally proposed under Tram in order to meet the match operating conditions within the CPZ.
- 4.19 Where possible, traffic orders for planned cycle hangars will be taken forward in advance of potential legal processes for phases 3 and 4 of the review. Those locations will be subject to review to ensure that the proposals for CPZ, CBR and cycle storage knit together and make the most effective use of the available space. For storage locations within Phases 1 and 2, those locations will be subsumed into the wider CPZ proposals along with CBR and Tram, forming a single proposal.
- 4.20 In addition, there are other proposals currently in development that will have an impact on the possible introduction of new parking controls. At the time of writing, the proposals that will have an immediate impact on the introduction of CPZ are:
- 4.20.1 The Foot of the Walk to Ocean Terminal cycle scheme, which will necessitate all measures on that route being removed from the Phase 1 proposal.

Phase 1 Proposal

- 4.21 The responses from the Phase 1 consultation are detailed and discussed in Appendix 2, with a number of changes now being proposed to the design that was originally consulted upon. Further design revisions are also required to allow full integration with CBR, Tram and cycle hangars, as outlined earlier in this report.
- 4.22 Having considered the results of the consultation, it is now recommended that the Council commence the legal process to introduce CPZs in each of the separate areas that make up Phase 1 of the Strategic Review of Parking. The results of the Review clearly identified the extent of parking pressures in these areas and the results of the consultation confirm that many residents experience parking issues that would be addressed by the introduction of parking controls.
- 4.23 A description of how parking controls would be expected to operate within the Phase 1 areas is detailed in Appendix 3.
- 4.24 Additional work has now been carried out to ascertain the suitability of each of the Review areas in terms of identifying the layout of potential new "Zones". That work has been led by the need to consider how each of those Zones might work in terms of supplying sufficient space for those residents who might have a need to park on-street. A detailed analysis of the available data, in conjunction with the proposed design, can be found in Appendix 3 to this report.
- 4.25 The findings of that work show that, based on available data for vehicle ownership within the affected areas, there is sufficient on-street space available to accommodate the anticipated demand from residents.

- 4.26 The full proposal largely mirrors those arrangements already in place in the neighbouring extended zones of the CPZ, where controls operate Monday to Friday between 8.30am and 5.30pm.

Industry Specific Parking Permits

- 4.27 In response to concerns from garage businesses in the Leith Walk and Leith areas, a report was commissioned to consider the potential options for providing a specific type of permit that would enable businesses carrying out activities under the general banner of garage services to continue those activities within a CPZ. While this issue was raised in conjunction with the Phase 1 proposals, it is considered that any solution would apply equally to all future phases of the Strategic Review and could, if successful, also be applied at a later date within the existing Zones of the CPZ.
- 4.28 The detailed report on the potential options available can be found in Appendix 4.
- 4.29 In summary, it is considered that a permit scheme should be introduced for those business types that carry out work on a number of different vehicles throughout the working day, and that without such a scheme many of the affected businesses would find it impossible to continue operating within a CPZ.
- 4.30 The proposal is to introduce a permit system for garages and other similar businesses, with the proposed approach being tailored by individual location and/or businesses, but that it will generally consist of:
- 4.30.1 an allowance to park within shared-use parking places in specified streets or specified locations in the vicinity of the business to which the permits are issued;
 - 4.30.2 the creation of specific parking places that can be used by vehicles bearing the new permit type; and
 - 4.30.3 a combination of the allowance and the specific parking places outlined above.
- 4.31 Further work is currently underway to identify garage businesses and to determine the best approach for each location, taking into account parking pressures and availability of space.

Permit Restrictions

- 4.32 Permit restrictions were introduced in 2013 as a means of managing additional residential demand on parking availability as a result of redevelopment. Those restrictions tend to either limit the number of permits available or determine that certain types of property are not entitled to resident permits.

- 4.33 The current restrictions, as previously approved by Committee, relate specifically to the existing zones of the CPZ. With the CPZ now having the potential to expand into new areas, those restrictions must now be amended to ensure that the same level of control is possible within those new areas. This will ensure that demand from new development, or from sub-division or change of use of existing properties does not significantly add to permit demand.
- 4.34 The proposed changes make minor changes to the descriptions used within the permit restrictions table, but will largely mean that similar restrictions to those in place in the extended zones of the CPZ will also come into effect into any and all new zones.
- 4.35 Full details of the existing restrictions and the revisions now proposed can be found in Appendix 5.

Revised Priorities

- 4.36 The approval of the report to Transport and Environment Committee in September 2019 led to subsequent discussion in respect of a small number of Review areas. Those discussions centred around two particular areas where it was suggested that those areas should have been included within a proposed phase of the Review.
- 4.37 The first of those areas, Murrayfield, was rightly identified as having been missed from the Phase 2 proposals. It is now proposed to amend that recommendation, with the result that the Murrayfield area will now be included in Phase 2.
- 4.38 The second issue concerns Blackhall East, where discussions subsequent to September 2019 suggested that this area should have been considered for inclusion in a proposed phase. The results of the review, however, do not support Blackhall East's inclusion at this time. However, it is considered appropriate to recommend that Blackhall East become a monitoring area like neighbouring Ravelston. This approach will allow any migration of parking pressures to be identified at an early stage and for proposals to be brought forward should there be a need to do so.
- 4.39 A revised Plan showing the extent of each of the proposed phases and the associated monitoring areas can be found in Appendix 6.

Consultation Proposals

- 4.40 Appendix 7 contains an overview of the revised consultation approach, recognising that consultation exercises of the type typically undertaken for proposals of this type, are not currently possible given the situation with Covid-19.
- 4.41 While it may be possible to return to face-to-face consultation methods such as drop-in sessions, consultation meetings etc in the near future, for the time being the intention is to undertake consultations in a more virtual way, using technology as a means to engage with stakeholders.
- 4.42 This approach would see virtual drop-in sessions taking place, with detailed plans and opportunities to feed back on the detail of proposals via websites, interactive plans and questionnaires.

4.43 It is anticipated that, by the time Committee considers this report, arrangements to conduct the Phase 2 consultation using these methods, will be well advanced.

Stadiums Review

4.44 Separately to the Strategic Review of Parking, an investigation has also taken place into the potential for event, or match-day restrictions at Edinburgh's three main sporting venues:

4.44.1 Tynecastle;

4.44.2 Easter Road; and

4.44.3 Murrayfield.

4.45 The results of that review were intended to be reported to Committee as part of this report. It is now proposed to defer consideration of the results of the Stadiums Review to coincide with consideration of the results of the informal consultation for Phase 2 of the Strategic Review of Parking.

4.46 With the areas covered by the investigative work on the Stadiums Review covering areas that also form parts of Phase 1 and 2 of the Strategic Review, the decision was taken to amalgamate consideration of these separate issues, so that should a need be identified for restrictions related to sporting fixtures or other large-scale events, then a single proposal could be brought forward.

4.47 Within the current situation, where Covid-19 continues to have an impact on large-scale gatherings of all types, it is not considered appropriate, or necessary, to consider measures designed to manage event parking at this time. Nonetheless, with an expectation that normal attendances at sporting events will return in the near future, there remains merit in considering the situation that existed pre-Covid, developing measures that could be enabled for large-scale events.

4.48 Having given initial consideration to the findings of the Stadiums Review, it is clear that any recommended measures would cross between Phase 1, 2 and potentially Phase 3 of the proposals arising from the Strategic Review. With uncertainty as to how long it might be before sporting venues are once again open to the public, it is proposed that detailed consideration of the need for measures to mitigate the impact of event parking be tied to the potential introduction of Phase 2 of the Strategic Review of Parking.

4.49 The Council also recognises that construction work is proceeding on the new Meadowbank Stadium and that there may be a need to consider the implications for parking in the area adjacent to Meadowbank as part of the Stadiums Review. Further consideration will be given to the potential need for mitigatory measures in the forthcoming report covering the Stadiums Review.

Sighthill Industrial Estate

- 4.50 In the report considered by Committee in September 2019, it was recommended that a form of partial control be introduced in Sighthill Industrial Estate as a means of managing the levels of parking demand. Further consideration has now been given to what form this partial control might take, with full details contained in Appendix 8 to this report.
- 4.51 That report explained that, based on aggregated data from the 2011 census, the travel node covering Sighthill and South Gyle was one of the busiest nodes in the city, generating a significant number of trips on a daily and weekly basis.
- 4.52 The traffic orders for the West Edinburgh Link scheme have recently been advertised. Those proposals would see the removal of parking in South Gyle Crescent as well as the implementation of a Priority Parking Area in the residential part of South Gyle. These measures will collectively manage parking in that area.
- 4.53 On the basis of the recommendations contained in Appendix 8, it is now proposed to also introduce parking management, on a partial basis, into Sighthill Industrial Estate as a means of managing demand for space in that area.
- 4.54 It is recommended that the Council proceed to commence the legal process to introduce a number of both short and long-stay parking options within the industrial estate, managing the use of the available space and creating on-street opportunities for visitors to businesses in this area.

5. Next Steps

- 5.1 The legal processes to introduce parking controls into the area covered by Phase 1 of the Strategic Review of Parking will now be commenced. The full detail of those parking controls is explained within this report and its Appendices.
- 5.2 A separate legal process that would see the limited introduction of parking places in the Sighthill Industrial Estate will also be commenced.
- 5.3 Consultation and design elements for forthcoming phases will continue as described in the proposed timetable detailed in Appendix 1.

6. Financial impact

- 6.1 All costs incurred by this review 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, as well as preparation of reports linked to delivering the desired outcomes from the Review.
- 6.2 There will be ongoing consultancy costs involved in carrying out the next stages of the review. Those next stages will involve further consultation and engagement

exercises, assistance with preparing the draft Traffic Orders and additional design work associated with ongoing and future 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 Phase 1 and, subject to the results of planned consultations and 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 An informal consultation exercise on the possible introduction of parking controls in the Phase 1 area was conducted in late 2019. That exercise 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 drop-in sessions attended by Project staff, where plans could be viewed and questions answered by staff in attendance.
- 7.2 The results of that consultation are contained within this report.
- 7.3 Further consultations will take place as part of the 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 Informal consultations are to take place in a similar way to those carried out for Phase 1 for the remaining 3 phases, albeit with more emphasis on an online offering in line with current advice on large gatherings.
- 7.5 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.
- 7.6 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 - General Update
- 9.2 Appendix 2 - Results of Phase 1 Consultation
- 9.3 Appendix 3 - General Proposal for Phase 1 Area
- 9.4 Appendix 4 - Industry Specific Parking Permits
- 9.5 Appendix 5 - Restrictions on the issue of Permits
- 9.6 Appendix 6 - Revised Priority and Phasing Plan
- 9.7 Appendix 7 - Consultation Proposals – Report
- 9.8 Appendix 8 - Sighthill Industrial Estate
- 9.9 Appendix 9 - Charges

Appendix 1: Update & Revised Timetable

This Appendix provides an updated position on each element of the work currently being undertaken within each of the four proposed phases of the Strategic Review.

It further provides a detailed and revised timetable for delivering each of those four phases, subject to the successful completion of design and consultation exercises and to Committee approval being granted to take each phase forward to legal process.

1. Covid-19

1.1 In early 2020, work was progressing on a number of different workstreams related to the delivery of the proposals arising from the Strategic Review of Parking. Those workstreams involved different elements of analysis, surveys, design and review relating to Phases 1 and 2 of the Review, with similar workstreams relating to Phases 3 and 4 being expected to commence through the first half of 2020.

1.2 The emergence of coronavirus had a significant impact:

- On our ability to undertake further consultation work in line with that carried out for Phase 1;
- On the ability of our appointed consultants to conduct data gathering work on-street related to delivering detailed designs;
- With existing resources being engaged in the emerging Spaces for People workstreams

1.3 This Appendix explains how each of the phases has been impacted and provides details of the work that has been undertaken throughout lockdown and since restrictions were eased

1.4 In March 2020, with initial designs for all areas included in Phase 2 nearing completion as per the reported timetable, preparations were under way to carry out the informal consultation process in April 2020. Those preparations were put on hold at the end of March, as it would not have been possible to safely conduct the planned consultation exercises or to comply with Government guidelines under lockdown conditions.

2. Phase 1 Update

2.1 In Autumn 2019 a consultation exercise was carried out across the investigation areas that now form the Phase 1 proposal. In line with previous consultations, the consultation included a range of different methods of engaging with affected stakeholder, with residents, businesses and anyone interested in the proposals being invited to:

- view detailed plans online;
- leave comments on an interactive online map;

- complete a detailed questionnaire
 - attend one of six drop-in sessions, where they could:
 - view plans showing what was proposed in their area; and
 - Discuss the proposals with Council officers and our consultants.
- 2.2 The consultation exercise sought feedback from interested or affected stakeholders in respect of the detail of the proposal. The questionnaire asked a series of questions related to experiences of parking problems, the times and days of occurrence, as well as asking respondents to indicate what measures might address those problems.
- 2.3 The responses gathered from questionnaires completed, emails received, comments left on the interactive maps and from discussions that took place with residents, elected members and businesses during and after the consultation were initially analysed at the beginning of 2020, with an expectation that an early report would be brought to Committee for consideration.
- 2.4 Whilst the responses were analysed early in 2020 (See Appendices 2 and 3), the consultation process highlighted areas where it was considered that further work was required before bringing a recommendation to Committee. This additional work is now reflected in this report, with Appendices relating to:
- Enforcement options (Appendix 3);
 - Permit Holder analysis (Appendix 3); and
 - The introduction of a permit proposal linked to garage type businesses (Appendix 4).
- 2.5 The analysis of the consultation responses has also led to a number of changes to the initial design being recommended, reflecting comments and suggestions that have come from those living in, or working in, the affected areas. There are also further changes that did not come directly from the consultation process, but which have been considered to be beneficial in terms of delivering a cohesive proposal. The changes recommended by our consultants can be found in Part A of Appendix 2, whilst a full list of the changes that are to be made to the draft designs can be found in the comprehensive list in Part B of Appendix 2.

Integration with the Communal Bin Review

- 2.6 Separate to the Review itself, progress has been made in terms of integrating the requirements of the Council's Communal Bin Review within the Phase 1 proposals.

- 2.7** The design of the CPZ proposals has been revised to include revised and rationalised bin locations, with that work being done in a way so as to complement the CPZ proposals, delivering an overall proposal that makes the best use of the available space.

Integration with Tram

- 2.8** The design and layout of the proposed measures within Phase 1 must also take account of measures proposed as part of the Tram works. Whilst the majority of parking controls associated with Tram fall within the Limit of Deviation, there are a number of measures that lie just outside of the extent of the Tram works. Those changes will now be subsumed within the Phase 1 proposals.
- 2.9** The proposals that arose through the Tram consultation may, depending on the nature of the measure, require some alteration in order to fit in with the principles of CPZ. Wherever possible the Tram proposals are expected to translate directly into the CPZ design, reflecting decisions taken in the course of preparing the Tram proposal.

Outcomes from Phase 1.

- 2.10** Based on the outcomes from the Phase 1 consultation exercise it is now recommended to commence the legal process to introduce Controlled Parking Zones in each of the areas covered by Phase 1. This would now see CPZ introduced into the following Review areas:
- Leith Walk;
 - Pilrig;
 - Leith;
 - North Leith;
 - Gorgie North;
 - Gorgie; and
 - Shandon.
- 2.11** Appendix 3 provides detail of the proposal for the Phase 1 area, including information on the:
- proposed zones;
 - days and hours of control;
 - permit types;
 - approach to pay-and-display provision; and
 - proposed charges that would apply.

2.12 Should Committee approve the recommendations contained within the main report, the next stage in the process will be to commence the legal process to introduce parking controls into the Phase 1 area. It is anticipated that the first part of that process could take place in early February 2021. For further details relating to the timescales involved, reference should be made to the section on the amended timetable, which can be found at the end of this Appendix.

3. Phase 2 Update

- 3.1 All initial survey work for Phase 2 was completed in late 2019/early 2020, with outline designs having been prepared in advance of the upcoming consultation.
- 3.2 In March 2020, preparations were under way to undertake that consultation exercise. Those preparations would have seen that consultation take place in April of 2020.
- 3.3 The arrival of Covid-19, application of lockdown conditions and the limitations that were implemented in terms of social gatherings effectively placed the Phase 2 consultation on indefinite hold. With the consultation process leaning heavily towards mass delivery of printed material and on face-to-face meetings with the public in the form of drop-in sessions, it has not been possible to proceed with consultations of this type.
- 3.4 While it was originally intended that it might prove possible to undertake that consultation later in 2020, the continuing impact of Covid-19 has resulted in further consideration being given as to how the planned consultation exercise could be conducted, whilst avoiding situations where large numbers of people might gather.
- 3.5 We have been working with our consultant to identify alternative methods of consultation as a means of moving forward with the Strategic Review whilst recognising the need to keep both staff and the public safe and to avoid situations that might otherwise allow for the transmission or spread of Covid-19.
- 3.6 At the time of writing this report, it is anticipated that the Phase 2 consultation process will take place in late January and early February 2021, with the planned drop-in sessions now being moved onto an online platform. Full details of how those sessions will operate can be found in Appendix 7 to this report.
- 3.7 In addition to the online drop-in sessions, there will be access to detailed plans showing the outline designs with the ability to leave comments on the plans themselves. There will also be an online questionnaire.

3.8 As with Phase 1, provisions will be made to enable those without internet access the ability to request that information, and a copy of the questionnaire, be sent to them by post.

4. Phase 3 Update

4.1 While preparatory work had taken place in early 2020 on Phase 3 proposals, the detailed surveys were scheduled to take place in the Spring of 2020. While it was possible to undertake some initial design work based on online mapping systems, on-the-ground surveys are a necessity in understanding the up-to-date situation in most areas. Lockdown conditions meant that it was not permissible for staff to be on-street at that time, as the work involved was not classed as essential.

4.2 Phase 3 survey work commenced in early Summer 2020, once lockdown conditions had eased to an extent that would allow those activities to be undertaken. Even so, that work was subject to further restrictions and required significant assessment of the risks to the staff involved. On-street work resumed only once it was considered safe for staff, and those likely to come into contact with those staff, to do so.

4.3 Both the required survey work and the preparation of the draft designs were completed in the latter part of 2020. Those designs are now being reviewed in preparation for a consultation that will take place in early 2021.

4.4 It is anticipated that the Phase 3 consultation will take place immediately following the Phase 2 consultation. Full details of the proposed timeline for Phase 3 can be found at the end of this Appendix.

5. Phase 4 Update

5.1 Phase 4 preparatory work has been commissioned, with survey work and preparation of draft designs anticipated to start early in 2021.

5.2 Unlike the preceding phased, Phase 4 involves a mixture of potential CPZs and Priority Parking Areas (PPAs). Phase 4 also includes the possible introduction of CPZ into the South Morningside, B2 PPA and Cluny areas, where Committee previously agreed that the approved extension to B2 should proceed and that monitoring should determine the need, or otherwise, for a move to full CPZ.

5.3 The extension of the B2 PPA is yet to be resolved, with discussions continuing in respect of the potential delivery of the proposed Braidburn Terrace traffic management scheme. It is anticipated that some elements of the different Orders required to deliver that scheme will have to be re-advertised, but that any unaffected elements of the B2 extension will be moved forward separately.

- 5.4 The B2 extension will be implemented as soon as is possible, with monitoring to take place to gauge the effectiveness of those controls in addressing parking pressures in this area. However, the preparatory work associated with Phase 4 will also be undertaken, so that in the event that the monitoring exercises suggest that the PPA has not delivered the expected benefits, the switch to CPZ can be actioned quickly.
- 5.5 The Phase 4 design for this area will, effectively, be held until such time as it is determined that it is necessary to implement it. No consultation exercises will be carried out in this area until it is determined by the Council that there is a need to do so.
- 5.6 The remaining areas of Phase 4 (covering Trinity, Newhaven, Stenhouse, Broomhouse, Saughton and Portobello) will be taken forward to consultation stage. The timeline for that work can be found at the end of this Appendix. It should be noted that the potential delivery of CPZ in South Morningside is not included in that timeline.

6. Monitoring Update

- 6.1 Monitoring exercises were proposed to be carried out in conjunction with the potential roll-out of new parking controls, with additional exercises to be conducted in the South Morningside area.
- 6.2 With both traffic and parking patterns likely to have been significantly impacted by lockdown, no monitoring has yet taken place. It is expected that the proposed monitoring process will restart in advance of the implementation of the B2 extension, with further work related to Phase 1 scheduled to take place in advance of the introduction of those proposals.
- 6.3 That monitoring is subject to agreement that the Phase 1 proposals should proceed to legal process and that the outcome of that process is the introduction of parking controls in the Phase 1 area. Monitoring work will therefore be commissioned at an appropriate time, such that it takes place in conjunction with approved proposals.

7. Timetable and Phasing

- 7.1 The Strategic Review currently consists of four potential phases, each subject to further approval linked to the outcomes of both the informal consultations and to the planned monitoring work.

7.2 The four phases as currently approved are:

Phase	Investigation Area	Areas Included	
	Name		
Phase 1	Leith	Leith Walk	Pilrig
		Abbeyhill	North Leith
		Leith	
	Gorgie/Shandon	Shandon	Gorgie North
		B8	Gorgie
Phase 2	A8 Corridor	Roseburn	Saughtonhall
		Corstorphine	B9
		Murrayfield (See Note 1)	
	Leith 2	Willowbrae North	West Leith
		Bonnington	Easter Road
Phase 3	Fettes	B4	B5
		B3	B10
		Fettes	
	Southside	B1	B7
		Prestonfield	
Phase 4	Newhaven/Trinity	Newhaven South	Trinity
	South Morningside (see note 2)	B2	Cluny
		South Morningside	
	Portobello	Portobello	
	Stenhouse/Saughton (see note 3)	Stenhouse	Saughton
Broomhouse			

Note 1: In the report to Transport and Environment Committee in September 2019, Murrayfield was noted as requiring further indications of increased parking pressure before it could be added to any proposed phase. It is now proposed to add Murrayfield to Phase 2 in order to provide a comprehensive route plan for the A8 corridor.

Note 2: South Morningside's inclusion is dependent on the outcome of an assessment of the success of the proposed expansion of B2 in addressing parking problems in that area and will be the subject of a future report prior to any further work being carried out.

Note 3: Stenhouse/Saughton is reliant on further consideration and monitoring to determine the extent and type of parking control that might be required in this area.

Amendments to Phasing

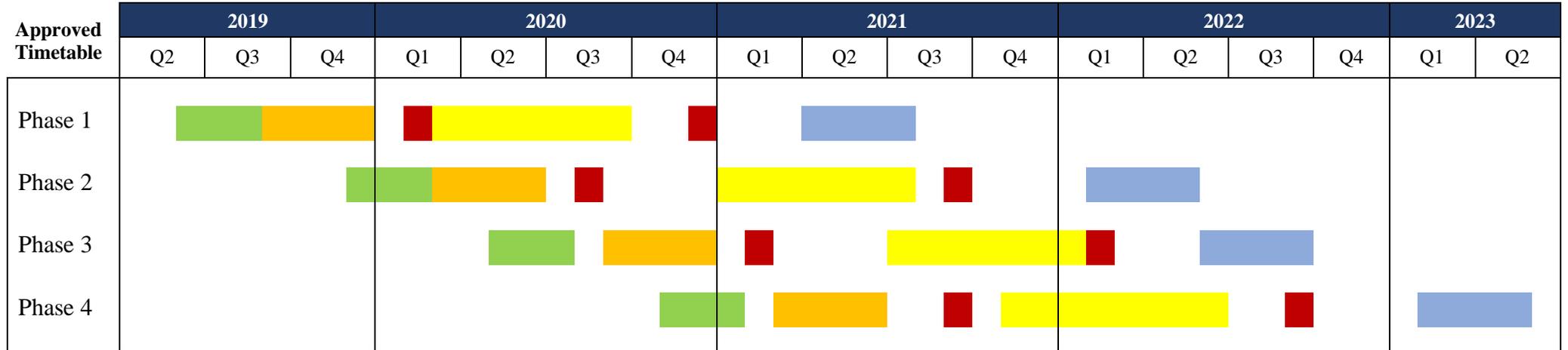
- 7.3 In the lead-up to Committee in September 2019 it was brought to our attention that there was an apparent anomaly within the phasing proposals, where the **Murrayfield** area appeared to have a recommendation for action which was not translated into the proposed phases.
- 7.4 It is now proposed to amend the proposed Phasing, including **Murrayfield** in Phase 2. This inclusion would provide a consistent corridor of parking controls along the A8 route. Despite parking pressures not appearing to be significant in this area at the current time, it is anticipated that this situation would materially change if neighbouring areas were to be subject to parking control.
- 7.5 At the time of writing this report, initial work has commenced in preparation for including **Murrayfield** in the consultation exercise.
- 7.6 Concerns were also raised in relation to the **Blackhall East** area, where it was considered that proposals in neighbouring areas could have a negative impact on parking in that area. The surveys conducted as part of the Strategic Review did show some parking pressures in **Blackhall East**, but those pressures were localised in nature and it was not considered, at that time, that further action was warranted.
- 7.7 With **Murrayfield** now being promoted into Phase 2, there is an obvious gap in the Review plan, with measures or monitoring proposed in an otherwise unbroken ring around the existing CPZ. For that reason, it is now proposed that **Blackhall East** be added to the list of areas to be monitored, with an expectation that this monitoring will commence in advance of the introduction of Phase 3, should that Phase proceed to implementation.
- 7.8 An amended phasing plan showing these additions can be found in Appendix 6.

Timetable

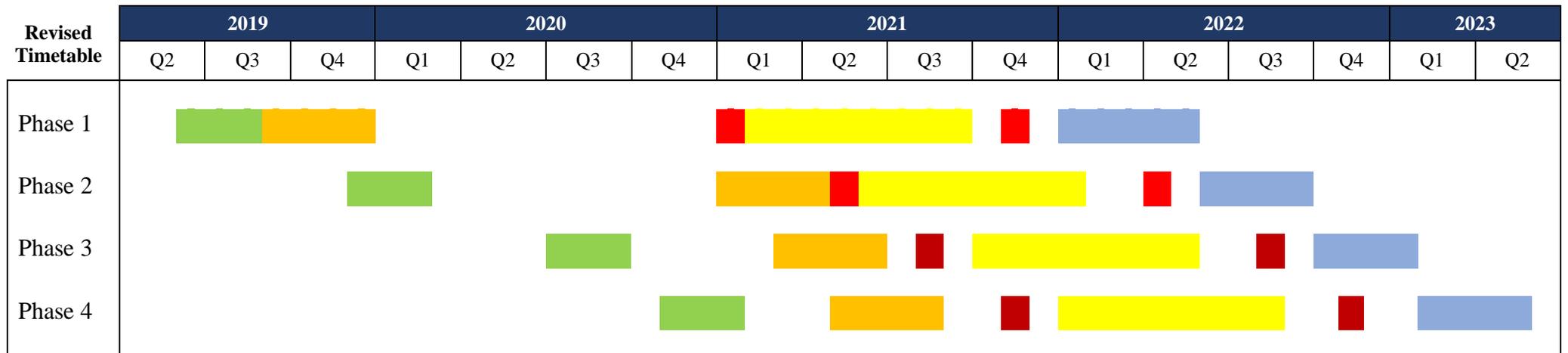
- 7.9 As has been previously discussed within this Appendix, the restrictions placed upon the Council and our consultants, as well as emerging workstreams as a result of the ongoing pandemic, have impacted on our ability to meet the previously approved timescales for delivering upon those Phases.

- 7.10 Our aim at this time is to ensure that we see no further slippages in the overall timeline, whilst appreciating that there has to be movement within the timeline if we are to use the resources that we have available in the most effective way possible.
- 7.11 Our appointed consultants, The Project Centre, have a dedicated team of individuals who not only have experience in terms of consultation, parking and traffic orders, but also now have experience of working with staff from within Parking and on projects or elements of projects directly related to the delivery of the Strategic Review.
- 7.12 The proposed revision to the overall timeline recognises the need to make the best use of the resources that we have, both internally and externally, as a means of delivering the best solutions possible in the shortest timeframe.
- 7.13 The value of the experience within the team cannot be underestimated, as that experience and the continuity that is gained from continuing to make effective use of those resources will be key in conducting effective engagement exercises, finding effective solutions and delivering a project that meets the needs of all those who use it.
- 7.14 The following page contains two timetables, the first being the one presented to Committee in September 2019 and the second the revised timetable reflecting the current position. The following page contains a key and notes that are relevant to both timetables.
- 7.15 It is proposed that Committee approve the second timetable and recognise that the overall project delivery date remains unchanged as Q2 of 2023.

Original Timetable – As presented to Committee in September 2019



Revised Timetable



Timetable Key and Notes

Key

Design



Initial Consultation



Committee Report



Traffic Order – Legal Process



Implementation



Notes:

- 1) The above timetables indicate the anticipated dates that each stage of each phase could be commenced.
- 2) Initial consultation assumes a four-week consultation period, followed by analysis of responses received and report preparation.
- 3) The traffic order process allows for analysis of responses and report preparation.
- 4) The timetable has been arranged to avoid overlap of available resources wherever possible.
- 5) High levels of consultation responses at initial stage or during the legal process could impact on the timescales shown.
- 6) Implementation stage for each Phase will be subject to Committee approval.
- 7) Timetable assumes that implementation will not be subject to competitive tender.

Appendix 2: Consultation results

This appendix is split into two constituent parts:

Part A:

A report from the Project Centre on the outcomes from the Phase 1 consultation

Part B:

A list of the changes requested and approved to be made to the draft designs as a result of the consultation and other discussions. Also includes details where changes have been requested and are not being taken forward.



Strategic Review of Parking

Consultation and engagement on proposed changes to the operation of parking controls around Edinburgh City Centre – Phase 1

The City of Edinburgh Council

Document Reference: 1000005977
December 2020

Revised by: [Stephanie Tisdall](#)
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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.

Job Number	Issue	Description	Originator	Checked	Authorised
1000005977	02	Edinburgh CPZ Consultation – Phase 1	Jess Cully 19.02.20	Darren Ryan	Nichola Mansfield 27.02.20
1000005977	03	Edinburgh CPZ Consultation – Phase 1 (Initial update with client feedback)	Stephanie Tisdall 24.04.2020	Darren Ryan	
1000005977	04	Edinburgh CPZ Consultation Phase 1 (Draft incorporating client feedback)	Stephanie Tisdall 30.06.2020	Darren Ryan	
1000005977	05	Final Draft	Stephanie Tisdall 22.12.2020	Darren Ryan 22.12.2020	

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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.

Proposals for phase 1 of the Strategic Review of Parking were consulted on over a four-week period from 16 October to 12 November 2019.

The 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.

• Scheme Proposal

The consultation provided residents of the nine areas in Phase 1 with an opportunity to view and comment upon the proposals. Feedback was submitted through a wide range of channels, including a dedicated consultation website with interactive maps outlining the proposals for each area, through six public drop-in session events and via email.

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

• Consultation Summary

33,313 leaflets were distributed across the nine areas advertising the consultation and providing location details of drop-in sessions. A copy of this leaflet can be found in Appendix A.

1,386 responses were received. After duplicates and blank surveys were removed, the final and accurate number of responses analysed was 1,259.

1,098 of the responses came from residents within the areas.

85 emails were received and are available in the supplementary document, Appendix C.

• Conclusion

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

Many respondents provided comment specifically on their road or roads around their homes. Issues experienced include 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, which could be true due to the size of the area of consideration.

- **Recommendations**

Recommendations for each area have been provided below:

- **Abbeyhill**

- Relocate the parking to the opposite side of the carriageway on Alva/Lady Menzies as residents are familiar with this set up.
- Review Double Yellow Line (DYL) restrictions at southern end of Waverley Park Road and add more bays.
- Check the public/private adoption records of Waverley Park Terrace parking area.
- Consideration should be given to 'mews' parking for Abbeyhill Colonies.

- **B8**

- Amend the restrictions on Craiglockhart Terrace to have Single Yellow Line (SYL) across driveways.

- **Gorgie North**

- Review DYL restrictions on Sauchiebank near junction with Russel Road to add more shared-use bays on the northern kerb.

- **Leith**

- Review the width of carriageway on Duncan Place and consider an increase in passing opportunities as the road is used as part of a bus route.
- Amend the allocation of permit holder bays outside No. 2 to 6 Pattison Street to shared use.
- Amend the allocation of shared-use parking outside No. 15 to 21 Pattison Street to permit holder.
- Check the public/private adoption of carriageway and parking at Kirkgate House.

- **Leith Walk**
 - For the motor repair business on Gordon Street who park customers vehicles on road prior to being taken into the workshop, separate consideration will be taken under the CPZ Phase 1 Industry Specific Parking Permits' analysis and report.
 - Remove end on bay outside No.9 Buchanan Street to create a turning head.
 - Amend the allocation of bays on Buchanan Street No. 19 to 23 from pay and display to permit holder.
 - Check public/private adoption of No. 6 to 8 Elliot Street parking bays.
 - Amend allocation of end on permit holder bays opposite No. 1 to 3 Elliot Street to shared use to allow access for resident with blue badge.
 - Amend the allocation of bays on Albert Street outside No. 160 from pay and display to permit holder.
- **North Leith**
 - Make Hawthorn Bank Place a mews.
 - Remove parking bays opposite No.5 Largo Place to maintain access point to the park for emergency vehicles and maintenance vehicles.
 - Add additional permit holder and shared-use bays on Hopfield Terrace in place of some DYL.
 - Amend allocation of pay and display bays to shared use on Lindsay Road.
 - Amend DYL restrictions to additional permit holder bays 8 to 16 North Fort Street.
- **Pilrig**
 - For the motor repair business on Spey Street and Spey Lane who park customers vehicles on road prior to being taken into the workshop, separate consideration will be taken under the CPZ Phase 1 Industry Specific Parking Permits' analysis and report
 - Check public/private adoption of Spey Street Lane, Springfield, Arthur Street Lane, Pilrig Heights.
 - Ensure the DYL's at Shaw Terrace and Shaw Place are returned around the junction radius.

- Shorten the shared use bay and add DYL restrictions on Pilrig Gardens to accommodate access to and from private lane behind the properties on Pilrig Street.
- **Shandon**
 - Introduce parking on both sides of Shandon Street and Shandon Road.
 - Review location of driveway at No. 4 Ashley Gardens.
 - Review Ogilvie Terrace parking space provision and its location relative to the steps to canal.
 - Consider the addition of parallel bays behind the end on parking in Shaftsbury Park.
 - Review length of spaces between driveways on Ashley Drive with a view to replacing DYL restrictions with further permit holder and shared-use bays e.g., No. 2b, 7, 25.
 - Review DYL restriction lengths in the flower colonies with a view to reducing or removing these.
 - Consider Mews parking in the Ivy Terrace and Daisy Terrace.
 - Check public/private adoption of Weston Gait.
- **Gorgie**
 - Reduce length of permit holder bay opposite no.25 Hutchison Avenue to allow for driveway access/egress turning manoeuvre.
 - Reduce the length of DYL at C No.40 Hutchinson Avenue and add more permit holder parking.
 - Add permit holder bays perpendicular to the northern kerb on Chesser Crescent at the dead-end opposite the access to Pentland House, in place of DYL's.
 - Consider permit holder parking in place of DYL's outside No. 20 to 24 Chesser Crescent.
 - Introduce permit holder parking in place of DYL's along the south eastern kerbline at No. 65 to 67 Chesser Crescent.
 - Introduce permit holder bay at No. 27 to 29 Moat Street.
 - Check the public/ private adoption of Appin Place.

- Introduce permit holder bays outside No.49 Eltringham Terrace in place of DYL's.
- Remove the proposed Shared-use bay opposite No. 1 to 5 Eltringham Gardens and add permit holder bays between the driveway of No's. 1 to 11.
- Change the proposed Permit Holder bay opposite No. 10-12 Eltringham Gardens to shared use.

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 businesses 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 consultation and 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 consultation and engagement programme gave members of various resident groups, community councils, businesses and residents the opportunity to view, comment and advise on the Council's proposals at an early stage of development.

The feedback received from the consultation and 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 required ahead of reporting to Committee.

3. CONSULTATION METHODOLOGY

- **Consultation channels**

Just over 33,000 leaflets were delivered to addresses across all the areas in Phase 1 over a two-week period, with the proposal details and area maps included. A copy of this can be found in Appendix A (supplementary PDF).

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

The consultation was open for four weeks from 16 October to 12 November 2019. The stakeholders were invited to view the proposals for the parking changes on Project Centre's consultation platform PCL consult.

Stakeholders were asked to submit their comments on the proposals through the online survey as well as the use of interactive maps.

Nine interactive maps, showing each zone that was being consulted 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 598 comments were left across the nine maps. These comments have been analysed for each area and are available to view, un-edited, in Appendix B (supplementary PDF).

An email address was also provided in the leaflet to enable those who could not attend a drop-in session or were uncomfortable with the online mapping, to communicate via this channel. 85 emails were received which are in Appendix C (supplementary PDF).

Project Centre hosted six drop-in sessions, carried out over five days, to allow stakeholders to view printed A1 size versions of the proposal maps and to discuss the proposals with council officials and Project Centre's parking consultants.

The times and locations for the drop-in sessions are listed below:

- Thursday 31 October, 4pm-7pm at St. Paul's Church, Pilrig
- Friday 1 November, 11am-2pm at Gorgie Dalry Stenhouse, Gorgie Road
- Friday 1 November, 4pm-7pm at Drennan Hall, Polwarth Parish, Polwarth Terrace
- Tuesday 5 November, 4pm-7pm at North Leith Parish Church, Madeira Place
- Wednesday 6 November, 11am-2pm at Fort Community Centre, North Fort Street; and
- Thursday 7 November, 11am-2pm at North Merchiston Club, Watson Crescent.

4. CONSULTATION FINDINGS

• Drop-in Sessions

There were six drop-in sessions held between 31 October and 7 November 2019. The feedback received from attendees was generally 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.

• 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. 87% 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).

The maps are accompanied with tables which show the total number of responses for each area. A separate column in the table lists the number of people who provided postcodes compared to the total number of responses received for each area. Similarly, another column lists the total number of postcodes that are from within the proposal area compared to the total number of postcodes received.

A breakdown of respondent type is also provided for each area. A pie chart showing the percentage of respondents who are residents, workers, business owners, visitors or 'other' is shown. The respondents who selected the 'other – please specify' option is also identified on an individual basis.

The percentage of respondents who said they experience parking problems in each area is provided.

• Questionnaire Responses

There were 1,386 responses to the online survey in total. Once blank and duplicate answers were removed, this left the true value of 1,259 responses.

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

Responder type and location

Shandon (24%) and Gorgie (22%) were the areas with the highest level of responses.

87% of respondents identified as residents of the area they were responding to.

Vehicles

65% of respondents only have access to or use of one vehicle. 19% own two vehicles and 3% own 3 or more. 12% of respondents states they do not own a vehicle.

7% of respondents from the Leith area said they had or used three or more vehicles.

Off-street parking

71% of respondents do not have access to off-street parking or a garage. Of those who do, the majority are within the Craiglockhart B8 area (54%), while the area with the least access to off-street parking is the Shandon area (15%).

28% of respondents (346 people) stated they do have access to off street parking or a garage, while 1% provided no answer to the question. All 346 responses for this question were cross tabulated with how many vehicles they own and which area they belong to – see section 1.1.18 of Appendix E (supplementary PDF).

Car Club

94% of respondents (1183 people) are not currently members of the car club. Out of the 1183 people who were not members, 88% said they would not join a car club even if more vehicles were accessible in their area. 7% said they would, while 6% left the answer blank.

Parking issues

49% of respondents (624 people) said they do experience parking problems, while another 49% of people (but 10 people less at 614 people) said they do not experience parking problems. 2% of responses (21 people) left the question blank. Responses for those saying they do experience parking problems were highest in the Shandon and Abbeyhill areas, with 69% and 70% of respondents in those areas stating they experience parking problems.

A multiple-choice question was posed to those who said they experience parking problems asking them to tick a list of problems they experience. The biggest problem respondents said they faced is not being able to park near their home. In total, 393 out of the 624 respondents who face parking issues said they experience this problem – this accounts for 63% of the respondents. Abandoned vehicles (31%) and Commuter parking (11%) were second and third biggest issues, respectively. However, 31% also mentioned they experienced 'Other' problems not mentioned in the survey.

Issue times

Most of these problems are encountered weekday mornings, afternoon, and evenings. There is a steady decline of respondents stating they experience these

problems in the weekend. During the weekend, there is a slight rise in Saturday afternoon and evening time slots. Section 1.1.41 of Appendix E (Supplementary PDF) provides a full analysis of each problem and the time periods they are encountered.

Improvements and timescales

A multiple-choice question was asked to all respondents asking what parking improvements they would like to see in their area. 51% of respondents would like to see more action taken against inconsiderately or dangerously parked vehicles. This was followed by 41% who said improved access to parking for residents would be helpful.

Question 16 referred to preferred timescales. Although a range of timescales were provided, 43% of respondents (542 people) made 'other' comments enabling them to enter their own free text, while 12% of respondents (150 people) left the question blank.

Excluding 'Other' and blank responses, 567 respondents did select a timeframe that was provided in the survey. Out of this 567, 47% (269 out of 567) selected the 8:30am – 5:30pm M-F option. This figure accounts for 21% of all respondents in the survey. This was followed by 13% of people (70 out of 567) who selected the 8:00am – 6:30pm M-F. This figure accounts for 6% of all respondents in the survey.

A full analysis of every response in Q16 is provided in sections 1.1.53 – 1.1.69 of Appendix E (supplementary PDF).

An email link was also included in the letter for stakeholders to mail in their comments. Although the majority of the responses were submitted via the website survey (93%) and only (7%) by email.

Of the 85 emails received, 53% were concerned about the perceived loss of parking bays due to the introduction of yellow lines.

- **Interactive Map Responses**

Nine interactive maps for each area were available to users who could pinpoint a location and leave a comment. Duplicates were excluded if these comments and plots were recorded as identical providing the exact same information more than once. In total 608 points were plotted across the nine interactive maps by 428 people. Not every plot had a comment.

598 comments were left on the maps for nine of the areas. 17 of these comments were left anonymously.

The Gorgie interactive map comments have been analysed separately due to multiple responses being left by people only leaving their first name, the first half of a postcode

and leaving the exact same comment. 303 locations were plotted, but 204 were duplicate responses. 112 of those response left no comment in each plot, while 92 of the duplicates were three separate comments repeated word for word. A full breakdown and analysis of interactive map comments can be found in Appendix B (supplementary PDF).

- **Free Text Comments**

The results and comments from the consultation have been analysed and they have been broken down by issues they consider pertinent. Many of the free-text comments provided in-depth responses, suggestions, and alternative ideas. The results are summarised in the following points:

The proposed parking changes affect various areas across Edinburgh. The Gorgie and Shandon areas received the most comments from the online survey as well as the interactive maps.

Some residents residing in these areas had concerns regarding the introduction of CPZ restrictions in their areas, citing that the introduction of yellow lines and/or controls could potentially restrict residents and be more of an inconvenience. However, some residents mentioned additional yellow lines were necessary in their areas. In total, 6 respondents explicitly mentioned additional yellow lines were not necessary, while 4 mentioned they were necessary.

A small number of respondents who left free text comments, suggested that there were only issues in the evenings and on event days, stating that any restrictions should be in place from 5pm weekday evenings. This seems to tie in with respondents who selected the 'other' option in the survey and suggested days they would like to see restrictions. 4% of 'other' respondents here explicitly mentioned football/rugby and other event day controls were all that were required. 7% of those other comments mentioned weekdays specifically. Those who suggested alternative times explicitly (136 respondents), 41% of those times included restrictions the evening (after 5pm).

There were several suggestions for shorter time frames, during the day, to deter commuters or people who 'park and ride' into the city. This also ties in with some 'other' responses of Q16, with respondents suggesting time restrictions during the morning or afternoon. Out of the 136 alternative suggestions, 10% suggested times involved the afternoon only (12-5pm), 23% at times in Morning-Afternoon (8am-12pm) and 4% morning only (8am-12pm).

Respondents' main concerns were around there being limited issues with parking during the day, in their area, and restrictions needing to be in place in the evenings. It was also mentioned several times that, where parking was an issue, permits would not resolve this issue and only cause a financial burden for residents. It was

mentioned that if permit restrictions were in place during the day, people would be paying to leave their cars at home whilst taking other means of transport to work or out on other journeys. Some people said that if daytime restrictions came into effect, they would just drive to work and only park their cars outside of the restriction times.

Question 16 of the online survey was regarding which times the restrictions should be in place. Of the 1259 respondents in the survey, 43% chose 'other' option leaving a free text comment, this equaled 542 respondents in total. 359 out of the 542 respondents left comments disapproving any parking restrictions. However, a quarter of these 'other' respondents used the free text comment box to suggest alternate times. These alternative times have been broken down and classified in different time zones throughout the day in section 1.1.65 of Appendix E.

5. CONCLUSION

The consultation has highlighted a wide range of feedback from local communities across Edinburgh, with most of the issues raised regarding the proposals being area specific to the immediate geographic locality. The detailed responses are provided in the accompanying appendices.

A summary of considerations regarding the proposals is highlighted below:

- The allocation of disabled parking bays could be assessed, as a number of comments have been received throughout the consultation regarding redundant disabled bays, new bays that are not yet on plans and residents wishing to be allocated a disabled bay.
- The benefit of one-way street operation which would allocate more carriageway space to parking.
- Potential for specific business-related parking permits to be explored for those businesses that maintain vehicles and have limited private space to park/store customers vehicles.
- Assessment of vehicle ownership of each area to be undertaken and compared to the anticipated permit uptake to ensure adequate provision. *(This has been completed for those who have taken part in this survey, as highlighted in section 7 of this report, however, a further assessment may be required)*
- Days, hours and times of operations need to be established taking into consideration engagement responses.
- Number and type of ticket machines i.e., cash, cashless or no physical ticket machines has been considered and is detailed in a separate report.

6. APPENDICES

- **Appendix A – Consultation 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 (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:

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

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

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



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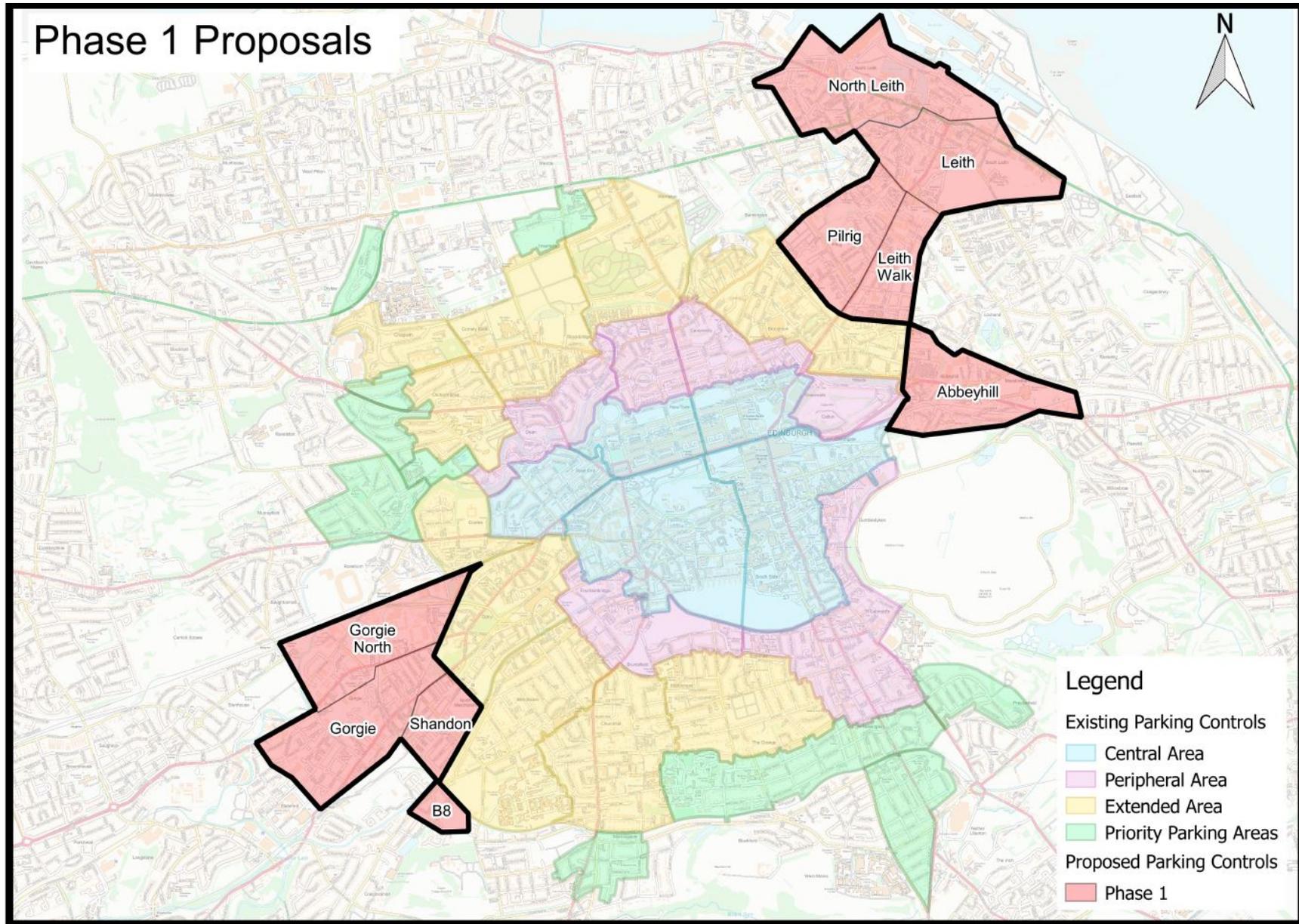
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The Urban Building
3-9 Albert Street
Slough, SL1 2BE
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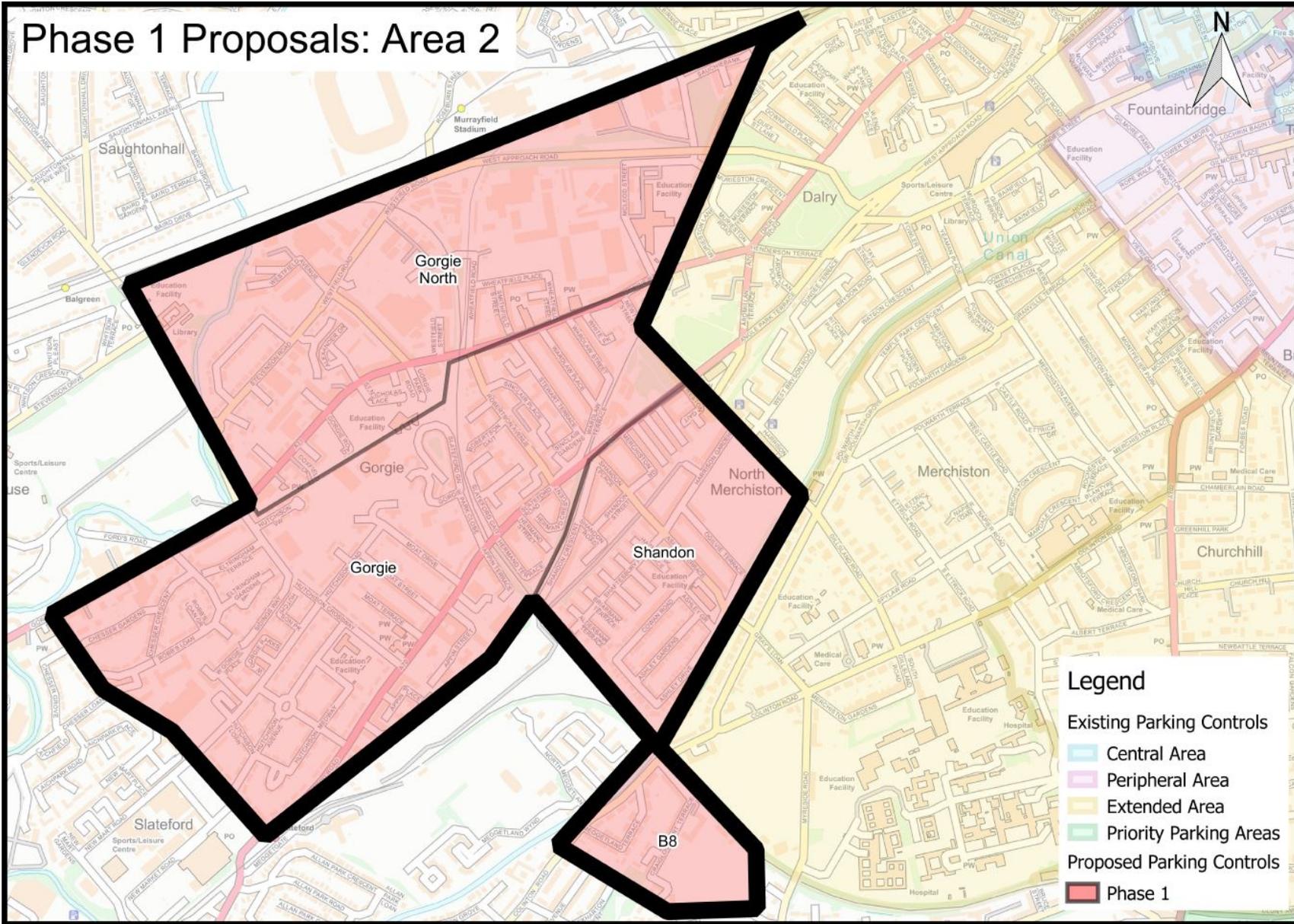
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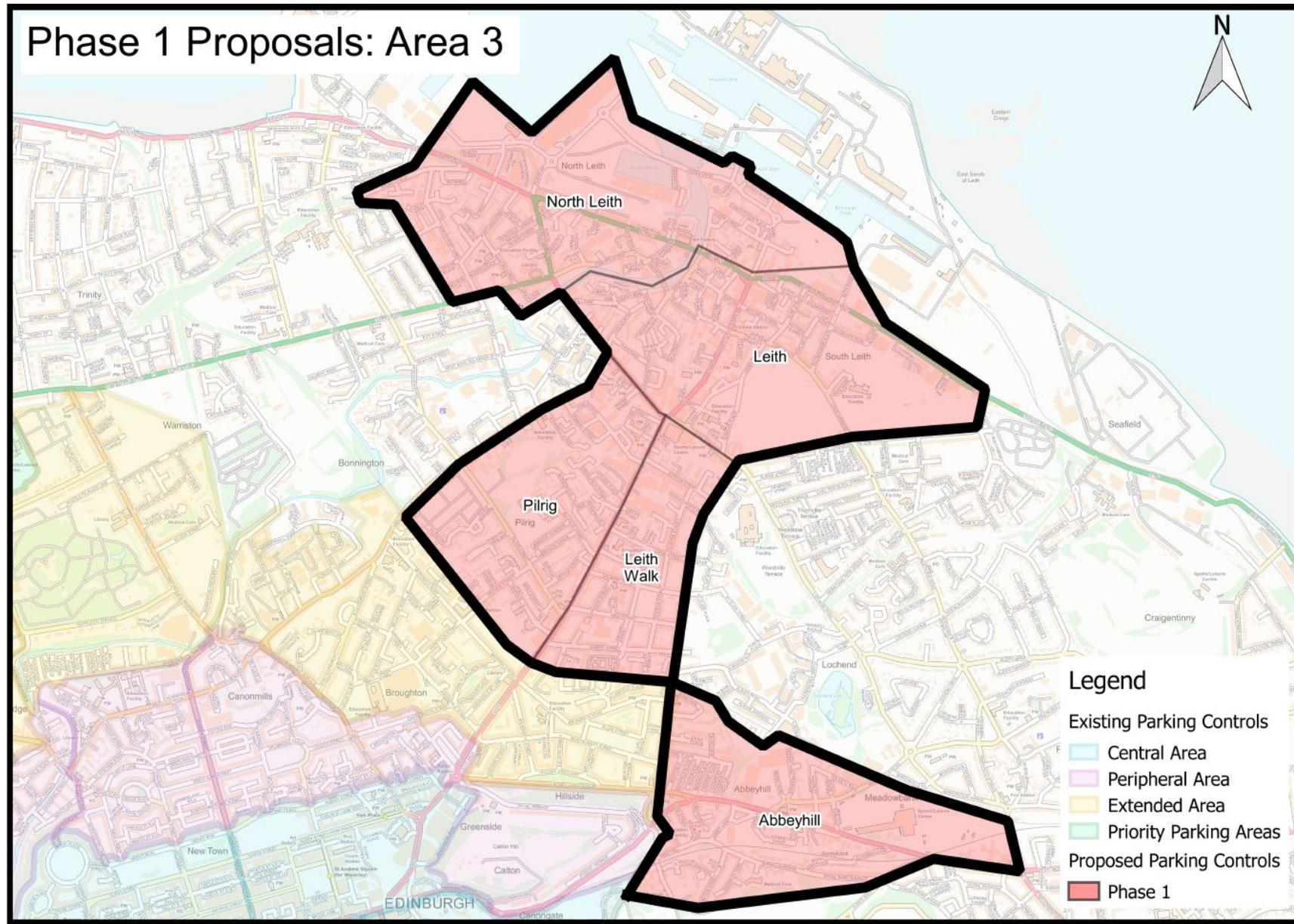
Manchester Office
Regus - Room 6.1
53 Barnett House
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Manchester, M2 2AN
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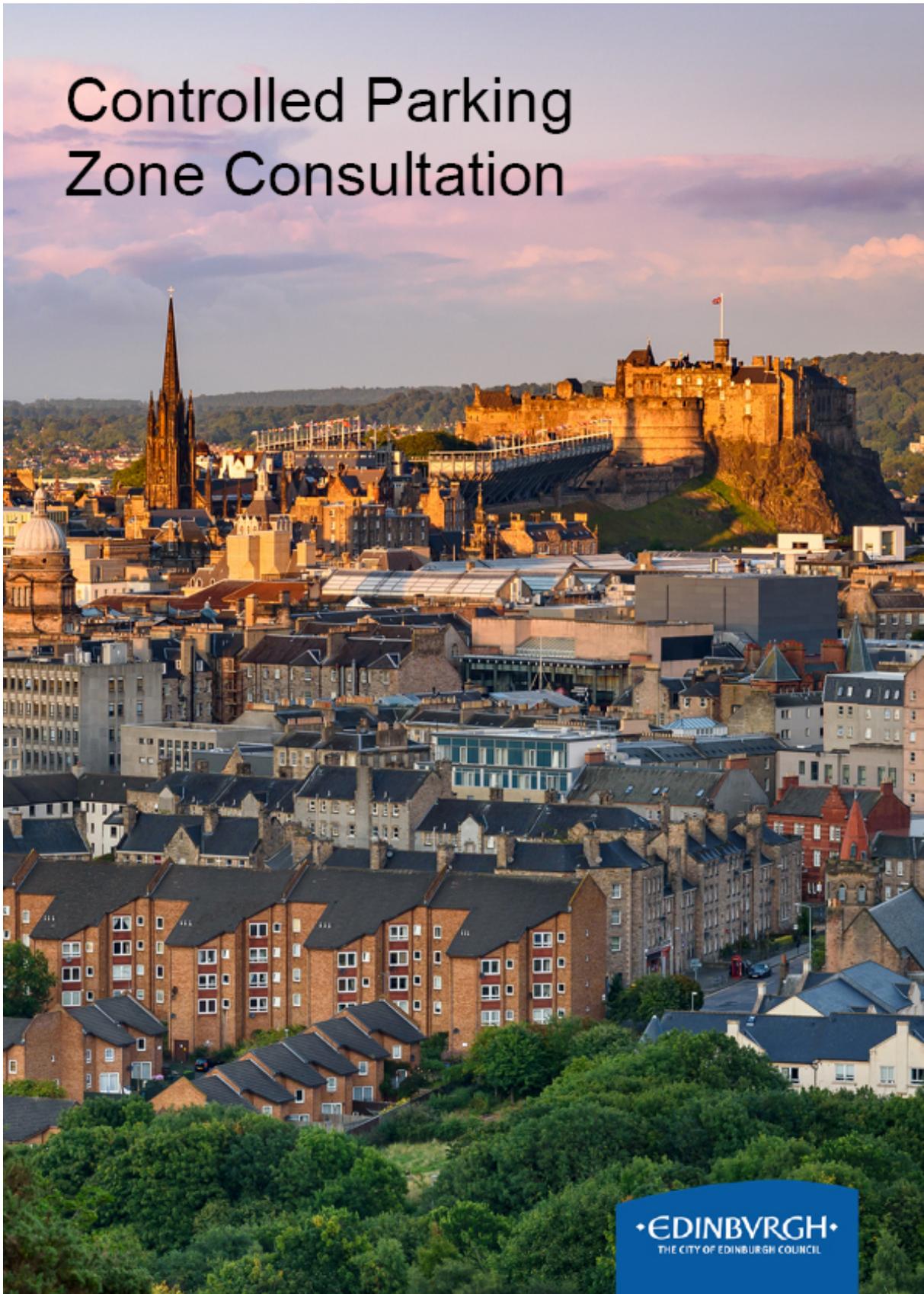
Appendix A – Consultation Area Maps and Leaflet







Controlled Parking Zone Consultation



Introduction

The City of Edinburgh Council is proposing measures to address parking pressures in your area. As part of the process of introducing these measures, we want to know what difficulties you experience with parking in your area, as well as your views on what is being proposed.

Background

The Council has seen a recent increase in requests from communities across the city, asking us 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. By looking at the entire city, including all satellite towns and villages, this review took a strategic, proactive approach to addressing increasing parking pressures across the city.

The review split the city into areas, with surveys undertaken in every street across the city to measure parking pressures. The results were then used to assess the potential need for control in each area.

The overall outcome of the review is a prioritised list of areas, with the Council adopting a phased approach that will see parking controls proposed in those areas worst impacted by parking pressure.

Proposals

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

The first phase of these proposed parking controls includes the Abbeyhill, Leith, Leith Walk, North Leith, Pilrig, Gorgie and Shandon areas.

Have your say

What parking problems do you face in your area? What would you like the Council to address? We want to know what your views are on these proposals. This leaflet explains some of the main aspects of the proposed controls, with further information on the proposals themselves available on our website.

Share your views online at www.pclconsult.co.uk/edinburghcpz

We are also holding drop-in sessions where we will have detailed maps displayed for you to view. Staff will be on-hand to answer your questions.

- Pilrig St. Paul's Church, 1b Pilrig St, EH6 5AH on Thursday 31 Oct 2019, 4-7pm
- Gorgie Dalry Stenhouse Church, 190-192 Gorgie Rd, EH11 2NX on Friday 1 Nov 2019, 11am-2pm
- North Leith Parish Church, 1a Madeira Pl, EH6 4AW on Tuesday 5 Nov 2019, 4-7pm
- Fort Community Centre, 25 N Fort St, EH6 4HF on Wednesday 6 Nov, 11am-2pm
- North Merchiston Club, 48 Watson Cres, EH11 1EP on Thursday 7 Nov, 11am-2pm

This consultation will close on Sunday 10 November 2019 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

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 19-5447. ITS can also give information on community language translations.

What type of control is proposed for my area?

We are proposing to introduce Controlled Parking Zones (CPZ) in each of the areas covered by this consultation.

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.

Appendix B – Interactive Map Comments and Analysis

Area	Number of Locations Plotted	Number of Comments	Number of Responders	Anonymous Comments/Plots
Abbeyhill	64	64	43	2
Craiglockhart (B8 PPA)	43	43	26	5
Gorgie North	26	26	23	0
Leith	51	51	42	1
Leith Walk	21	20	20	0
North Leith	35	34	33	1
Pilrig	67	63	48	1
Shandon	203	199	128	4

Area	Number of Locations Plotted	Number of Comments	Number of Responders	Anonymous Comments/Plots
Gorgie	98	98	65	3
Gorgie (duplicates)	204	3	154 ¹	0

¹ This is the total number of individual respondents, but we cannot accurately calculate the true number of individuals as these responses included only a first name, first half of a postcode and used the same response template in the comments section.

1. ABBEYHILL

1.1.1 43 people left 64 comments on the interactive map for Abbeyhill.

1.1.2 Two comments were left anonymously.

1.1.3 Six comments focused on the issue with “commuter parking”, stating that they are in favour of resident parking permits.

1.1.4 Three comments are regarding end-to-end parking (narrowing of the road towards the end), specifically on the south side of Rossie Place, advising that this should revert to parallel to the pavement as this is now obstructing the available space on the walkway. One comment regarding changing the direction of parking, relates to Easter Road.

1.1.5 Three comments are from responders who are against the proposals as they believe it would impact local businesses. Two of the responders identified as business owners.

1.1.6 There were three comments regarding turning spaces/passing places being unnecessary, specifically on Alva Place and Lady Menzies Place.

1.1.7 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Resident	A church group come to my home specifically for ground floor access. Not everyone with access issues have disabled parking badges, most already struggle with their income, they will lose social interaction in free, safe friendly homely environment.	55.95418165	- 3.167509154
Resident	A condensed area in terms of residents & future plans for new builds - in no way will this relieve the problem residents have parking at the end of day, in fact you are reducing spaces available in my street with double yellows. Should remain as is.	55.95507313	- 3.166795563
Resident	About time too! Rossie Place is awful to park in, it's got worse over the years. As long as visitor passes are allowed I'm very happy. Get the bins put back in position too! Behind the yellow lines, and not taking up valuable parking spaces.	55.9587589	- 3.170628691
Resident	ALL colony streets should have double yellow line status the length of the non-parking space side. Alva/Lady Menzies Place has been given single yellow line in your proposal map. This street is minimally wider than the others by a very small amount.	55.95829213	- 3.169659903
Resident	As a resident of 50+ years "Parking bays" on the roadway in Alva Place/Lady Menzies Place (from Rossie Place looking upward to London Road) are always situated on the right, your map shows them on the left which is incorrect.	55.95863834	- 3.169364373
Business owner	As a small business in the area for 25 years which relies on its customers being able to park this would adversely affect our business. There is ample parking available to residence. This is another assault on the small business owner by Edinburgh council	55.95677411	- 3.162012397
Resident	Because parking is a messy free-for-all, folk even sometimes think it's ok to 100% block access to our car park (ie park in only remaining 2m space between the rest of the cars thereby preventing any access at all).	55.95944309	-3.17039738
Resident	Double parking at bins often blocks end of road & can affect Easter Rd. I had a delivery & the truck couldn't get along our street, so he had to leave truck on Easter Rd which caused unnecessary traffic issues, all cos someone was popping to Scotmid.	55.95943559	- 3.171498426

Resident	Double yellow line should be permit holders only spaces, this is currently used as parking by residents and changing this to a double yellow will remove 5 parking spaces for residents leaving only 5 spaces for 36 flats.	55.9548004	- 3.170620931
Resident	Elsie Inglis Way isn't included in this map along with Jax Blake Drive. I would like to be notified of the plans of what the parking will be like on both these streets? I'd like to see permit passes for residents only.	55.95592926	- 3.166431612
Business owner	How can installing pay and display meters help the residents? If they did not have or pay for a permit, then paying and displaying would inconvenience them also. We have been here for 15yrs and employ staff that know they can park for free.	55.95680704	- 3.171321406
Resident	However, it would be preferable to have it at the bottom of the street, nearer Rossie Place where there is more room for parking meters. The Colony streets and pavements are too narrow for additional street furniture.	55.95823441	- 3.170894929
Resident	I agree with the proposed parking restrictions. And I believe that residents should be given priority to obtain the permits, which should be of a reasonable cost. Currently, parking is used largely by businesses while residents struggle on a daily basis.	55.95932256	- 3.170044939
Resident	I agree with what you are proposing.	55.95514499	- 3.160875755
Resident	I am in Spring Gardens, Abbeyhill. PLEASE DO NOT make every bay in Spring Gardens permit holders. Where are our visitors to park? My parents are late 70s - they can't walk far. You MUST make these bays MIXED USE & DO NOT reduce current parking space.	55.95497063	- 3.163599321
Resident	I commute by bike up & down Abbey Lane. Cars parked on each side of the road hamper the sightlines & narrow the road so it is really only safely useable in one direction at a time. I would like parking to be banned from the west side of the Lane.	55.9565076	- 3.167712321
Resident	I do not think this scheme will benefit me as a resident or the small businesses who use the spaces when the residents go to work by car. I have not heard what fee the council are levying and feel there is no advantage to introducing this scheme.	55.95857352	- 3.168753572
Resident	I don't agree that we need to start paying to park in Abbeyhill. Fair enough charge people to park in city centre but it's ridiculous that any visitors or workmen would need a permit to visit me at my flat in Abbeyhill.	55.95804881	- 3.171075577
Resident	I fully support the designation of a controlled parking zone. However the Colony housing should be designated as a mews parking area as is the case at Stockbridge and Rosebank. Line markings, damaging the appearance of the narrow streets, are not needed	55.95775633	- 3.169813417
Resident	I support a controlled zone in my area to allow me to park my car where I live. It is very inconvenient not being able to park as commuters park from early morning until early evening for convince for their work.	55.95797915	- 3.170455047
Resident	I support the CPZ but am confused by the over-use of double yellows proposed at the end of Waverley Park. Currently people park outside No 27 and directly opposite without issue. I'd suggest double yellows only along the very back wall as marked by pin.	55.95395128	- 3.168274655
Commuter	I work at 12 Dalziel place. I have no option but to drive to work due to distance and the need to drop 2 small children across town at mothers. before work. There isnt work car park and my office is in the area. There is lots of parking. no need for this	55.95663631	- 3.162108363
Resident	I worry that the proposed double yellow and 'shared' parking areas on Carlyle Place would not leave enough parking for the residents. I also	55.95785453	- 3.168073245

	worry about businesses buying permits and taking our spaces. Are bays to be marked in paint? This would help!		
Resident	If a visitor or trade is coming to visit anyone on this stretch of Royal Park Terrace or Spring Gardens they are going to have to go a very long way before they can find a shared use space.	55.9546693	- 3.161062309
Resident	I'm delighted with the proposals. The dropped kerbs here are regularly blocked & access to the car park behind nos.21-27 is often a challenge, even in a small car. Also access to the substation would often be impossible in an emergency.	55.95943559	- 3.170355805
Resident	In Royal Park Terrace where we face many parking issues. Residents often have to park streets away from where they live. Commuter parking is rife, camper vans parked for months at a time, many vehicles await sale or repair by nearby garages	55.954806	-3.161582
Resident	In the current form far too many shared permit/pay and display spaces allocated which will attract too many business owners/employees to use their vehicles and park all day. These narrow colony streets should be for residents parking only.	55.95840924	- 3.169498971
Resident	Issues not addressed for pedestrians & how to stop cars blocking pavement. Vehicles often overhang pavement by miles here due to low kerb. Access for disabled & buggies becomes 100% impossible. Even on foot sometimes have to really squeeze along fence.	55.95941156	- 3.170157322
Resident	Moving to Edinburgh from Yorkshire my partner and I believe CPZ will decrease the ability for our friends and family to visit us making us feel lonely isolated and depressed and severely damaging our well being. There is no need for CPZ on Milton Street	55.955043	-3.167829
Resident	On Edina Place I believe that a mix of "pay and display" and "car club" bays should replace the "shared use bay" as, rather than those using the services of Easter Road, a shared use bay will be parked in from morning to night by commuters.	55.95946261	- 3.170970031
Resident	On top of the 3 lengths of road previously used for pavement parking there also appears to be a substantial loss of parking areas to extended double yellow lines. We don't have difficulty parking during the day - only at night once everyone is home	55.957806	-3.161124
Resident	Parallel bays, yay! Accessing the road has got extremely tight since folk started parking nose-into the kerb on the south (previously parallel-parked but some muppet started this fad). Affects Easter Rd if lots of people trying to get in & out of street.	55.95938153	- 3.171037086
Resident	Parking spaces on the south side of Rossie Place should be parallel not end on, which blocks visibility when emerging from the colony streets.	55.95866609	-3.16909919
Resident	Please extend the city-wide secure bicycle hanger scheme to include the Shared-Bay outside number 38 Milton St. Contact the active travel team to coordinate: Joe.Taylor@edinburgh.gov.uk. The required TROs could be combined to save council resource.	55.95400898	- 3.168872544
Resident	Please include secure residential bike parking in the Shared-Bay between 30-38 Milton Street. I don't own a car, but cycle regularly and currently have to carry my bike to the top of my tenement stairwell to lock it up.	55.95404802	- 3.168830969
Resident	Resident since May 2008. CPZ and residence parking should be introduced on BOTH sides of Montrose Terrace. Partially introducing it will aggravate the issue. We will have to travel even further to park. Current plan shows CPZ only from numbers 25 to 59.	55.95684054	- 3.171333656
Resident	Rossie Place parking at colony side/gable ends between streets should be returned to "parallel to pavement" parking. The new trend of "nose/tail in" parking obstructs the pavement for pedestrians & wheelchairs and is dangerous for cars exiting the street.	55.95868479	-3.16922139

Resident	Some areas i.e. Milton Street numbers 5 - 15 are left blank. What is proposed here?	55.95509016	- 3.167746016
Resident	The council arranged disabled by for my use opposite my home at building 8 but I am totally in favour of permit holders only as this is a very small street which is being totally congested by people taking advantage of free parking to our detriment	55.95501906	- 3.170315736
Resident	The double yellow lines extend too far down the south end of Alva Place (high numbers). This is further than those currently there and would remove some parking spaces.	55.95784702	- 3.171055862
Resident	The passing places are not required . People have been parking in the colonies for years without a passing place and it will only reduce available parking.	55.9582224	-3.16904957
Business owner	The proposals for Montrose Terrace are disastrous for local businesses. The introduction of pay and display is unnecessary.The suggestion of so many residential parking places is unfair. Yellow lining superfluous by the cafe. Why so little space to reply	55.956771	-3.171654
Resident	The propose double yellow lines reduce the number of parking bays on Waverley park terrace. Currently cars are able to park at the end of the street. The new proposal would remove 4x parking bays. Can this location not be converted to official bays?	55.9544039	- 3.166520218
Resident	The proposed system of paid residents parking permits in Abbeyhill offers no guarantee of there being a space available. I would prefer to remain with current system, where there is no space guaranteed, but also no charge. Free residents permits ok.	55.95798455	-3.16838719
Resident	The shared parking on Maryfield would be better on the west side of the road as many of the lower flats on Maryfield do not have cars while the upper flats on Alva Place on the east side of the road tend to be families with cars	55.95790108	- 3.170460411
Resident	The street consisting of Alva Place (lower numbers) & Lady Menzies Place (higher numbers) correctly park on the right hand side of the road on entering the closed end street which should continue. Your map details parking on the left.	55.95799783	- 3.169799378
	TheAbbeyhill Colonies	55.95801586	-3.17034261
Resident	There should be no parking bays on the south side of Rossie Place where it narrows at the end of Maryfield. It makes the road narrow reducing visibility. it also makes Rossie Place feel more like a car park that a street or place.	55.958829	- 3.170217672
Resident	These short stretches of double yellow lines are unnecessary. Residents are used to driving in and reversing out out or vice versa. There is no need for passing places or turning points and they take up parking spaces.	55.95828546	- 3.169580647
Resident	These spaces are currently parked in with cars perpendicular to the road. The proposals seem to indicate a return to parallel parking, which will reduce the number of spaces available to residents.	55.95510327	-3.16674591
Resident	This block of spaces has been marked as private parking but this is adopted road and adopted parking spaces, and has been so for the 11 years I've lived in the area.	55.95454487	- 3.166826197
Resident	This double yellow line would remove a space for the residents that is currently used. A one car bay would be better suited.	55.95482301	- 3.170473719
Resident	This is supposed to be a conservation area a nd it should free from excessive street furniture and signs	55.958181	-3.169808
Resident	This is used as daytime parking and is never enforced as a single yellow with parking restrictions. I feel this would better serve the area as a double yellow.	55.95778997	- 3.171184608

Resident	This map needs updated. There is currently a 1 car disabled bay here that takes up 2 spaces. This current proposal would leave 5 bays for residents for 36 flats in this square.	55.95481456	- 3.170369497
Resident	This will affect family visiting me. I think the impact of commuters parking all day is minimal. The council is getting greedy.	55.95853234	- 3.163493458
Resident	Turning circles/passing/spaces are unnecessary/unsafe. Cars attempting this manouvre currently mount & block pavements & almost hit garden walls and should not be encouraged by their creation which will also reduce the number of parking spaces available,	55.95764535	- 3.170084634
Resident	Tytler Court has a car park for residents but this appears to be split between permit and non-permit parking. You cannot expect some residents of the development to have to get a permit and others not. It is either all permit parking or none at all.	55.95504473	- 3.168295869
Resident	We badly need controlled parking given the huge number of commuters and shoppers that take spaces every day. However, yellow lines and parking meters would make the place ugly. Can't we follow the Stockbridge model?	55.958082	-3.16934
Resident	We don't think it's necessary to transform the parking area into a payed/permit holder one. We almost never have problem to park and it will be an extra budget for us to pay for everyday parking.	55.95374516	- 3.168988908
Resident	We feel as they are in a conservation zone and unique within Edinburgh, the Abbeyhill Colonies need different treatment from the rest of the area. We would be in favour of resident preference parking, no turning points and no markings (yellow lines).	55.95823741	- 3.169151493
Resident	While some shared parking is a good idea, it would be preferable not to have them in any of the Colony streets apart from Maryfield Place and Maryfield.	55.95850167	- 3.169473359
Resident	Why are there double yellows here. Currently no restrictions and no problems. Too much double yellows outside 27 Waverley Park	55.95393856	- 3.168169994
Resident	You need to take out double-sided parking at 102 spring gardens and along the length of abbey lane. these stretches are death traps for cyclists as car drivers show no respect for cyclists and the road is too narrow. we need bike lanes. Think Bike!	55.95499501	- 3.147058246

2. CRAIGLOCKHART (B8 PPA)

2.1.1 23 responders left 46 comments on the Craiglockhart interactive map.

2.1.2 Five comments were left anonymously.

2.1.3 Eight comments were received objecting to yellow lines being introduced on their road, specifically outside their homes.

2.1.4 Seven comments are supportive of parking permits for residents instead of yellow lines but say this should be the same as the current PPA format.

2.1.5 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Resident	I have no objection and not surprised that it is being implemented. Cost is what concerns me? Will it be kept at a reasonable price for families with tight budgets? What happens to people visiting residents? Will there be visitors permits available?	55.93161	-3.2316
Resident	Craiglockhart Terrace is a long stay car park for commuters. It needs to have full CPZ status to deter long stay parking for non residents.	55.92812	-3.22901
Resident	Craiglockhart Terrace should be re-surveyed, as there are a number of driveway entrances missed off the map. One example shown with the pin below.	55.92668	-3.22891
Resident	Increase parking spaces by removing the 'dead-end pavement' on CLT where you have suggested double yellow lines. The section could become 'shared use' - excluding an extended double yellow line section up to the marked driveway on the opposite side.	55.92713	-3.22842
Resident	It is my understanding that every section of roadway must be 'something', therefore why is this hammerhead not marked all the way round as double yellow lines?	55.92536	-3.22958
Resident	People park 'nose in' at the barrier into the woods. You are not marking it in anyway. Should the double yellow lines not cross in front of the barrier and gate?	55.92574	-3.22976
Resident	Why is this entrance not marked with a box in the same way as the entrance on the opposite side of the road?	55.92547	-3.22908
Resident	Parking on meggetland terrace is already difficult. This is mainly due to the number of residents cars. The proposals reduce the amount of parking spaces available. I have two children if i can't park on my road it would make life very difficult for us.	55.92642	-3.23064
Resident	As you will be extending the parking zone area that will mean cars will park in our area too. It is already heavily used with workers parking all day and busing into town. Also Napier University students as well use the area. Extend zone to our Area pse!	55.92496	-3.23032

Resident	As a resident of this area this should be a private parking area and not subject to double yellow lines. There are currently only 2 spaces for visitors and this is already inadequate. I strongly disagree with the proposals	55.92531	-3.22941
Resident	Meggetland Terrace is frequently blocked to council refuse collection and would be difficult to access for emergency services if required due to the amount of cars parked by non residents or visitors during the day.	55.92681	-3.23048
Resident	Cars never park outside house nos. 45/47/49/51/51a to allow access to the lock up garages at the end of the cul de sac. Double yellow lines would prevent these residents from temporarily stopping outside their house to safely unload babies, children etc	55.92638	-3.23074
Resident	Double yellow lines are not required outside house nos. 53/55 as there are double yellow lines on the opposite side of the road already and large vehicles can already drive around that corner safely and without difficulty.	55.92646	-3.23088
Resident	The area allocated for shared use is too large and situated in the wrong place. The proposed site is at the end of the street with the highest number of households with no access to off street parking.	55.92652	-3.23064
Visitor	It seems to me the current Priority Parking works reasonably well for residents. I think this could perhaps be extended in this area rather than full permits and asses in 2+ years if full permit migration would be needed.	55.92792	-3.22884
Resident	Having now seen and understood the proposals, I am more content than in my previous comments. The principle of residents and non-residents both paying for parking in pressurised areas is sound-currently only residents pay.	55.92708	-3.22842
Resident	Worried that a Pay & Display Bay at Meggetland Tesco will create more parking on pavements. This is already a problem even though double yellow lines exist.	55.9267	-3.23269
Resident	I fully agree with the proposal for Craiglockhart Terrace	55.92601	-3.22956
Resident	"I like this but" can you clarify your definition of "shared parking"	55.92212	-3.2333
Resident	Could the street be made into a one way travel system. With less need to negotiate with oncoming traffic, some additional parking spaces could be added to the plan for local residents as well as customers of the local shops. Plan removes too many spaces	55.92689	-3.23298
Resident	glad parking issues are being looked at but feel plan removes too many residents parking bays. a lot of issues are linked to park and ride users and hope these users can be deterred with the loss of	55.9271	-3.23076

	less parking spaces for residents and shop customers		
Resident	Reduce the number of pay and display bays in this location and increase permit bay numbers.	55.92626	-3.22918
Resident	The proposed pay and display bays outside Tesco's on Colinton Road will work. No one will pay as most visitors to Tesco's spend no more than a few minutes in the shop. That small area requires a limited time usage of say 20 minutes and then no return.	55.92672	-3.23268
Resident	Double yellow lines here will stop people parking on the pavement. An alternative could be to 'plant' thin bollards along the pavement edge which would have the same effect and would not require traffic warden patrols.	55.9271	-3.22844
Resident	Having parked cars on the canal side of the entrance to Craiglockhart Terrace makes waiting to turn right into CLT a nerve-wracking experience, particularly if a bus or lorry is behind you going into town which has to squeeze past.	55.92836	-3.2295
Resident	I understand that in a CPZ every part of the road has to be 'something'. The hammerhead here currently accommodates 2 parked cars with no problem. Please designate this as permit holders rather than double yellow lines.	55.92529	-3.22927
Resident	As a resident the double yellow lines that come into the area known as The Wickets is not acceptable to the residents of this development. Most residents have 2 cars and only one space and there will be no where for visitors. The double lines should not	55.92531	-3.22934
Commuter	Dropping a child at nursery & travelling to work will be significantly more difficult & longer if I cannot park near to my work. I would rely on the 45 bus which is not very regular & stops running in early evening which makes working late difficult.	55.92657	-3.22893
Resident	I fully support making Craiglockhart Terrace CPZ to deter commuter parking.	55.92751	-3.22818
Resident	There isn't enough space for residents' cars down one side. I'll pay for a parking permit & then not be able to park. Our car will end up in another street. We recently applied to build a driveway, just like our neighbour's - refused. Makes no sense.	55.92699	-3.2303
Resident	I FULLY SUPPORT THE NEW PARKING PROPOSALS	55.92658	-3.22959
Resident	There needs to be more permit holder bays as the current priority parking arrangement (on which this proposal is based) is insufficient for the number of permits issued.	55.92765	-3.22828
Resident	"..... but the permit area should be on the other side of the road alongside the wall of the landscaped planter	55.92541	-3.22878
Resident	How many spaces in street? 50 houses & 50 spaces now, 20 proposed spaces are far too few. Why double yellows over driveways? Is B8 the whole	55.92691	-3.23023

	zone or is it part of Shandon? We will end up parking in Lockharton instead, moving not solving problem		
Resident	Consider locating permit parking here on opposite side of street. I am not against the location shown and it has some logic but other residents may think it hinders access / turning.	55.92548	-3.22918
Resident	Double yellow lines should extend to cover this whole culdesac area too.	55.92529	-3.22946
Resident	The proposed double yellow lines in 'The Wickets' (#52 - 69) is good and important.	55.9256	-3.22904
Resident	This section of proposed double yellow line in front of the footpath is sensible but this footpath serves little purpose on this side of Craiglockhart Terrace. It would be sensible to consider removing the footpath and extending the shared parking area.	55.92705	-3.22847
Resident	The proposed shared use bay is too large and will further reduce parking for residents. This bay is situated where there is the highest number of houses with no off street parking and should be located at the other end of the road outside nos. 1/2/3/4.	55.92654	-3.23064
Resident	There is no need for double yellow lines outside house nos. 53/55 as there are already double yellow lines on the opposite corner. This would allow for 2 more residents parking spaces. Large vehicles drive around this corner without problems at present.	55.92645	-3.23085
Resident	There is no need for double yellow lines outside nos 47/49/51. Cars do not park here as access is required to the lockup garages at the end of this cul-de-sac. Double yellow lines would prevent short term loading of cars by residents of these houses.	55.92635	-3.23083
Resident	There is no need for double yellow lines outside nos. 13/15/17/19/21 as there will be double yellow lines on the opposite side and this is a gentle bend. There will be no problems for large vehicles when there are cars parked on one side of the street.	55.92717	-3.22999
Resident	I like this as parking during the daytime is often denied to residents as a consequence of commuters who park in the Terrace. I would however like to see further permit holder spaces in the Terrace. Also double yellow lines on the corners (not singles).	55.92717	-3.22994

3. GORGIE NORTH

3.1.1 23 people left 26 comments on this map.

3.1.2 Seven comments state that there are no parking issues in and around Slateford Green, Saughton Ave., Tynecastle Terrace and the Stevenson area, and therefore see no benefit of these restrictions. They believe that this will just be another financial burden with no guarantee of a parking space.

3.1.3 Six comments called for residents to take priority should restrictions be implemented.

3.1.4 Comments with geographic location can be viewed in the table below.

I am a...	Category	Comment	x	y
Resident		There is no problem with parking out in the surrounding area of Slateford Road. All this will mean is you taking money from us with no guarantee of being able to park. I stay in Slateford Green with no parking so need to park in the surrounding areas.	55.93503	-3.23878
Resident		I live in a no car zone in slateford green. I park on the street next to it the Hutchison area. There are no parking issues and multiple spaces throughout the whole day. Introducing permits will cause in-needed issues for those in the area and surroundin	55.93503	-3.23878
Visitor		I believe this could be the death of Gorgie/Dalry. We would not be able to attend our church if we couldn't park outside as my husband is severely disabled. Also, the shops would be hit badly.	55.93776	-3.23285
Visitor		I believe this idea to be on the way to the death of Gorgie/Dalry. It would make life especially difficult for us to attend our church on Sundays if we could not park outside as my husband is severely disabled.	55.93776	-3.23285
Resident		Do you have to pay if you have a driveway	55.93214	-3.24657
Resident		with the lack of parking for residents did a car club have to be added to take up parking spaces.Please look at the disabled parking at my residence as there not always full and lie spare or other disabled use them removing our disable to park in spaces.	55.93606	-3.24042
Resident		Saughton Ave. parking issues do not stem from commuters. There is ample parking during the proposed restricted hours - parking issues arise only on weekends when football and rugby is on. There is no need for any restrictions on this street.	55.93471	-3.24484
Resident		I feel this is only being imposed to grab yet more money from residents as the proposal regards many different areas all over Edinburgh. This is nothing to do with the wellbeing/safety of pedestrians and I'm outraged that it has even been proposed.	55.93741	-3.23677
Resident		I do not see this as fair having already paid to live within the city. Residents and their visitors should not be made to pay within a completely private street of 12 residences. Permits for free of 1 per household would be the answer.	55.93535	-3.24568
Other		Tynecastle Terrace is excellent at present. I here park daily. Parallel parking and on one side only is excessively restrictive. Double yellow lines at the north end is totally unnecessary. Hearts gates open to roadway I am more experienced than anyone.	55.93795	-3.23259
Business owner		ALTERING THE CURRENT PARKING FACILITIES (YELLOW LINES AND PARKING BAYS) WILL LEAD TO CARS PARKING IN OUR (PAID FOR AND ALLOCATED) SPACES ON THE ESTATE. THIS WILL ENCOURAGE DOUBLE PARKING AND PROBLEMS FOR COURIERS.AND LARGE WAGONS THAT FREQUENT THE UNITS	55.94295	-3.22802

Resident	I object to the proposed parking zone.	55.93714	-3.23268
Resident	This will endure costs of local residents who require support at home, and will put unnecessary costs onto residents with cars who may already be struggling financially. It will also deter visitors who will likely come and contribute to local economy.	55.93196	-3.23923
Business owner	As a tennant of the industrial estate for 32 years, restrictions on Russell Road and Sauchiebank will drive cars into the (already busy) estate, the result of which will be cars illegally parked in the allotted parking bays allocated to the units.	55.94294	-3.22811
Resident	As a homeowner in a private cul-de-sac I don't think it's fair that my visitors or myself should have to pay for parking within my street. Would be happy for non residents to have to pay, but not for the residents and their visitors.	55.93521	-3.24519
Resident	has there been even thought about opening the old gas car park for secure parking that would create several parking spaces available. Hopefully households get 1 parking permit per household as some people have 3 vehicles and cars don't move for months.	55.93611	-3.24052
Resident	Im against parking restrictions in the area, chesser cres does not have a problem with parking and most have driveways, the available spaces that are left are most likely taken up by visitors to the residents, there is no need to charge people to visit!	55.9304	-3.24881
Resident	There's never been any issues on Stevenson road and surroundings for parking. I completely object to this idea of having permits/pay and display parking. I don't want to have to pay for parking nor does my partner.	55.93574	-3.24555
Resident	I have lived in the Stevenson area my whole life (36yrs) and I am a home owner now. I have never saw or heard of any problems with parking even when rugby or football has been on! I feel this is being forced on us and is not optional? very unhappy	55.93703	-3.2458
Resident	Cannot park some occasions due to non residents parking in limited spaces around the property which is supposed to be residents parking. Parking permit for this location would be beneficial. People park who don't live here.	55.93575	-3.24012
Resident	Residents have a chance of parking during the day without travelling streets away and help pollution with less cars coming into central areas and faster bus times. Also stop main Street parking stopping as this causes hold ups and pollution, frustration	55.93849	-3.23012
Resident	Regulating parking to residents only will improve the envoias less traffic will be in the area looking for free parking This is also much fairer to local residents who have to cope with commuters from outside using up the parking spaces	55.93661	-3.24435
Resident	My street can be very empty of cars at the weekend and evenings and my understand is the staff at Tynecastle Football stadium use the street during the day- will they be able to by parking permits?	55.9384	-3.23448
Resident	Parking can be difficult on my street when the football is on as there are parking restrictions in place - is this really fair on top of controlled parking zones? Or will the zones help?	55.93844	-3.23456
Business owner	There is no need to introduce paid parking bays on Russell Road which is exclusively commercial premises. The bays would be mostly empty as the businesses here are not the sort that receive customers or visitors at the premises.	55.94204	-3.2287
Business owner	Why is there a need to paint double yellows on the access road to the industrial estate? I have been a tenant for 8 years and the parked cars on the hill are not an issue, even for the large articulated lorries which regularly come to our premises.	55.94284	-3.22829

4. LEITH

4.1.1 Leith received 51 comments which were left by 42 individuals.

4.1.2 One comment was left anonymously.

4.1.3 Five comments were received were regarding issues with commuter parking.

4.1.4 Three comments were regarding safety issues near St. Mary's School, stating that additional yellow line would improve safety as cars wouldn't be able to park near the school.

4.1.5 There were five comments regarding the detriment to local businesses, specifically a car repair shop on Giles Street.

4.1.6 There are eight comments that state there are no parking issues in the Leith area and the proposals would only inconvenience residents.

4.1.7 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Resident	Madeira st has spaces available during the day as residents have left to go to work. We do not need restrictions at this time. The issues with parking start when people are wanting to park after work. This tends to be 5pm onwards. Permits won't help.	55.97555	-3.18332
Resident	I support double yellow lines on Spier's Place. This will deal with the current problem of people parking on pavements on both sides of the road, restricting access to properties, and blocking wheel chairs or buggies.	55.97288	-3.17269
Resident	No current issues parking on Portland St! Concerned about overnight visitors eg. Family visiting for week > 90min visitor permit insufficient / pay & display unfair. CPZ not needed now but YES when tram comes. CPZ needed then but not now!	55.97718	-3.1828
Resident	Don't be ridiculous! Leave Leith alone!	55.97617	-3.16603
Resident	Council trying to get yet more money out of people. Why should residents have to pay to park? Money better spent stopping people using roads as race tracks and stopping them parking on pavements and blocking private entrances.	55.97479	-3.16981
Resident	I like the idea of controlled parking but now I've seen the detail there seems to be a huge under provision of permit holder bays. Please increase the provision of permit holder bays	55.97179	-3.16074
Other	Working in car repairs in Giles St we require as much parking as possible for customer vehicles, these proposed plans would seriously limit available parking and therefore limit the amount of vehicles we could work on per day.	55.97337	-3.17265
Resident	I do not agree with this scheme and think that it is just a way for the council to get more money into their budgets. by all means charge visitors to the area but do not charge residents. I strongly object to this money making scheme.	55.97428	-3.16658
Resident	Duncan place will have more traffic in coming years so parking should be restricted to 1 side of the road only to enable free movement of cars and buses. Parking next to residential gates makes it difficult to see when exiting - H&S risk next to a school	55.9699	-3.16799
Business owner	I am hugely concerned that this restriction will discourage potential employees and drive businesses away from the area. Leith is not a central location, for many people travel by car is the only reasonable option	55.9744	-3.17211
Resident	Not required down at The Shore, you hardly see traffic wardens, there is not a problem with parking. This is a money making scheme for the Council. People looking to park and bus/walk into town would park further up leith walk.	55.97491	-3.16952

Resident	Do not allow parking along here. It's hard to cross and the island is a waste of space. Close this lane to traffic and make the other side of the traffic island bi-directional.	55.97302	-3.16567
Resident	this area is very busy in the daytime with cars parked everywhere. I approve of reducing spaces through double yellow lines as it is dangerous to walk here, especially with a pram	55.97181	-3.16816
Resident	This bit is always a bottle neck and dangerous when cycling as cars park on both sides of the road right up to the junction. I approve of this are being double yellow	55.97334	-3.16519
Resident	This island is an absolute waste of space, cars fly out from this junction and cars park on this island. I would highly recommend that one side of this island is closed to traffic and the space created be part of the public realm and safer to cross	55.97307	-3.16579
Business owner	I have run, for last 35 years, a car repair shop at 73-81 Giles Street. There are no parking problems in the locus. No provision is made for parking of 5-8 cars when not in workshop awaiting repair; shared use areas perfectly inadequate. Please review	55.97327	-3.17261
Resident	Pressure to find a parking space is only evident in the evening when residents are home (& even then is not bad). During the day parking is readily available. Hence there is no logical demand here for parking restrictions as residents will not benefit.	55.97561	-3.18329
Resident	Poor commuters, more pain for them. All day commuter parking is a problem for residents and people visiting an area. PPA would reduce the all day commuter parking and raise money for the Council who could invest in more local Park and Ride facilities.	55.9694	-3.16797
Business owner	As a car repair business the parking around our premises is of great concern, the proposals show Giles St covered in permit holder and short stay, this severely limits our ability to trade as we require as much easy parking as possible for customers	55.97325	-3.17247
Resident	All the shared-use bays around Leith Links should be permit holder or pay-and-display parking in order to prevent Leith Links becoming a free park-and-ride car park when the new tram line opens.	55.97135	-3.16884
Resident	Laurie Street is too narrow to accomodate parking on both sides – currently people park on the pavement leaving pedestrians to move out onto the road.	55.97099	-3.17014
Resident	The existing parking on the north side of Queen Charlotte Street between the end of Maritime Lane and Water Street currently creates a dangerous conflict between one-way vehicle traffic travelling west and the two-way cycle route.	55.97401	-3.16926
Business owner	No thanks, I don't want controlled parking right outside my office, I need to go out and provide services for Edinburgh businesses and require a van, at the moment I use on street parking. The council is proposing this move as a means of raising revenue.	55.9745	-3.16875
Commuter	As a Police Officer at Leith Police Station, with no available parking at the station and given the antisocial hours I work, I cannot make use of public transport for commuting. Available parking is therefore essential for me to carry out my job.	55.97278	-3.16629
Resident	By reducing the number of parking bays on Links Gardens, residents (some of them very elderly) would potentially have to park some distance away from their homes. There are currently bays on both sides of the street and there is no issue with this.	55.97154	-3.16145
Resident	I believe this would help prevent caravans and camper vans parking long term along Links Place. This currently causes congestion and is a hazard, especially for children crossing the road to access St Mary's Primary School.	55.97083	-3.16101

Resident	In theory, this would significantly improve the congestion and danger issues we currently experience in Links Gardens caused by cars dropping off and picking children up from St Mary's Primary School parking on double-yellow lines.	55.97183	-3.16068
Resident	While i support introducing permitted places, proposals are ill-thought out and aimed at car drivers. The proposals would penalise non car-drivers who need to have longer term, regular car-driving visitors - what about weekly or monthly visitor permits?	55.96584	-3.17971
Resident	I'm supportive of the principle of the proposals. However, I am concerned that they may decant parking onto private parking spaces, such as those serving my property accessed from Elbe Street. Could they be adopted and be included in the scheme?	55.97418	-3.16358
Resident	I am concerned that the proposed restrictions in Leith (in general) may force parking onto Lochend Road/Restalrig Road and the residential areas around there - where parking for residents is already greatly limited, and on narrow streets.	55.9705	-3.16766
Commuter	I have never seen a shortage of parking spaces in Leith. Many commuters to the area, such as I, could not travel to and from the area by any means other than by car. It is essential for the prosperity of the area that parking remain free	55.97617	-3.16603
Commuter	There is an existing council car park at Kirkgate House, that is residents only but currently anyone can access this. what steps are being taken to ensure this is residents only	55.971	-3.17093
Resident	This is not good idea But If council gives free permit hold to residents will be good .	55.97434	-3.17383
Business owner	Our antique business employs 19 full time staff. The van is needed to transport large pieces of furniture. Our cabinet makers and french polishers need to use their cars to visit our clients and clients need to be able to park. Trading for 41 years.	55.97347	-3.16347
Business owner	No provision for those many people who commute in to Leith from out of town to go to work . How on earth are these people to manage? There's no problem now, why make one? Or is it simply a cynical means of raising revenue?	55.97322	-3.17242
Commuter	This is going to cause an absolute nightmare for people working in the area. I work within Leith and find this proposal to be disruptive and absurd to commuters working life. Awful money making scheme by the council.	55.97396	-3.16554
Resident	Excellent, parking is a nightmare around here, people who work just dump they're cars in the street on pavements etc, this would be great for the area.	55.97355	-3.17127
Resident	Comments already made.	55.97524	-3.16608
Resident	My husband submitted his feedback but no confirmation reply. I am just writing to let you know that we have been petitioning for Residents' parking in front our house. We've suffered at great cost of additional office workers leaving no space for us.	55.97519	-3.16607
Resident	This CPZ proposal is just a money making exercise by Edinburgh City Council. Its a lot of rubbish as there are no problems with non residents parking at Sailmaker Rd. There is plenty of parking including for visitors at Sailmaker Road. No permits needed.	55.97338	-3.15984
Resident	Monday to Friday, 0830 hrs to 1730 hrs, Giles Street is full of work people parking in the area. Many simply park on the pavement as a matter of their supposed right. I am very disappointed with the present parking and your proposals would appear good	55.97279	-3.17114

Resident	We have lived here for over 25 years, suffering from office workers and commercial vehicles not only hogging space for the residents of Assembly Street, but damaging our car with no recourse. This can't come quick enough.	55.9752	-3.16611
Resident	I would be in favour of this. I have been emailing my block manager in kirkgate house about the ongoing issue of returning home from work and unable to park. I would be willing to pay for a pass if it means I can park my car at home.	55.97136	-3.17086
Commuter	Working as a Police Officer in Leith, there's already little enough parking before working a shift. This proposal will make that worse, push people to park further away and risk officer safety in the walk to and from their vehicles after a shift.	55.9741	-3.16584
Other	Leith is a difficult place to commute to from outwith Edinburgh. I work at the police station and can foresee officer safety, in particular due to the large number of shift workers. There are no issues with parking around Mitchel St etc.	55.974	-3.16561
Resident	I feel that the metered parking and parking restrictions on Duncan Place will add to the parking pressure in Duke Place, where parking is already difficult for residents of Duke Place due to the limited spaces.	55.96999	-3.16884
Resident	I am concern that the campervans which currently park around the links over the summer will all move to East Hermitage Place, Gladstone Place and Claremont Park Road. These street should be included in the permit area.	55.96987	-3.1599
Business owner	Parking controls in this area will drive businesses away. Some of my staff can only get to work by car. Having to park in restalrig and walk 10 minutes (very often in bad weather) will discourage them from staying and discourage new staff from joining	55.97458	-3.17139
Resident	I am concerned about visitors parking on Maritime Street. There is a business centre and many of the business users park in our private parking at rear of No 42. Its a problem already, and seems will only get worse for residents.	55.97448	-3.16828
Resident	I live in this area and never have any problem parking my car by my flat on Elbe Street so I disagree strongly with the introduction on permit parking.	55.97492	-3.16345
Resident	I believe that these proposals come too far into Leith. For example I cannot support parking charges and restrictions around Leith Links, the Shore or as far north as Ocean Terminal. Not necessary and driven by money. Wrong for residents & business.	55.97103	-3.16705

5. LEITH WALK

5.1.1 There were 20 comments on the Leith Walk map, which were left by 20 people, though there were 21 plots on the map. One marker didn't have a comment but stated 'I do not like this'.

5.1.2 Five comments mention the lack of enforcement of existing restrictions.

5.1.3 Three comments are regarding commuter and local workers parking in resident spaces.

5.1.4 One comment was regarding how the parking restrictions would be detrimental to the garage they work at on Gordon Street

5.1.5 Comments with geographic location can be viewed in the table below.

I am a...	Category	Comment	x	y
Resident		Restricted permit holder parking appears to stop south of albert street on easter road - drum terrace is not on the map but should be permit holders only too.	55.96242	-3.17089
Other		I work on Gordon Street and our garage will be negatively affected. Customers will consider other garages if parking restrictions are enforced directly in front of our premises. This will inevitably result in a major loss of income and potential closure.	55.9682	-3.17049
Resident		The south side of Gordon Street is mostly used for medium-term commercial storage by local garages of vehicles, including taxis and seven or eight camper vans. This prevents use for daily parking, and in practice is an unfair subsidy to garages.	55.96839	-3.17119
Resident		I own a home on Smith's Place, for the last 16 years this street has been unregulated by CEC and police. There are no parking bays or yellow lines, nothing. As a result the parking is hazardous at many points during the day. Will lines now be added?	55.96721	-3.17339
Resident		The existing layout of end-on and angled parking along Easter Road is hazardous for cyclists as drivers reverse without a clear line of sight.	55.96712	-3.16948
Resident		This small section of parking on an otherwise parking-free street creates an obstacle for cyclists approaching the junction.	55.97035	-3.17107
Resident		The problematic times are after 8pm as all the residents are home and whenever there is a hibs game (weekends and evenings) when the fans fill up all of the parking in the whole area. Permit holders will not fix this as it doesn't apply at those times!	55.9635	-3.17189
Resident		I am extremely keen for permit parking for residents and as few pay and display options as possible. I think your plans have identified that the north side should have spaces running west to east (the cars should be parked parallel to the pavement)	55.9672	-3.17339
Resident		The problem in Gordon Street area is that current rules aren't policed. Yellow lines are regularly parked on making access difficult. Instead of introducing permits, we need the council and police to uphold the rules already in place. This will solve it	55.96846	-3.17098
Resident		Put this in place, we will vote you out. The same goes for parking charges at work!!!! I work nightshift on otherside of town, so require a car.	55.96434	-3.17078
Resident		However I would like white or yellow lines to prevent people parking across the residents parking spaces at 22 Murano Place - this is a serious problem preventing us using our spaces. And I would like action to be taken against people who do so.	55.96177	-3.17816
Resident		Albert Street is in desperate need of monitoring.	55.96247	-3.17743

Resident	If residents could be given a parking space per flat as opposed to Leith Walk being used for commuters, workmen and delivery vans, that would be great.	55.96475	-3.1767
Resident	I am very much in favour of parking restrictions as currently it is almost impossible to park near my home due to restaurant delivery cars being parked in the vicinity (from restaurants no where near the location the car is parked in)	55.96364	-3.17783
Resident	Permitted parking is required in the Leith Walk-Easter Road area. Although the proposed actions for Albert/Buchanan Street will reduce the number of spaces which already result in people double parking. Buchanan St single yellow line is a bad idea.	55.96265	-3.1773
Resident	Permit holders restrictions will just increase costs for residents and their visitors!	55.96353	-3.17189
Visitor	I find it impossible to distinguish between the brown of 'loading only' and the 'maroon' of 'shared use bay' - across the whole map. Or are there are NO loading bays marked on the plan at all? How can this be made clearer so we can understand the plan?	55.96589	-3.17246
Resident	Very happy about permit parking to make area safer. Pavement needs work on Sloan str. as uneven. Would be good if trees were reinstated at junction of Dalmeny str. and Sloan str. as there are provisions for trees to be planted. Drainage required.thanks	55.9644	-3.17358
Resident	Having lived on Broughton Road I have seen no benefits to permit parking. In fact, working shifts, I have been towed and even forced to park some extended distances away to avoid fines as spaces are coveted due to time restrictions.	55.96236	-3.16538
Resident		55.9641	-3.17205
Commuter	I think parking permits should be usable with any car, not just registered to residents. Think about commuters and guests people might have.	55.96504	-3.1757

6. NORTH LEITH

6.1.1 33 people plotted 35 points on the map but left only 34 comments. One comment was left anonymously, and one plot had no comment.

6.1.2 Four comments are regarding wanting residents to be exempt from permit costs.

6.1.3 Six comments state that there are no parking issues and yellow lines would only be detrimental in their area.

6.1.4 Three comments were regarding issues with commuter parking and welcome the introduction of controls.

6.1.5 Five comments (three of which came from business owners) said that the introduction of parking controls and yellow lines would impact their business.

6.1.6 Three comments stated that this would reduce the amount of available spaces, thus creating more strain on parking.

6.1.7 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Commuter	As a commuter without direct transport from Livingston to Constitution Street, Leith the changes to parking will severely affect my life meaning less time spent with my very young family. Please wait until the trams have been completed to change parking.	55.97606	-3.16628
Resident	Commuter parking is a problem for me. I feel sympathy for commuters who are under increasing stress and pressure. There needs to be some control and it also raises revenue. My preference would be for PPA or second preference for a permit system.	55.97395	-3.17874
Resident	Dock Street is currently used as a car park by staff from the Scottish Government, including some who park in areas proposed for double yellow lining. This area should be changed to permit holding only, as the nearby journey drivers all have parking	55.97674	-3.17429
Resident	Having been a resident of Hawthornbank Place for 13 years we have never had any parking issues on our street. Residents park respectfully and children play on the street safely. The double yellow lines are a misguided decision. I object most strongly.	55.9772	-3.18718
Resident	Having Permits in this area doesn't prevent parking as all of the parking issues begin around 5pm when people come home from work.	55.97483	-3.18375
Resident	I am strongly against introducing controlled parking in any area of Leith. I think this will have a negative effect on the	55.97512	-3.18403

	community as a whole, including local businesses. Leith is an accesible area, introducing CPZ will make it less accessible.		
Business owner	I commute to work and car share with two people. These restrictions will seriously impact my ability to get to work on time, if at all!	55.97652	-3.1711
Resident	I do notloke this scheme as i do not agree that residents should have to pay for parking. By all means charge visitor to the area to park but not residents who already pay for this through their council tax.This is a money making scheme!	55.97659	-3.17421
Business owner	I feel strongly that parking should remain unrestricted in the area. Parking can be difficult at times but is generally not a problem, especially during the day. Restrictions would cause significant difficulty to our staff and clients.	55.97478	-3.18408
Resident	I fully support proposals to implement CPZs throughout Leith. It's clear that people use the area as a glorified 'park-and-ride', resulting in dangerously over-parked and busy streets with little room to manoeuvre cars up and down. Maddening.	55.97617	-3.16603
Resident	I live with a complex which currently has adequate parking and no issues with commuter parking. We get regular visitors who are elderly who use the parking to visit. If you add in permit parking they will have to park outwith and walk great distances.	55.97905	-3.1817
Resident	I think this could be great and benefit a lot of people and the planet. My one concern is that there is private resident parking at the back of my flat, if people have to pay for parking they may steal some of these which would cause me great difficultly	55.97788	-3.18629
Resident	I wont be in favour if they change our private parking to permit holders only as we pay for the parking under our residential proprietors fees and this is sufficient as it is. The parking is used by residents and occasional visitors with private permits.	55.97643	-3.16743
Resident	I would fully support permit parking in this area. WE are residents and frequently have to park our car many streets away from our home. We also suffer from people parking on the pavements in and around our house on Madeira street. vic	55.97638	-3.18291

Resident	Largo Place across 5 where the wall is should be Double yellow line, as its currently used by 2 sometimes 3 cars, on a daily basis and blocking access to emergency services. Largo Place 6-12 should be Permit holder bay, not double yellow	55.9746	-3.18041
Resident	Leith Fort development should be included in CPZ and should include waiting restrictions in and around the development to deter commuter parking.	55.9768	-3.18432
Resident	Myself and many others in my immediate surroundings are unemployed and are unable to gain access to secure parking. To ask us to pay for parking outside our homes which are nowhere near any visitor attractions would be quite frankly ridiculous. Disgrace	55.97561	-3.1743
Resident	No issue with parking in North Leith. Edinburgh council once again spending money on changes that are destroying area. Should spend money removing 20MPH and Bus lanes that have caused more traffic. Charging residents unnecessarily for permits is disgraceful	55.97726	-3.17765
Resident	Not in favour of 'pay-and-display'. Action needs to be done about the caravans/vans parked on Leith Links. Also on teachers, parents and companies (eg P1 cars/vans) parking in Links Gardens. The gates at the end of Links Gardens should remain closed.	55.97186	-3.1623
Business owner	Permit bays are directly outside our office. The free parking in Leith was why we located our office down here rather than in the city centre. Leith isn't served with incredible public transport so we rely on staff and visitors to drive to the office.	55.97655	-3.16866
Business owner	Please note there is a double yellow added recently to Quayside Street so there will be less capacity for parking than shown on your plan.	55.97573	-3.174
Resident	Portland Street does not have a parking issue during the day but during evenings when people return from work. The proposal with double lines will not provide sufficient parking spaces for all residents. Some residents abuse spaces : 6 taxis at No 30	55.97747	-3.18255
Resident	Re: double yellow lines on Argyle Street and Hopefield Terrace. One side of the road is always used as parking so extend the permit zone. I fear double yellows will lead to the private driveways being	55.97717	-3.18096

	misued, causing an issue for the disabled residents.		
Resident	Restricting parking to permit holders will not make a significant difference - there is enough parking for residents. There is a higher demand during the day when people come into the area to work - but there's a good multi-storey nearby -give discounts?	55.9758	-3.18219
Resident	Stevedore Place should be private parking for residents of this street only. There are already problems and this will be worsened with the trams.	55.97857	-3.16685
Resident	The Idea there is a huge problem is wrong, It is the biggest selling point of the Leith area that there are few parking restrictions and bring in permits would be acceptable if it was a minimal £50 or so, but to turn free parking to a money maker ?!	55.97729	-3.18021
Resident	There are large numbers of daily commuters parking in this are. In Portland/Madeira Street a large number of vehicles that sit for months stored in the street. Some are not possible to move as they do not work or are on axle stands etc.	55.97648	-3.18373
Resident	There is no need for controlled parking zones in this area. It will affect local businesses who have already been effected by tram work upheaval. Are you trying to close down small businesses?	55.97467	-3.18369
Resident	These proposals would appear to be diminishing the number of parking spaces. Given the difficulty at present with parking this will in fact make the situation worse. Double yellow lines in the street appear to serve no purpose whatsoever.	55.97665	-3.18122
Resident	This area should be correctly marked as private parking.	55.97677	-3.17486
Resident	This road usually does not not have parking space shortage. As such I think it is not fair that residents would have to purchase a permit while having up to 8 or more available spaces removed by double yellow lines which may introduce space shortages.	55.97905	-3.18523
Business owner	We are a local employer employing staff and servicing clients, many of who rely on car transport to come to work/for client meetings. This would cause significant issues in the absence of business permits etc, and clients unable to park	55.97496	-3.18396
Resident	We should not pay to park our cars at our homes. Our visitors should not pay to park their cars at our homes.	55.97903	-3.18078

Resident	What impact will the CPZ restrictions have upon the private parking bays associated with 144 / 146 and 148 Commercial Street and allowing other vehicles preventing owners enjoying their unrestricted / non-monitored parking.	55.97817	-3.17907
Resident		55.97642	-3.18168

7. PILRIG

7.1.1 48 people plotted 67 points on the map. 63 of these had comments.

7.1.2 Only one comment was left anonymously.

7.1.3 Five comments state that implementing yellow lines would adversely affect their business.

7.1.4 Eight comments state that there needs to be restrictions in place on narrower roads, though only five of these comments are in favour of the proposals. Two of the comments are around needing more enforcement and changing the layout of parking i.e. only on one side instead of both.

7.1.5 Six comments claim that there are no parking issues in the area.

7.1.6 Seven commenters believe residents shouldn't have to pay for permits as this would only be a financial burden which gives no guarantee of a space.

7.1.7 Comments with geographic location can be viewed in the table below.

I am a...	Comment	x	y
Resident	We currently pay factor fees and we will then on top have to pay a parking permit - this is penalising residents if you make us pay for this. The appeal of this property was that it came with parking and there isn't nearly enough in the multi storey.	55.96632	-3.18518
Resident	I'm deeply upset by plans to restrict parking in Springfield Street. I have two concerns: 1. Parking isn't crowded there. 2. It will ultimately hit those less well-off worse. The rich and the landlords have garages and can afford permits. The poor cant	55.96894	-3.17664
Resident	Traffic calming - I suspect not a lot of these space will be taken during the day therefore opening up Pilrig Street to speeders (which is a problem at weekends). Interventions as taken on McDonald Road should be replicated here.	55.96617	-3.18105
Resident	There is no need to introduce permit parking here. Why should I have to pay to park at my home when there isn't even a problem. I also fear generally for businesses in the area who rely on passing trade.	55.96772	-3.17845
Resident	I absolutely do not agree with this. It's not that difficult to park in here and I do not wish to pay for parking space.	55.9672	-3.17576
Resident	proposed restrictions in Springfield are taking a number of residents personal spaces and visitor parking for the development. Spaces are allocated to specific properties, if this goes ahead they will be up for any of the many permit holders to take.	55.96786	-3.17835
Resident	I am concerned that small local businesses will not be able to carry out their work if Spey St Lane, Arthur St and Spey St get double yellow lines. Some mutually suitable arrangement should be made with them.	55.96392	-3.17958
Resident	Looking at the title deeds of my house, I, with the other Pilrig residents on the even side am responsible for the upkeep of Spey St Lane. Should I and my neighbours not have to consent to any changes in the lane? A speedy response would be appreciated.	55.96375	-3.17927

Visitor		55.96492	-3.17995
Resident	Is there a requirement for permits in Pilrig Heights? Residents already pay an exorbitant factor fee to cover parking spaces.	55.96637	-3.18615
Resident		55.96487	-3.17995
Visitor		55.96491	-3.17992
Business owner	Double yellow lines outside our workshop will mean we will no be able to operate as we need to have our vehicle there while working	55.96349	-3.17925
Business owner	Double yellow lines adjacent to my garage will be detrimental to my business.	55.96346	-3.17931
Resident	Restriction (if imposed) should be 10-11.30am M-F. No need for yellow lines at this corner to that extent; people do not tend to block others in here. Shared use bays should be divided so both sides of the crescent have some.	55.96564	-3.18396
Other	I own [address redacted]. As you turn right from Balfour Street into Springfield there are 2 areas on the immediate left marked as 'Permit holder bay'. According to my Deed map, these are on land owned by the Development for Visitors' Parking.	55.96788	-3.1786
Resident	Visitor bays owned by the development are part of the below plans. How much and who are you purchasing this land from? Parking permits should be free to those that require a vehicle. Why double yellow lines? Can I not have a visitor at all?	55.96794	-3.17806
Resident	I don't think it's fair that flat owners are not going to get a chance to park near there flats as the council will issue too many passes for the amount of flats	55.97006	-3.17874
Visitor		55.96492	-3.17991
Resident	A restriction of 90 minutes mid morning would deter commuters wanting to park all day but still allow traders and visitors to park if visiting residents.	55.96598	-3.18251
Resident	The current parking bays at this location aren't described on this map (opposite current red restriction). This would be an ideal space for communal bin storage (get them off the pavement) and for large lockable on street cycle storage.	55.96589	-3.17643
Resident	There needs to be MUCH better enforcement of parking legislation here; almost the norm to see dropped kerbs blocked and parking on corners despite double yellows.	55.96657	-3.17734
Resident	The lack of parking controls and restrictions in Arthur Street Lane will lead to many more cars using it as a parking bay, blocking pavement and refuse collection	55.96495	-3.17862
Resident	I'd be in favour of having the restricted times Monday-Friday 10-11.30 am. This works well in the Newington Area, and fits with the 90 minute visitor permit. I see no need for double yellow lines at the closed end of Rosslyn Crescent.	55.96549	-3.18393
Resident	There is a drop kerb for access but it doesn't appear to be marked on the map.	55.96613	-3.1825
Resident	Not enough space here for my comments. Will email .	55.96656	-3.18682
Resident	I'm in favour of restrictions in parking times but would prefer the times to be 10.30am to 11.30am to deter park and ride and facilitate visitor parking	55.96572	-3.1822

	(this works well in Newington area) Double lines round Crescent inner garden area would be overkill.		
Resident	Rosslyn Terrace has limited parking. The proposal shows intention to remove two existing spaces, red lining the streets turning points. Taking those 2 parking spaces away is unnecessary. Parking in those spaces does not in any way cause any obstruction.	55.96603	-3.18252
Resident	I am concerned about the proposal to put double yellow lines in Spey Street Lane, as that will affect the businesses that operate there	55.96494	-3.17984
Resident	Pilrig Street is narrow for two way traffic and hence a nightmare for drivers, particularly when passing large vehicles e.g. buses. Parking should only be on one side of the road not both - parking on the side opposite to Pilrig Park makes most sense	55.96595	-3.18071
Resident	I live on Shaws Terrace. I support the proposed Spey Terrace restrictions, as the current unregulated parking is untenable. However Shaws Terrace is a private road. Will there be provision (e.g. signage) to prevent undesirable parking on our road ?	55.96406	-3.18099
Resident	I wholly support the parking restrictions on Spey Terrace. Parking here as been terrible - double parking, obstruction of the thoroughfare, use by commuters, etc. I hope this will help solve the problems.	55.96426	-3.18075
Resident	Spey Street is very narrow. It looks as though there is parking on both sides of the road at points here, which could render the road too narrow.	55.96364	-3.17914
Visitor	I visit my parents in Kirk Street and park for well over 90 minutes which is the limit for the visitors passes. I don't think I should have to pay to visit my elderly family.	55.97061	-3.17384
Resident	PLEASE - Entrances to the lanes to both sets of colonies on Spey Terrace at Shaw's Place and at Shaw's Terrace - white lines need repainted and the original wording on ground by council to stop inconsiderate drivers blocking entrance/access for residents.	55.96379	-3.1803
Resident	Parking bays might reduce the spaces available. Meters will not be good reducing pavement space and encouraging people to street that is used frequently by children. If going ahead should be all permit. Have you conducted a faier scotland assessment?	55.96557	-3.18324
Resident	Pilrig Street should only have parking on one side. Maybe put in a bike lane instead.	55.96616	-3.18102
Resident	I definitely do not want bays and permit bays. There is not enough spaces for residents as it is. we'd end up with permits and having to pay. Pressure from not enough parking in new build flats. our private lane will be overrun with cars. No definitely	55.96425	-3.18067
Resident	I have never struggled to get parked on Pilrig St. Residents shouldnt have to pay for expensive permits to resolve issues which are caused by tourist/B&Bs and commuters.	55.96572	-3.18044
Resident	I'm completely opposed to this as our finances are stretched as it is and penalising residents is completely unfair. It should be speeding	55.96436	-3.17899

	restrictions instead as it's becoming incredibly dangerous to cross Pilrig St with my young daughters.		
Resident	I have never had any problems parking in Dryden Street. I am not happy about paying for parking and it will have a massive impact on visitors parking when they stay over from West Lothian. There is no need for this at all.	55.9647	-3.18225
Resident	There is always parking available in this area. Why do you want to introduce this parking control?	55.96688	-3.17556
Resident	Residents should not have to pay for a parking permit in a private development (Pilrig Heights). If a pay and display option was introduced here it could mean residents would end up having no where to park with non residents parking their car here.	55.96644	-3.18527
Resident	This plan leaves Private Road - Pilrig Gardens - entirely exposed for anyone to park on. There is no plan for Keep Clear and the Pilrig St Pilrig Gds turning. This is unacceptable with a nursery, bus stop and narrow pavement. Poor Leith Walk businesses!	55.96656	-3.18318
Resident	We have not been consulted about this, we were lucky enough to hear about this proposal through word of mouth. As it stands, as lifelong residents and business owners on Pilrig Street, we do not agree with this proposal.	55.96482	-3.17938
Resident	I would like the double yellow lines opposite the entrance to the lane to the back of 98 Pilrig Street to be extended a few metres. This would make access to this narrow lane much easier and more practical to enable off-street parking.	55.96706	-3.18309
Resident	I don't agree with the proposal to put double yellow lines in Spey Street Lane, because of the adverse impact on the businesses that operate there.	55.96488	-3.17973
Resident	Traffic flow on Pilrig Street would be improved with a painted centre line and marked parking bays. Double yellow lines on Pilrig Gardens should be extended as parking causes issues with rear access to our garden via the lane at the back	55.96729	-3.18249
Resident	Move the short section of double yellow line on the NW side of Pilrig Gdns closer to Pilrig St so that there is double yellow line opposite the entrance to the lane (see marker on map) that serves houses 96, 98 & 100 allowing easier vehicle access.	55.96713	-3.1832
Resident	Double Yellow lines are not required here and will only lead to the loss of valuable parking space. Cars currently park here with no issue and there is no loss of access to the bays opposite.	55.96616	-3.18578
Resident	It does not make sense that the spaces in the area indicated by the marker are not included in the CPZ. It will be confusing for residents and visitors that some of the parking spaces within the development fall under the CPZ while others do not.	55.96596	-3.18572
Resident	This road can currently be difficult to navigate as cars are parked along its full length leaving a single carriageway. The addition of a section of double yellows in the middle will enable cars to more easily pass.	55.96702	-3.18336

Resident	This car club bay is too close to the junction of Pilrig Gardens and Pilrig Street. There is not enough room at present for cars that meet at the junction to pass safely if there is a car parked in this bay.	55.96737	-3.18277
Resident	Residents parking in Pilrig Heights is extortion - you're taking money from residents to allow them to continue with the status quo. More importantly, where are removal lorries to park? Delivery vans? Visitors? This lacks an understanding of the estate.	55.96661	-3.18465
Resident	What would make it safer? Leave parking free as is. Move the unused car club space back (more space at junction). Big problem here is ppl dropping off kids at nursery - dbl-parking on a single lane road! The CPZ etc does nthng to stop such selfishness.	55.96737	-3.18279
Resident	This should just be another free parking zone since you are reducing the parking down to one side of the road. Definitely struggle to see the justification for this pay zone. Also, it makes parking on the road very confusing with multiple zones.	55.9679	-3.1831
Resident	If this is supposed to allow the No.11 to run more freely, it might be OK - but the time is mostly lost at the top end of Pilrig Street (inc at the new lights). Better to slightly reduce the depth of the step-outs further up (too deep and sharp-edged!).	55.96795	-3.18332
Resident	Removing all the free parking on Pilrig Street is just wrong. Look at the volume of residences and the existing parking provision for them. Also, for exiting Pilrig Gardens, better to have Pilrig Street parking both sides than parking directly opposite.	55.96747	-3.1825
Resident	This is a pointless waste of space - this road will be easier to traverse with slightly longer double yellows at either end rather than a pointless bit in the middle. Try re-siting the unused car club bay?	55.96702	-3.18337
Resident	All this does is raise revenue from parking - it won't stop parking here. A better solution would be to require all the housing developers to provide on-site parking for their contractors. This is unnecessary, and solves nothing for residents or visitors	55.96657	-3.18144
Resident	Why? This won't help traffic at this junction - that's mostly held up by people not placing their cars properly to turn right (in both directions). The existing dbl yellow is fine - and bus can pull out fine here (both sides).	55.96864	-3.18425
Commuter	Specifically pertaining to one section of Pilrig Street: Please continue the parking on ONLY ONE SIDE of the road. Or at least create more indents of widened pavement at corners to eliminate parking so crossing is safer.	55.96643	-3.18131
Commuter	As a pedestrian, crossing here is quite hard to see approaching cars. I've had a few close calls during school drop-off. Please consider having parking on only one side of the road.	55.96443	-3.18253
Resident	This is supposed to be a turning area, e.g. for bin lorries, other larger vehicles not parking spaces.	55.96873	-3.17889
Resident	This is supposed to be a turning area, e.g. for bin lorries, other larger vehicles not parking spaces.	55.96857	-3.1785
Resident	Please can the parking spaces on Pilrig Gardens be issued only to residents of Pilrig Heights. There are a lot of flats ere an not nearly enough parking.	55.96721	-3.18303

	People from outside are using the space as park and ride which is unacceptable.		
Resident	I worry that the new regulations will make spaces even more limited for current residents and am unsure how we would receive a permit and if there would be an additional cost for this.	55.96636	-3.18516

8. SHANDON

8.1.1 128 people plotted 203 points on the map. 199 of these had comments. Four comments were left anonymously.

8.1.2 14 comments were around the fact that parking issues were only prevalent in the evenings/at night and believe daytime restrictions will do nothing to solve this.

8.1.3 Six comments mentioned there was a high level of people who 'park and ride' and commuter parking in the residents' bays.

8.1.4 Two comments state that there are not parking issues at all.

8.1.5 35 comments are opposed to the introduction of yellow lines, believing them to be unnecessary and will just reduce the amount of spaces available.

8.1.6 27 comments believe that these proposals will only make issues worse for residents due to decreased bays but same demand.

I am a...	Comment	x	y
Resident	Glad this is finally happening. The parking pressure is significant and caused - in large part - by non-residents of Shandon who drive to the area to park and then walk/take the bus to town. Permitting to give residents priority would help hugely.	55.93477	-3.22758
Resident	Double reds needed on corners to protect cycles view	55.93182	-3.2287
Resident	Double yellows on one side of Ahley Grove	55.93152	-3.22816
Resident	Is there a possibility of making Ashley Drive a one way system . Having very clear parking on one side of the road only. Parking on the pavement is dangerous for drivers and pedestrians	55.93042	-3.22814
Resident	Parking bays look good on Down Road	55.93159	-3.22926
Resident	No need for double yellow lines in full length of Shandon st I am against parking permits, coming home late parking spaces are taken up with non permit holders so I park elsewhere then have to get up next morning to move car to a parking permit spot.	55.93315	-3.22969
Resident	I reside at 4 Ashley Gardens. According to the drawings it looks like you are showing a single driveway for my house. I have had it increased in width a number of years ago & got planning permission	55.93123	-3.22842
Resident	This is yet another outrageous way to treat the residents of Edinburgh. This cannot be allowed to happen in this area. Totally unacceptable.	55.92232	-3.24301
Resident	I totally agree with the parking proposals for Ashely Drive, and also for the surrounding area. It is high time radical action was taken to stop my street being a park-and-ride	55.93017	-3.22833

	facility, with all the pavement parking this entails.		
Resident	I have grave concerns regarding the nature of this parking restriction introduction. The problems in the colonies is not during usual business hours when parking permits are usually enforced. Instead the issues arise overnight and at the weekend.	55.93209	-3.23108
Resident	I am quite frankly horrified by the proposals about controlled parking in shandon. As it stands, parking is already incredibly limited, and we often struggle to find a space. The proposal is utterly astounding, and would really impact residents.	55.93327	-3.23231
Resident	I think we'd benefit from permit parking in the flower colonies, given how close we are to the boundary of the permit parking zone and the pressures on parking. It probably makes sense to be consistent on the parking side of the road amongst colonies?	55.93464	-3.22948
Resident	Could this side of Daisy Terrace NOT have double yellow lines, instead have resident parking spaces?	55.93364	-3.23423
Resident	Double yellows -Shandon Road, Street & Terrace: restricts parking spaces available for residents in Shandon Triangle by at least 1/3. Why? Unnecessary. We can cope with single track. If essential, do 1 space double yellow as proposed in Shandon Cres.	55.93328	-3.23234
Resident	Proposed double yellows here would result in loss of parking provision without any obvious benefit.	55.9333	-3.23229
Resident	Proposed double yellows on Shandon Street and Shandon Road would result in a massive and unacceptable loss of parking provision. This would result in problems with displacement elsewhere.	55.9335	-3.2314
Resident	The proposed double yellows here would result in loss of parking provision with little obvious benefit.	55.93283	-3.23181
Resident	This should be considered for double yellows as there are frequent congestion problems, particularly for buses, during unrestricted periods.	55.93421	-3.23127
Resident	How you have paid scottish tax payer's money to come up with this plan astounds mw. It is incredible that this is seen as a good idea. Parking is hard enough for residents and you are about to drastically make this worse! Spaces are so limited already.	55.9331	-3.23205
Resident	So many vehicles are parked up (or 'dumped') as there are currently no restrictions- camper vans/old vehicles. In addition, daily commuters park here and	55.93427	-3.22818

	then walk/get the bus to work, while Harrison Road (and beyond) always has spaces to spare!		
Resident	I No justification for putting yellow lines in my street, which is a cul de sac. My home is at the end of this street and part of my property is at right angles to the street. This will not ease pressure on parking in the area or make movement easier.	55.93306	-3.23374
Resident	I don't think there needs to be 2 small sections of double yellow lines along myrtle terrace breaking up the permit parking areas. Currently everyone turns in their own space and this is fine. Taking out more spaces is not a good solution!	55.93516	-3.23025
Resident	I don't understand why the Shandon Street proposals are predominantly double yellow line or shared use bays with minimal permit holder bays. Where is it proposed that the residents who live in the street park? The rationale for the proposals is unclear.	55.93333	-3.23162
Commuter	Cars currently park here 'nose-in' or 'tail-in'. Are you intending to mark the road with bays in this orientation, or reduce the number of spaces by marking bays 'side-on'?	55.93198	-3.22656
Resident	I have lived with controlled parking in other areas of Edinburgh and it will not work in Shandon. At present we can always park nearby during the day and the difficulty is at night after 5.30 so controlled 8.30-5.30 parking will not make any difference.	55.93211	-3.23016
Resident	Overall, highly welcome parking restrictions being enforced as being a resident, it is incredibly difficult to find a space within the Shandon area as commuters are using the area to park for free to get into town and sports traffic during football games	55.93385	-3.23162
Resident	The single yellow line, which remains as existing, along Shandon place and Ashley terrace causes traffic jams and dangerous driving as not enough space for parking in both sides and two way traffic. Causes irate drivers and beeping horns.	55.93424	-3.23128
Resident	Would like to know reasoning behind removing all parking on one side of Shandon St - would seem to have huge impact on overall capacity and potentially aggravate rather than alleviate problem for residents to get parked near home. For access/safety?	55.93363	-3.23123
Resident	I believe that this disabled bay is historical and no longer in use.	55.93127	-3.23109
Resident	This could be a good location for a Transport for Edinburgh 'Just Eat' cycle hire station. It could be temporary initially, to gauge interest and usage.	55.93328	-3.22928

Resident	CPZ will not relieve overnight pressure. Instead of merely struggling to find a parking space we will have to struggle and pay - if, like me, vehicle is street parked during day. Proposals do not provide any extra spaces. I support Cllr Corbett view.	55.9348	-3.22979
Resident	Dire parking situation in Shandon due to the parking restrictions in Polworth. Plenty of wide streets with ample parking space underutilised because of unnecessary zoning. Adding another zone will just move the problem elsewhere not solve it.	55.93356	-3.23011
Resident	It is unclear if the current perpendicular parking is being retained along Ogilvie Terrace (canal side) - if it is replaced with parallel parking bays, the loss of ~20-25 spaces here negates the entire exercise of reducing parking pressure in Shandon.	55.93199	-3.22656
Resident	I live at 82 Harrison Gardens but face Harrison Road where I invariably look on to an abundance of empty Permit spaces even at weekends. The new zone will only work for me if I can also park on Harrison Road with the same permit.	55.93541	-3.22713
Resident	Is this plan based on the number of cars owned by residents? It doesn't look like enough spaces for those of us who own cars and live on Harrison Gardens, for example. And does shared use mean metered? We have had a lot of trouble with long-term parking.	55.93504	-3.22727
Resident	Currently there is end on parking here. If it is changed to side on there will be a loss of several spaces.	55.93202	-3.22653
Resident	Currently there is parking available on both sides of this street and it works fine so why remove parking from a whole side of the street? The point of introducing residents parking is to make more spaces available to residents, not less!	55.93379	-3.23094
Resident	I'd like to add to my previous comments that to increase spaces available it would be good to introduce permit parking on one side of Polwarth Terrace. Also to have Spylaw Road included in the Shandon permit zone as it is under used at present.	55.93142	-3.22665
Resident	Loss of row of spaces behind the end on parking here and on other side of the square - easier to understand if you visit this spot to see the parking situation at present which works well. If this is lost there will be approx 8 fewer spaces in the square	55.93214	-3.23114
Resident	Loss of spaces as a result of the introduction of more double yellow lines at the end of	55.93265	-3.23115

	each of the "colony" terraces - Hazelbank through to Alderbank		
Resident	Why is it necessary to have double yellow lines here? Please do not unnecessarily remove parking for residents from places like this where it causes no problems at present.	55.93101	-3.2273
Resident	Yet another place where there is an unnecessary proposal to remove more spaces. Currently people park on both sides of the road and it doesn't cause any problems here.	55.9316	-3.2283
Business owner	A loading bay would be preferable here as we are a charity that delivers services that require our van to be loaded with goods to go to homeless people or goods to help us provide a service to our clients	55.93453	-3.22794
Resident	Would like to know if there are enough parking spaces to allocate 1 to every household in Shandon colonies. Are you going to prioritise every household to get a space before allowing second permit households?	55.93234	-3.23078
Resident	There are currently no active disabled bays in Briarbank Terrace although your map shows two.	55.9314	-3.23133
Resident		55.93369	-3.22881
Resident	Any household with its own off-road parking (i.e. driveway) should not be able to purchase a residents parking permit, in line with my suggestion yesterday that there should be a maximum of one permit per household (for those who have no driveway).	55.93305	-3.22941
Resident	While I am absolutely in favour of the introduction of a CPZ, I would like to make a case for the Shaftesbury Park colonies to perhaps be considered as a distinct CPZ area. The disabled parking bays shown on this map are incorrect and out of date.	55.93209	-3.23112
Resident	For the Ashley's I would like to see a Priority Parking permit rather than full CPZ. This would reduce commuters using the area as park n ride & holiday makers parking up & going to airport. See how this works for 2+ years and asses if full permit needed	55.93081	-3.22758
Resident	General feedback: End on parking should remain here for better parking density. This can be accommodated on this stretch of road.	55.93196	-3.22657
Resident	General feedback: Parking density here has been vastly reduced by these proposals. It should remain structured as currently so as not to "lose" too many spaces.	55.9321	-3.23104

Resident	General feedback: There is no need to make the start of Ashley drive here double yellow on both sides. There is room to allow 2 or 3 cars before garage entrance or on north side of street. DYL opposite Ashley Grove should remain (as currently in place)	55.93093	-3.22744
Resident	General feedback: This street is wide enough to support parking on both sides (driveways permitting) so there is no need to remove parking spots from the west side of the street. This applies to all of Ashley Grove.	55.93124	-3.22768
Resident	I generally like the overall scheme and proposals although would strongly propose the following general structure: For the colonies I would suggest a one-way funnel mews type permit (can park inside + surrounding, permitted areas) but not the other way.	55.93283	-3.22988
Resident	Parking permits are useless after 6pm congestion will be as bad as ever. If you are worried about access for ambulance's fire engines etc why is nothing ever done about double parking at bins. You will probably issue far too many permits for spaces .	55.93527	-3.22876
Resident	A number of residents including myself have a short + narrow two-seater SmartCar. Can you consider creating smaller marked parking bays for owners of such vehicles. It is unfair to treat equally a Smart and a 4x4 people carrier.	55.93499	-3.22732
Resident	I like this as long as it does give residents more parking availability.	55.93165	-3.23048
Resident	because observation of real parking pressures reveals the opposite of the supposition on which this consultation is based. Pressure is at night not in the day when the controlled parking is operational. Please measure use by residents & tradespeople.	55.93336	-3.23164
Resident	because the residents parking targets the wrong time of day. In our street pressure is in the evening and is not during the day from communtors. If there had been a survey this mistake would not have been made.	55.93355	-3.23149
Resident	because this proposal will not receive fair scrutiny because no all residents have received leaflets and most did not receive a leaflet until well after the consultation started.	55.93399	-3.23072
Resident	There was no basic research on which to base these recommendation, which don't take into account the number of residents' cars in relation to number of residents and shared spaces not proposed in the plan.	55.93354	-3.23145

Resident	this proposal does not take into account the extra double & single lines already added to make the area safe for large & emergency vehicles. there is no logical reason for putting double yellows in one side of Shandon Street, Road & most of Shandon Terrace.	55.93316	-3.23198
Resident	this proposal will have a major negative effect on a residential area where parking is working well except in the evenings, because it will remove more than 1/2 of currently available spaces, leading to cars cruising widely as people try to find one.	55.93347	-3.2314
Resident	The changes are positive, but: Too many shared use, not enough permit holder bays. Restrictions stop at 5:30 - the worst pressure goes beyond this. Permit costs not yet known. Will my permit be restricted to certain streets/areas?	55.93212	-3.23103
Resident	A few questions! 1. Where will the parking meters be sited in Ogilvie Terrace? 2. Is the shared parking alongside the canal at the top of Ogilvie Terrace side-on OR end-on to the canal? At present the end-on parking significantly narrows the road!	55.9329	-3.22729
Resident	I am a resident in Shandon. The biggest issue is non-resident parking. We need permit only parking for residents and limited time paid parking for non-residents. We need double yellow lines on corners only.	55.93228	-3.23329
Resident	Can end-on or chevron parking be retained here?	55.93194	-3.22659
Commuter	It will make the use of Harrison Park much more difficult for dog walkers and families if they have no facility to park without paying. Suggest free parking at least around the park, despite the congestion it will cause, to keep park more usable.	55.9334	-3.22735
Resident	Living in the block labelled "13 to 21" in the Shandon map, I'm greatly relieved that I'll be eligible for some sort of parking permit! I live at 19/6 Slateford road, and I currently have endless trouble finding anywhere unrestricted in the area.	55.93602	-3.22914
Resident	Welcome proposals for Shandon Crescent. However there is also a real problem parking at weekends when Hearts are playing at home or Murrayfield rugby is on. How can this be resolved?	55.93396	-3.23223
Resident	Concerned over decision making process re double yellows at end of Alderbank Place. Current arrangements causing no access problems.	55.93114	-3.23257

Resident	See no reason to remove parking spaces in the square. Not aware of any significant access problems with current arrangements.	55.93203	-3.23083
Resident	My comments relate to the shandon colonies. As a non car owner I would have liked to see more done to reduce the number of parking spaces to reclaim street space for pedestrians and play and a car club.	55.93202	-3.23108
Resident	I'm absolutely delighted to see the new proposed plans for parking, it's been a long time that something has been needing done and the parking situation has been incredibly wearing. A permit system is exactly what we need.	55.93176	-3.22908
Visitor	The colony area has a high demand from residents primarily in the evenings and weekends. Outwith these hours it is visitors. If residents can park in either bays, then you may as well make the whole lot visitor.	55.93169	-3.2307
Resident	These restrictions are long overdue because of inappropriate use by commuters, residents of other permit areas and long term parking by airport users. There is no need for reducing spaces in the square. It works well now.	55.93198	-3.23103
Resident	We live at 49 Ashley Drive and the location of the permit parking bays would make it difficult to turn left or right out of our entrance without requiring a multipoint point turn if the bays are full and a car is parked right up to the edge of the bays.	55.92971	-3.22989
Resident	- not needed, same cars on my street and easy to park during standard working hours - I bought my property as it was permit free - polwarth drop in staff didn't work on this project couldn't answer my questions. Not good. - unwanted additional expense	55.9351	-3.23118
Resident	You're proposing to reduce the number of parking spaces and significantly limit access to carers, tradesmen and visitors. This will negatively impact our community of pensioners and young families.	55.93504	-3.23002
Resident	Difficult to find place after 5pm. sometimes find place in Shandon Crescent. Got penalty a few times for single-yellow line parking as I am not an early-riser. A designated free parking place near from home is preferable, as I have a 5-year-old kid.	55.93419	-3.23039
Resident	It is difficult to get a parking space after 5pm after returning home. I roam and roam and sometimes find a place in Shandon crescent.Got parking tickets for several times	55.93419	-3.23039

	as I am a late-riser. A designated place close to my home is preferable.		
Resident	It is difficult to get a parking space after 5pm after returning home. I roam and roam and sometimes find a place in Shandon crescent. Got parking tickets for several times as I am a late-riser. A designated place close to my home is preferable.	55.93419	-3.23039
Resident	There is no obvious reason to put double yellows along one entire side of Shandon Street, Shandon Terrace or Shandon Road. This just takes away loads of existing parking without providing any elsewhere.	55.93351	-3.23146
Resident	West Bryson Road and Harrison Road bordering the park should be included in the Shandon zone. They are always empty, even in the evenings which is when the greatest parking pressure exists.	55.93504	-3.22628
Resident	Great idea to keep several spaces at the end of the street for visitors and make the rest of this stretch for permit holders.	55.93517	-3.22892
Resident	I think the implementation of this would cause severe hardship for the residents of Shandon. Many need a car and parking is already difficult. Double yellow lines in our street will simply encourage drivers to speed along our street. It is not green!	55.93347	-3.23152
Resident	I find that parking in the flower colonies (Myrtle, Primrose, Ivy) is no problem at all as they are dead end streets and there's no passing traffic. 90% of the time I always find a space. I don't understand why there's more double red lines in these area	55.93526	-3.22965
Resident	Parking bays are far too restricted. It is unacceptable having double yellow lines along one side. The impact will be very limited parking for residents during the day and night. if width an issue then use a 1 way system. I would not support as proposed	55.93353	-3.23139
Resident	The restriction on words is unacceptable! We cannot possibly voice all our concerns in the number of characters permitted!!	55.93359	-3.23144
Resident	I think a permit zone 7 days a week for about 4 hours a day. Maybe 10am -2pm. This would stop people parking and getting the bus into town. And it would stop the weekend parking for football and rugby.	55.93407	-3.23038
Resident	No need for double yellow along full length of Ashley Grove - road wide enough for two side parking. Removes too many useable spaces (approx 10 cars) for no reason.	55.93163	-3.22839
Resident	The disabled bay mid way along Hazelbank Terrace is no longer in use	55.93286	-3.23034

Resident	There is nothing at all in these proposals of the Shandon colonies which will ease parking in the area.	-87.1003	-63.068
Resident	Delighted that something is, finally, being done to relieve the severe problem of non-resident parking. My street is a park & ride, impacting hugely on residents. It will only get worse with new parking rules - at workplace, on pavements etc.	55.93137	-3.22956
Resident	No disabled bays are required in Hazelbank terrace where you have 2, the residents are deceased please amend. Also shared bays meaning pay and display machines on the very tight pavement space in the colonies is madness, resident parking only please!	55.93299	-3.23055
Resident	Shared bays are useless on Shaftesbury park. We have limited pavement space and parking already, this should be resident parking only in the colonies. Adding it on the individual streets only means not enough spaces for the houses on those actual streets.	55.93255	-3.23038
Visitor	It is not acceptable to have double yellow lines at this location other than on the corners. My daughter has a toddler and baby and to be prevented from any access outside her house seems unreasonable. Single yellow lines would be adequate.	55.93335	-3.23227
Resident	Would prefer double yellow; street currently used a Park+Ride; we want a play street; residents have their own driveway	55.93072	-3.22768
Resident	bcos NO consideration is given 2solving problem of displacing 50% of the residents' cars at night (when pressure is highest.) Why not create a landscaped, wildlife friendly parking area in the least used 1/4 of Harrison Park West. Its now a green desert	55.93476	-3.22687
Resident	bcos this scheme means wasting fuel looking for parking spaces, parking a long way from home & then having to walk home on empty streets alone late at night. no-one expects to be able to park outside their own front door, but this puts women & oldat risk	55.93144	-3.22679
Resident	because 1/2-1/3 of our parking would be removed when there are already more residents cars than there are spaces at night and our streets are used by neighbouring areas, suffering the same problems.	55.93359	-3.23136
Resident	because no consideration is given to solving problem of displacing resident's cars from whole area, especially at night, when pressure highest. Why not add perpendicular parking to one side of West Bryson Road, creating many more spaces.	55.93534	-3.22675

Resident	because removing parking from both sides of our street will increase the speed at which traffic moves in them, putting especially children, domestic pets and wild animals at risk	55.93378	-3.23096
Resident	because the main pressure on parking in our streets is at night, not when Edinburgh's resident parking operates (In Glasgow, in appropriate areas, residents parking runs until 11pm). Flats in Shandon Street mean we need every space we now have	55.93339	-3.23181
Resident	because there has been no consideration of changes already made to ensure large & emergency vehicles can access all streets in this area. It is perfectly possible to park easily on both sides of the whole length of Shandon Road & on one side of Terrace	55.93288	-3.23164
Resident	because this plan has no primary research to support it, no consideration of its effects and no solutions to the problems it will cause. Why not ask Network Rail, if parking spaces can be created on their land and more cameras added to protect them.	55.93294	-3.23121
Resident	i believe a bike store is also planned for our street, but everyone already has a safer place to store their bike(s) than a communal store (personal locable shed or for tenements, a wide hall going through to the back of the building with no other access	55.93372	-3.23102
Resident	Allowing disabled cars to park on this corner is dangerous for cyclists/children turnign left in to Cowan Road. Please make the existng double yellow line one that noone is allowed to park on.	55.9336	-3.22877
Resident	Generally too many double yellow lines. Of note is the small cul-de-sac at the corner of Merchiston Grove and Ivy Terrace. There is space for at least two cars on the Ivy Terrace side of the road here. Neighbourly cooperation allows for 2 more currently.	55.93436	-3.22969
Resident	Strongly support it. Would it be possible to give Shandon Colonies its own area? The density of housing is so high that parking is limited.	55.93293	-3.2308
Resident		55.93249	-3.22961
Resident	Add double yellow lines to these small sections to stop vehicles parking in front of them, this narrows the road and blocks emergency services and bin lorries access to Weston Gait and access to the underground parking.	55.9356	-3.22838
Resident	Add double yellow lines to these small sections to stop vehicles parking in front of them, this narrows the road and blocks	55.93551	-3.22859

	emergency services and bin lorries access to Weston Gait and access to the underground parking.		
Resident	Add double yellow lines to these small sections to stop vehicles parking in front of them, this narrows the road and blocks emergency services and bin lorries access to Weston Gait and access to the underground parking.	55.93559	-3.2284
Resident	The spaces around Weston Gait are still not being included as becoming permits - but remaining free spaces. The eight spaces are currently free spaces and are always parked in by students and commuters. Make these spaces permit only!	55.9357	-3.22814
Resident	double yellow lines down the entire side of Shandon street and Road are unacceptable and serve no purpose except to take away our parking. All of the space currently unrestricted is essential for residents, this should be made into residents permit zone	55.93317	-3.23185
Resident	Many spaces (8) in Shaftesbury square are being lost when there is plenty space for more parking	55.93204	-3.23089
Resident	Parking spaces at the end of every street in the colonies are being lost.	55.9323	-3.22922
Commuter	Please lengthen the double yellow lines at the canal entrance, so that bicycles and buggies can easily access the towpath which is currently often blocked with cars parking 'nose-in' or 'tail-in' on the canal side of Ogilvie Terrace.	55.93223	-3.22638
Resident	Reducing the number of available spaces by extending double yellows in the colonies and reducing the parking bays in Shaftesbury square for no reason will create additional pressure. In order to ease pressure we need to make use of all spaces available.	55.93198	-3.23102
Resident	Suggestions: - ALL parking in colonies should be permit only (with option to add visitors to permits on temporary basis) - Marked bays in car park zone mid-Shaftesbury Park for more efficient use of parking space - Enforced ban on overnight camping	55.9321	-3.23107
Resident	I do t want yellow lines over my garage I need to park over my garage and in front of it . Plus there are only 3 spaces on the terrace with 5 houses	55.93266	-3.23215
Resident	I don't want double yellow lines over my garage . I want to be able to park over or in front on my garage . Also there are only 3 permit places on the terrace yet 5 houses	55.93266	-3.23215

Resident	I don't want double yellow lines over my garage . I want to be able to park over or in front on my garage . Also there are only 3 permit places on the terrace yet 5 houses	55.93266	-3.23215
Resident	Alderbank Place should be restricted to permit holders only. It is not a continuation of Shaftesbury Park. Alderbank Place should be treated the same way as the Terraces.	55.93114	-3.23257
Resident	The proposals across Shandon are too restrictive for non-car owners, eg those who hire vehicles, drive company vehicles, and visitors to residents. See separate email	55.93103	-3.23262
Resident	Having residents only parking does not allow residents to have visitors during the day which is particularly important for individuals with caring/childcare need. In addition the double yellow lines reduces the number of spaces which are already limited.	55.93279	-3.23661
Resident	I would prefer resident permit parking on both sides of the road on Harrison Gardens.	55.93447	-3.22795
Resident	Please can two parking spaces be made in the Daisy / Ivy very small cul de sac - marked on your diagram with a yellow line. This would offer residents of 1-4 Daisy and opposite in Ivy an opportunity to park near their address. Many thanks for considering	55.93434	-3.22969
Resident	I support any measures to encourage sustainable transport in Edinburgh. Parking in Shandon has got much worse since parking restrictions introduced in adjacent areas. We need to do something about the issue in this area	55.93214	-3.23096
Resident	But do not put double yellow lines in front of drive ways as we often park there when gardening or our children are playing in the garden. Leave the use of the white line that is currently in place as it works effectively.	55.93207	-3.22663
Resident	Why are there double yellow lines proposed on Myrtle and Primrose Terrace? Parking demand outweighs supply already here just from residents. This will still be the case with permit parking.	55.93526	-3.22965
Resident	As a student who works as well, I dont think you have considered how it is only possible to have a car to be able to work and study. We already have limited parking due to the number for flats in the area, which is 3 times the number of people.	55.93345	-3.23172
Resident	Because are street isnt busy in the day time its at night, residents parking doesn work at night now. Putting in a bike storage wont help this neighbourhood because everyone already stores their bikes in a place will be safer than the bike box.	55.93375	-3.23104

Resident	because many young adults who live at home require a car for their job as they're unable to use public transport. There was no Primary research done on current residents needs, how can this plan be valid if this is not known.	55.93303	-3.23186
Resident	because we hv already had a review, changes hv been made eg double yellows on corners. this now allows large vehicles eg fire engines to go everywhere in the Shandons. Residents need every space there now is, as we hv flats on the street.	55.93353	-3.23139
Resident	We need bespoke permits for all the roads in the colonies that have times from about 4pm to 11am. That will discourage people coming in and parking during the working day and also only let people who live in the street parking at night.	55.93175	-3.23217
Resident	Having seen the proposed parking restrictions, I think they will make the parking situation even more disastrous than it already is. There are far too many non-residents parking here already, causing extreme upset to those of us who live here.	55.93234	-3.23172
Resident	I am utterly appalled at this ludicrous proposal. This is a residential street and you are blocking resident from parking in their own streets. On top of the proposal for the bus sheds, you are removing parking spaces for c.20 council tax payers!	55.93374	-3.23103
Resident	Good to see permit bays. Ideally these would apply 7 days pw. I'd like to see these throughout Shandon rather than shared use bays which would still be taken advantage of by non-residents wanting a cheap alternative to city centre parking	55.93357	-3.2281
Resident	I am a resident in Shandon. The biggest issue with the parking is NON-RESIDENT parking. We want permit-holder parking for residents and paid parking for short periods (max 4 hrs) for non-residents. Double Yellow Lines ONLY on corners.	55.93224	-3.23317
Resident	Please extend parking controls to 6 / 6.30pm, as the biggest pressure on parking is in the evening, when restrictions aren't in place. I work for Royal Mail and must use my car to get to work early in the morning. Plus what happens on Hearts match days?	55.93523	-3.23081
Resident	Has a study been carried out on single-sided, angled parking on wider roads? Park&Ride and events (e.g. Hearts games) do add cars but the main problem is too many residents have cars and the space is inefficient - often due to parking skill or error.	55.93159	-3.22926

Resident	I don't believe these disabled bays are in use. The council put up a sign saying they would be removed, meanwhile another department repainted them! There is no corresponding road sign to the road markings and the users are not blue badge holders.	55.93164	-3.22925
Resident		55.93449	-3.22846
Resident	all these on the south side of ashely grove are perfectly good parking spaces	55.9313	-3.22778
Resident	surely we can still have this spot	55.92978	-3.22907
Resident	these were perfectly good spaces that don't require pavement parking. appreciate it is opposite the school entrance, but with the massive loss of spaces in ashley drive & terrace, removing these is unnecessary extra pressure.	55.93173	-3.22852
Resident	Totally unnecessary to halve the parking in this section by changing from end-on to parallel. Widening the road space here will just encourage faster driving near the park & ducks where dogs and children are coming and going.	55.93218	-3.22641
Resident	why can't we have this one?	55.93038	-3.22812
Resident	Parking problem is not M-F 8.30 to 5.30 but evening and overnight. Yellow lines will reduce spaces. So remove the doubles between Ivy and Daisy which serve no purpose. An neighbours we cooperate on parking here which allows four cars to park.	55.93456	-3.22935
Resident	It would be preferable if residents parking could continue in front of 21 and 22 Ivy Terrace (marked on map) with yellow lines in front of 1 and 2 Daisy Terrace side. We also manage parking right up to the corners at the junctions with Merchiston Grove	55.93437	-3.22971
Resident	Generally it's fine but there are too many double yellow lines. Looking outside our property there are two parking spaces that plans show as double yellows (outside 21a ivy terrace).	55.93433	-3.22971
Resident	Currently there are two spaces available at the end of each of the roads and the double yellow lines are painted to allow this. Please can you ensure there is no loss of space as a result of this proposed extension of the CPZ and retain both spaces.	55.93155	-3.23027
Resident	The parking within the square on Ashley Terrace currently permits two rows of end on parking with a third row of side parking. Please can the proposals be amended to retain all 3 rows on both sides to avoid a reduction in available spaces? Thank you	55.93204	-3.23095
Resident	There is no need to double-yellow the south-east of Ald Terr (on path). Three sensibly-	55.93086	-3.23162

	parked (against the wall) cars can fit here and there is still space for vans to fit between two rows of parked cars. There is a footpath here, but it goes nowhere.		
Resident	254 characters! You are joking - how can one possibly provide meaningful input so briefly! These proposals would reduce parking catastrophically. They don't solve parking, they make the problem far far worse!	55.93086	-3.22833
Resident	Restrictions are long overdue in this area. This should be an extension of present zone that includes Harrison Road. A new zone would not properly alleviate problems. At present there are many unused daytime spaces on Harrison Road.	55.93446	-3.2285
Resident	The shared use bays outside 72 to 74 Ashley Terrace should be made permit holders only as this one of the highest areas of residential density, serving both tenements and colonies.	55.93236	-3.22796
Resident	I do not see a need to put a double yellow line in front of the drive way for 2b Ashley Drive. The proposals are for a double yellow line opposite. I often park across my drive way. I use the drive space as a secure kids play area (age 1& 2)	55.93087	-3.22452
Other	Parking bays at top of Ogilvie Terrace, alongside canal, must be parallel with road, not end on. Current, unrestricted, end on parking results in half the road being blocked causing congestion and is a danger to schools children crossing road.	55.93201	-3.22655
Resident	Putting double yellow lines at end of the colony roads will reduce spaces. Daytime parking is not an issue it's evening parking and really only residents park at this time so it will make things more difficult	55.931	-3.23276
Resident	Putting double yellow lines at the end of Alderbank terrace opposite house no 1 will reduce 3 spaces, also double yellows at the end of each colony road reduces spaces by 1 on each street. I think there will be less parking as a result.	55.93084	-3.2316
Resident	This is no longer a disabled spot - please remove	55.93147	-3.23275
Resident	Why remove parking from one side of Shandon Street and Place? Street is wide enough and you are proposing to allow two-sided parking in Shandon Crescent which is (a) narrower in places and (b) has less residents/resident cars. Will oppose this to full	55.93353	-3.23142
Resident	All available spaces should be permitted in Shandon crescent, road, place and street. There should be 2 'passing' spaces made	55.94123	-3.22985

	available on the crescent as there is a passing issue on the crescent which has led to a number aggressive confrontations,		
Resident	There is nowhere near enough parking for residents as it is. Reducing this is certainly not an option. Permit holders or at very worst single yellows so that residents are able to park overnight is definitely a better option	55.93338	-3.23149
Resident	This will have no benefit to local residents apart from to fund the councils continued anti car bias. If they want to pursue this then permits should be free to all residents. Focus should be on health and social care funding rather than anti car	55.9314	-3.23138
Resident	I don't agree with the double yellow line on Ogilvie Terrace. This should also be permit holders as there won't be enough spaces for residents. We need more permit holder spaces to allocate all residential cars.	55.93303	-3.22758
Resident	During the lining works could all the road gutters be cleaned especially this area as it is full of dirt that grows weeds and stinks in the summer heat.	55.93322	-3.22782
Resident	Head on parking has been working for many years here & creates twice the amount of spaces, if the dimensions don't work then how about angled parking bays like the ones on Colinton Road @ Happy Valley shops otherwise this will drastically reduce capacity	55.93199	-3.22657
Resident	Since parking capacity is going to be greatly reduced in this proposal why can't there be parking bays on this side of Ashley Grove as it is currently working?	55.93163	-3.22836
Resident	What is happening here?	55.93524	-3.22704
Resident	What is happening here?!	55.93296	-3.2297
Resident	Why can't parking bays be along this section?	55.93206	-3.22748
Resident	Why can't the parking bays extend along here?	55.93111	-3.22722
Resident	Why can't there be parking bays here as there currently is?	55.93091	-3.22746
Resident	Why can't this area have parking bays?	55.93328	-3.22915
Resident	Why not position the bins here so that there is a little more space for the permit holder bays since parking capacity is greatly reduced in this proposal.	55.93325	-3.22787
Resident	I am very supportive in general. A minor concern is that we don't lose parking space when adding all the control lines to the roads. For example, the pavement to nowhere at the end of Alderbank Terr or the square in the Shaftesbury colonies.	55.93106	-3.23186
Resident	Why should I have to pay to park my car outside my house?!	55.93529	-3.22971

	Surely those resident in the area should be able to apply for a FREE permit allowing them to park in the area, one per household. This is yet another stealth tax on those with low income!		
Resident	I appreciate the idea that these parking restrictions will reduce the overall number of cars parking in the area, but the double yellow lines down one side of Shandon street and most of Shandon road is overkill and will only make parking harder	55.93338	-3.23164
Resident	I welcome the proposals for controlled parking in Ashley Drive, which are long overdue. As an elderly resident I look forward to being able to walk freely along our pavements without obstacles in my path. Don't be influenced by opinions to the contrary.	55.93017	-3.22833
Resident	Permits should be limited to 1 per household. An exception being were there more than 1 disabled driver in a house. Permits could be as disabled passes, i.e. the permit could be transferred between cars in a household. Additional cost for this facility?	55.9314	-3.23138
Resident	This change is necessary but needs to be well controlled, Timing 8.00 to 18.00., 7 days a week. Commuters Tynecastle & Murryfield events impinge on residents' parking. Residents buying permits should also not be disadvantaged by those who choose not to.	55.93203	-3.24005
Resident	Currently there are some usable parking spaces in this area between drives and actually people seem very good at leaving driveways clear. Please only put in double yellow lines where parking would block driveways and leave spaces in between	55.93285	-3.22735
Resident	Currently there is a lot of under-utilised shared parking on the other side of Harrison Park, whereas resident parking in Shandon is massively over-subscribed. Therefore I would suggest a higher ratio of resident to shared permit spaces.	55.93285	-3.22721
Resident	Currently there is a lot of under-utilised shared parking on the other side of Harrison Park, whereas resident parking in Shandon is massively over-subscribed. Therefore I would suggest a higher ratio of resident to shared permit spaces.	55.93414	-3.22817
Resident	Currently there is a lot of under-utilised shared parking on the other side of Harrison Park, whereas resident parking in Shandon is massively over-subscribed. Therefore I would suggest a higher ratio of resident to shared permit spaces.	55.93188	-3.22662

Visitor	There is no problem parking during the day,i.e. there are plenty of parking spaces between about 8.30am and 5pm. These parking proposals, if introduced, would make it virtually impossible for me to park near the house I visit on a regular basis.	55.93401	-3.23006
Resident	Proposals will reduce parking in Shaftesbury Park, as they don't include the double file parking in the "square". 8-10 cars can park at right angles behind each centre rank with no access problems. one of these centre ranks should be resident only.	55.9321	-3.23101
Visitor	This is completely unnecessary. The road is wide enough to accommodate parking. The major issue is school drop off which could be controlled by other means.	55.93273	-3.22717
Resident	This is not a disabled bay. This is an on-going issue which the council has created thought its usual efficiency.	55.93146	-3.2294
Resident	This is not a disabled bay. This is an on-going issue which the council has created thought its usual efficiency.	55.93145	-3.22939
Resident	But please not to many double yellow lines. Because it will ruin the whole proposal if you make it harder for residents to park.	55.93522	-3.23016
Resident	It would be great to stop pavement parking on Ashley Drive.	55.92985	-3.22888
Resident	Overall, the proposals seem good. However, the new double yellow lines in the colonies seem unnecessary.	55.93229	-3.22923
Resident	These proposals dramatically reduce the number of parking spaces available on our street & others nearby. Converting sections of our street to double-yellow line only will simply infuriate residents by preventing them from parking outside their houses.	55.93501	-3.22926
Resident	I'm in favour of controlled parking but the proposals in my street Ogilvie Tce will lead to a loss of 20 parking spaces by making the area at the canal parallel rather than end on parking and removing the parking from outside the houses opposite the park	55.93198	-3.22649
Resident	1) where cars are parked perpendicular to the pavement, have measures which ensure their front or back end aren't over the pavement to prevent buggies (and even a single person) at times walking past and having to go onto the road 2) less shared bays	55.93218	-3.23127
Resident	Residents Ashley Dr park sensibly. Commuters cause issues by volume/behaviour - daytime, Mon-Fri ONLY as shown by previous council studies. restriction should be to them entering city?	55.92974	-3.22996

	not making city residents pay+compete for reduced parking in own st.		
Resident	I don't think permits will work well in this area, there is always a shortage of parking and a permit doesn't guarantee a space. People will just move their cars into nearby areas and not buy a permit. What the motivation is for permits. Making money?	55.93442	-3.22981

9. GORGIE

9.1.1 Gorgie received the highest number of plots with 303 in total.

9.1.2 Upon analysis, it was noted that a high number of these responses appeared to use a generic template with insufficient information provided to determine a true number of individuals.

9.1.3 204 plots were made by people who left only their first name and only the first part of a postcode, EH14.

9.1.4 112 plots simply stated that they did not like the proposals and left no comment.

9.1.5 92 comments were the same three comments repeated several times, word for word:

I am a...	Comment
Resident	As a resident here for many years I have NEVER had any problem parking on my street or any of the surrounding streets. There is no parking pressure in this area and there never has been
Resident	This isn't need or wanted, no issue with non-resident parking.
Resident	This proposal is completely unnecessary, unwanted and is clearly a money making exercise. There is NEVER any issue getting parked outside my home, nor on the surrounding roads, they are mostly empty everyday. I, nor any of my neighbours want this.

9.1.6 98 other responses were received, left by 65 people and can be viewed below.

9.1.7 Three comments were regarding requiring event day controls.

9.1.8 Five comments believe the proposals are unfair and would only be a financial burden to residents.

9.1.9 10 comments mention the loss of bays due to yellow lines and are concerned this will only increase parking pressure.

9.1.10 19 comments were received stating that there were no parking issues in the area and the proposals were unnecessary.

9.1.11 15 comments said that the controls were not "needed or wanted".

I am a...	Comment	X	Y
Resident	I like the proposal, however my comment it that the parking permits have to be late enough and on weekends to prevent problems caused by football traffic, when the parking situation as it's worse.	55.9366	-3.23326
Resident	Finding a parking space at Moat Drive / Hutchinson area is most challenging during the football games at the Tynecastle Stadium. The games fall outside enforcement hours for permit holders parking spaces. This creates an additional charge without benefit	55.93209	-3.23735
Resident	Proposal seems to be to half the available parking in my street and put controls on the other half. And charge me for the privilege. Main issue currently is parking in evenings (+ football and rugby crowds). Daytime controls will not help.	55.93229	-3.23422

Resident	On what basis would double yellow lines be painted within a private road/parking of a private residential development?	55.92982	-3.24932
Resident	This will adversely affect residents. The people who park on Hermand Terrace live here. I'm a homeowner and parking was a consideration when purchasing this property, as my partner and I require a car due to illness and can't afford a permit.	55.93228	-3.23475
Resident	I feel the parking plans submitted are unfair on current residents who have become used to the current free parking available - hence why the area is attractive in the first place. This is another cost to residents - which is unnecessary.	55.93798	-3.23331
Resident	4. There would really be no benefit for the residents in being included in a parking zone, and it would mean for many they would have to buy a permit to park outside their own house/villa.	55.93335	-3.2442
Resident	I don't think its fair or necessary to charge residents to park outside where they live because of non-residents' choices to park. Giving residents free permits that prove their right to park but charging non-residents is a better intermediate.	55.93269	-3.23524
Resident	I do not have problems with parking especially during the day. The restrictions on the main road do not affect me and there is no problem with the side roads, especially during the day. If permits are to be introduced they must be free to residents.	55.93112	-3.23813
Resident	I am unhappy with the proposed parking restrictions in Gorgie, specifically outside my property on Hermand Cr. my reasons are: 1) proposed bays/yellows lines on hermand Cr. reduce capacity 2) two car limit unfeasable for 3 car self employed household	55.93348	-3.23319
Resident	There is significant reduction in available spaces, as far as I am aware the cars parking in my street are all residents of the street. There are not enough at the moment and the allocated spaces is a significant reduction, how will this work?	55.92854	-3.24258

Other	I am extremely concerned about the limited amount of parking spaces being offered. It feels like This is a money making exercise for the council. My elderly mother relies on visitors and I think the restricted parking will definitely put people off.	55.92944	-3.24328
Resident	Living on Hutchison Loan, with 2 cars in my household... This map show 2 permit spaces, to accommodate 28 house holds.... How does this work??? DOuble yellow lines right outside my house???? WHat the hell are you thinking??	55.92787	-3.24364
Resident	This will cause chaos as the number of spaces proposed -is less than the number of vehicles already owned by the residents in the area, you are just moving the parking problem on, my street is a terraced Street with little or no off road parking.	55.93244	-3.24565
Resident	In Appin Place your are suggesting that the existing parking bays marked are to become paying bays. This would mean that we would need to instigate a barrier to maintain our other existing bays from being swamped by whatever STRATEGIC plans you have.	55.92966	-3.23888
Resident	I feel the proposed double yellow lines on Robertson Gait and Slateford gait would reduce the amount of parking spaces for residents and make it difficult for visitors/tradesmen to park	55.93488	-3.23667
Resident	2 permit spaces in E Chesser Crescent is totally inadequate & inappropriate for a street with no parking issues. What is Council policy on urban creep? More gardens will be removed for parking = flood problems/nature loss. Use council tax to raise money	55.93017	-3.24899
Resident	I think this is unfair to the people lives in this area with the double yellow lines as it limited parking space at this moment and time in this area. And as I can see it mostly residents us these. So it a NO for me	55.93229	-3.23422
Resident	Parking is in very short supply here. People leave half car lengths between cars making even fewer spaces. Why can't cars continue to park in the cul de sac? Double yellows there make fewer spaces available. Not convinced this will help but will cost me!	55.9316	-3.23863

Resident	I do not see how this js anything other than a money making exercise by the council. I have never not been able to park either of my cars near my house, not have any of my guests when they visit me. I object to this strongly.	55.9309	-3.24055
Resident	5. I would object to thinking that we were included in a parking zone just to provide the council with more funding (fines, penalties and permit charges).	55.93332	-3.2442
Resident	Control of double parking is required not being forced to pay to park. This is another money making exercise hitting the motorist again. What are our visitors to do if spaces are for residents?	55.93087	-3.23891
Resident	It would hugely benefit residents of the gorgie area to have restricted permit parking, but this should include the evening hours between 5:30-next day as this is the most difficult time to find a space for residents.football parking traffic problem	55.936	-3.23244
Resident	Lived in this area since 1960s there's never been an issue parking in our street or sorounding areas the charges are very high how will the elderly and disabled cope with the charges totally ridiculous money making scheme	55.93226	-3.24751
Resident	I have lived here for 6 years and have never had a problem with parking in my street, or in adjacent streets. I don't think the restrictions are necessary.	55.93274	-3.23527
Resident	I live on Hutchison Avenue. I have no problem finding parking here. Additionally, I enjoy that my partner and family are able to visit and park without incurring a cost. I resent my family not being able to visit.	55.92892	-3.244
Resident	My street does not need parking restrictions. There are always spaces available. I struggle to maintain car costs which I need for work. There is no need for permit parking in this street. I would see this as an unfair tax imposed on me by the council.	55.92812	-3.24414
Resident	There is ample parking in the area. Placing restrictions throughout this whole area is completely unnecessary.	55.92904	-3.24278
Resident	I have never had any difficulty parking in Wardlaw Terrace and think the introduction of parking permits would out price a lot of	55.93617	-3.23177

	residents in this area, including myself, from living anywhere near the city centre.		
Resident	Not wanted, roads empty, no issue with non-residential parking	55.93089	-3.24314
Resident	We are being told that this is strategic in that you are wanting to control parking. Well since we don't have a issue with parking it would seem that you are trying to get us to pay for something we already own. ALL bays in Appin Place.	55.92977	-3.23914
Resident	I live in Slateford Gait and we do not have issues with parking. The proposal is not straightforward to understand. I'm yet to find the key for the map so I question the results of your consultation.	55.93395	-3.23594
Resident	Don't need or want this, no issue with parking	55.93229	-3.24133
Resident	Not needed, no issue with non-resident parking	55.92932	-3.24396
Resident	I never have any problem parking in Hutchison Road and feel there is no requirement for these type of parking zones in this area.	55.9303	-3.24421
Resident	I object. This is an area with NO parking issues but you are about to create them. I fail to understand how this will make it easier to park. What about urban creep? More gardens will be mono-blocked putting extreme pressure on wildlife and flood risks.	55.93025	-3.24906
Resident	There is no requirement for controlled parking in my street. There is NOT a problem with commuters parking here and there is enough parking areas for the residents and visitors. It would be a TOTAL inconvenience for the residents,	55.92819	-3.24473
Resident	We find the proposed parking restrictions unnecessary and abhorrent. We feel this is a revenue generating exercise and we will vehemently reject this. There are no issues with parking in Chesser Crescent. We feel the Counsellor is trying to score points.	55.93109	-3.24858
Resident	The parking restrictions suggested are totally ridiculous. There are no issues with parking in this area. You will be making problems. There will not be enough bays for residents in Hutchison Medway/Grove. I am also sending a separate email matter!	55.9298	-3.24116

Resident	Not required in Hutchison where there is never and has never been an issue. (Please see extra email sent).	55.93058	-3.2436
Resident	We don't need permit parking on this street. There are enough spaces for everyone.	55.92815	-3.24419
Resident	It is not necessary for this section of double yellow line to extend so far from the junction. Doing so will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.93015	-3.24268
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92891	-3.24414
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92866	-3.24439
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92889	-3.24574
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92844	-3.24649
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.93001	-3.24191
Resident	I don't see the point, it is not needed. If it is deemed necessary and not a money making scheme hand out free permits to residents. Just looks like the council trying to make more money from motorists!! Edinburgh is definitely not a car friendly place!	55.93032	-3.23946
Resident	I never have a problem getting parked outside my home. Having to pay for a permit would be an unwelcome additional expense to me and restrictions would be an inconvenience to anyone that comes to visit me. I do not think these restrictions are necessary.	55.93256	-3.24175
Resident	The double yellow line against the grass verge is unnecessary. We don't have an issue with parking in the development. Sure occasionally it will get tight but not oppressive.	55.92944	-3.23936
Resident	I live on Hermand Terrace. A permit zone is completely inappropriate for this street. There is no current shortage of spaces on the road. The yellow lines proposed are totally excessive, as	55.93232	-3.23476

	they would halve the number of spaces for residents.		
Resident	This is shambolic and not needed. There is no reason to charge residents and visitors to park this far out of town. The controls in place (double yellow, green lanes) are sufficient. I absolutely object to this proposal. Stop robbing car owners	55.93036	-3.23695
Resident	I have paid for parking permits for a long time, and pay for parking when in town, this is one of the reasons I moved, being a new homeowner money is tight. There is no need for it either as there is plenty spaces where I live. Please don't go ahead.	55.93093	-3.24181
Resident	No, no, no, we don't want this	55.93172	-3.24204
Resident	Not wanted, not needed	55.93192	-3.23935
Resident	Don't want this, no issue with parking. Don't impose this where residents say NO.	55.93191	-3.2419
Resident	Can you consider changing the parking bays to the opposite side of the road in Hutchison Medway. This will allow the households on the side of the road with the larger gardens to have a drive if they wish. Improving availability for all in the street.	55.92857	-3.24269
Resident	Please put spaces on both sides of the street, this will increase availability, there is no obvious reason not to have spaces here	55.92998	-3.24162
Other	i work for the NHS & the Gov directives are about treating patients in the community. Maintaining patient access and staff access is paramount to this and with your plans restrict both. it will increase recruitment issues and decrease patients choice.	55.93388	-3.23714
Visitor	My children go to St Cuthberts primary school. During the day/evening and at the weekend there appear to be lots of spaces. I'm concerned doing this will increase the poor parking around the school and decrease safety for kids walking to school.	55.93094	-3.2409
Resident	Concern for Chesser residents outside the boundary as traffic/parking to avoid charges will increase. Chesser Grove is barely a one way street (not one way) and concerned about road blockages, noise and pollution. Impact of 2 student acc dev nearby.	55.92873	-3.25229

Resident	Have sent separate email due to the text box character restrictions! Far too short for meaningful consultation.	55.92739	-3.2455
Resident	The email address provided for consultation is invalid. This is not meaningful consultation with such a character restriction. Edinburgh.Consultation@projectcentre.co.uk.	55.93028	-3.25158
Resident	Firstly your detail is lacking and not descriptive of the proposed changes, no legend to describe the changes in my area, just lines on maps. Second the sessions being run in my area are restrictive and will exclude those residents who work bus.hours.	55.93244	-3.24565
Resident	Went along to display at Gorgie Church to have them put the double yellow lines in as RED (whatever that means. Then you map gives it as Yellow, which is what it is. If I use my skills as a project manager I would think that this was a fiddle.	55.92952	-3.23943
Resident	You are changing designated / private parking into pay/permit parking without any real consultation at all.	55.92976	-3.23915
Resident	You are putting single lines into an area you do not own or manage.	55.92951	-3.23862
Resident	My only concern is about the parking fees for visitors/workmen to my home and the time restrictions on visitor permits. When will details be available? In many cases it is difficult to park in the evening but this is due to residents and not visitors.	55.93218	-3.24015
Resident	This area already is used by existing private permit holders resident in adjacent buildings and would not benefit from being made a public-permit area.	55.9331	-3.23371
Resident	This area already is used by existing private permit holders resident in adjacent buildings and would not benefit from being made a public-permit area.	55.93323	-3.2337
Resident	I have been allowed a disabled space in the "private" area of Appin Place. With around 36 spaces now requiring parking permits, there will be huge pressure on the free "private" spaces which may result in me being unable to get parked close to my home.	55.92954	-3.23878
Resident	There is plenty of parking during the proposed hours whereas on the evenings and weekends	55.93513	-3.235

	there is a real problem with double and illegal parking. This proposal appears to punish the residents who leave their cars at home during the day.		
Resident	Appin Street is a development of 99 flatted properties which currently has 99 marked parking bays of which approximately 50% are adopted. On any given night we probably have 110-120 vehicles parked using bays and kerbside parking, often dangerously.	55.93026	-3.23764
Resident	Continuing on, is it possible to change the shared use from the disabled bays in Hutchison Crossway to Eltringham to permit holders as parking up the upper part can incur break ins/damage to vehicles. I never park in that area after living here for 25yrs	55.93304	-3.24501
Resident	I fully support the parking zone changes however, I'd like to recommend that the residential parking be 24/7 as there is congested parking in the street on weekends and after working hours because football at the stadium, the pub and the bowling club.	55.93304	-3.24501
Resident	All areas around the on street communal recycling and landfill bins should have double yellow lines and signs indicating no parking at anytime and indicating the financial penalties incurred if illegally parked there.	55.93615	-3.23384
Resident	All shared use bay area should be clearly marked parking bays with white lines to ensure that the proposed area is fully utilised and cars are not parked so there are fewer spaces available as is the case at the present time	55.93626	-3.23419
Resident	I have a private parking space outside my flat however I feel making the main road permit parking will only encourage people without permits to park in my space	55.93124	-3.23962
Resident	3. We need access for emergency and trade/delivery vehicles. So parking could only be provided one side of the cul-de-sac.	55.93334	-3.24421
Resident	I attended the drop in at Polwarth Parish Church hall today (1 November) and questioned and expressed my concerns to Mr MacKay (I believe that was his name?). This mode of comments is exceedingly limited!	55.93332	-3.2442
Resident	I object to the inclusion of Hutchison View because:-	55.9333	-3.24424

	<p>1. We are a cul-de-sac where not everyone has a garage or driveway.</p> <p>2. We are near to Murayfield, Tynecastle and Saughton park and so are frequently used for parking evenings and weekends depending on</p>		
Resident	I agree that this area is busy in term of parking, though I always manage to park my vehicle close by where I live for free. I disagree with having to pay for a resident permit.	55.93635	-3.23416
Resident	Parking is in very short supply here. People leave half car lengths between cars making even fewer spaces. Why can't cars continue to park in the cul de sac? Double yellows there make fewer spaces available. Not convinced this will help but will cost me!	55.9316	-3.23863
Resident	I live in Westfield Street, Gorgie and think this is a great idea. On my street it is supposed to be residents parking only, and despite there being signs saying this, non residents use this street for parking and this is very frustrating.	55.93727	-3.23801
Resident	Adding double yellow lines is great. Currently there's no restriction next to parking bays, and the way people park there means that it can be impossible to get out of the bays. I'd appreciate more info on single yellow lines and any changes there.	55.93381	-3.23585
Visitor	I strongly object to further parking restrictions being introduced. Where do you propose residents and their visitors park their vehicles. Expensive permits? Area allows easy access to Water of Leith, local park and shops. Negative impact on area.	55.9287	-3.2462
Resident	Not enough parking here now. Parking more difficult overnight when everyone home. People leave large spaces between next car. Double yellow lines in cul de sac make even fewer spaces. Why? Do not see how this helps in any way but it will cost me money!	55.93155	
Resident	Moat Street is only busy in the evenings and at weekends - people who live in the street and on Moat Place. Creating residents parking only serves to create a revenue opportunity I do not see how it will make it easier for residents to park in their road	55.9316	

Resident	I do not want permits or paid parking bays in Appin Street, we all manage park there fine and don't need to be forced to pay for the privilege of doing so when it is already residents parking.	55.9307	
Resident	My street only ever has problems on match days. Removing spaces across the whole area will increase problems & price out those who can't afford. No safe cycle routes or P&R alternative, just money for council. Unnecessary.	55.93236	
Resident	Putting a double yellow line along this entire section will dramatically reduce the amount of parking available in this area and will increase the parking pressures these changes are supposed to reduce.	55.93008	
Resident	The double yellow lines at this corner and the other corners on Hutchison Place are of inconsistent length. In several cases including this one they appear much longer than necessary, reducing parking space and increasing parking pressure unnecessarily.	55.92928	
Resident	There is enough space for a parking space between the corner and the driveway, having double yellow lines continue between these will just reduce available parking, increasing the parking pressures these changes are supposed to reduce, for no benefit.	55.92921	-3.24317
Resident	This area is frequently used for parking. Doing so does not restrict traffic flow or visibility in the junction. Putting a double yellow line here will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.92833	-3.24459
Resident	This area is frequently used for parking. Doing so does not restrict traffic flow or visibility in the junction. Putting a double yellow line here will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.92831	-3.24489
Resident	This section of Hutchison Place is as wide as the rest of Hutchison Place and Hutchison Avenue, there is no need to put double yellow lines along on both sides of it. Doing so will increase the parking pressures for residents in the area for no reason.	55.92956	-3.24419

Visitor	I'm not local & collect granddaughter daily from school & stay until daughter home from work. There are not enough spaces for all homes with cars & no visitor spaces. This will cause chaos for all homes with cars. NOT NECESSARY as works well at present.	55.92808	-3.24425
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I am a...	Comment	x	y
Resident	I like the proposal, however my comment it that the parking permits have to be late enough and on weekends to prevent problems caused by football traffic, when the parking situation as it's worse.	55.9366	-3.23326
Resident	Finding a parking space at Moat Drive / Hutchinson area is most challenging during the football games at the Tynecastle Stadium. The games fall outside enforcement hours for permit holders parking spaces. This creates an additional charge without benefit	55.93209	-3.23735
Resident	Proposal seems to be to half the available parking in my street and put controls on the other half. And charge me for the privilege. Main issue currently is parking in evenings (+ football and rugby crowds). Daytime controls will not help.	55.93229	-3.23422
Resident	On what basis would double yellow lines be painted within a private road/parking of a private residential development?	55.92982	-3.24932
Resident	This will adversely affect residents. The people who park on Hermand Terrace live here. I'm a homeowner and parking was a consideration when purchasing this property, as my partner and I require a car due to illness and can't afford a permit.	55.93228	-3.23475
Resident	I feel the parking plans submitted are unfair on current residents who have become used to the current free parking available - hence why the area is attractive in the first place. This is another cost to residents - which is unnecessary.	55.93798	-3.23331
Resident	4. There would really be no benefit for the residents in being included in a parking zone, and it would mean for many they would have to buy a permit to park outside their own house/villa.	55.93335	-3.2442
Resident	I don't think its fair or necessary to charge residents to park outside where they live because of non-residents' choices to park. Giving residents free permits that prove their right to park but charging non-residents is a better intermediate.	55.93269	-3.23524
Resident	I do not have problems with parking especially during the day. The restrictions on the main road do not affect me and there is no problem with the side roads, especially during the day. If permits are to be introduced they must be free to residents.	55.93112	-3.23813
Resident	I am unhappy with the proposed parking restrictions in Gorgie, specifically outside my property on Hermand Cr. my reasons are: 1) proposed bays/yellows lines on hermand Cr. reduce capacity 2) two car limit unfeasable for 3 car self employed household	55.93348	-3.23319
Resident	There is significant reduction in available spaces, as far as I am aware the cars parking in my street are all residents of the street. There are not enough at the moment and the allocated spaces is a significant reduction, how will this work?	55.92854	-3.24258

Other	I am extremely concerned about the limited amount of parking spaces being offered. It feels like This is a money making exercise for the council. My elderly mother relies on visitors and I think the restricted parking will definitely put people off.	55.92944	-3.24328
Resident	Living on Hutchison Loan, with 2 cars in my household... This map show 2 permit spaces, to accommodate 28 house holds..... How does this work??? DOuble yellow lines right outside my house???? WHat the hell are you thinking??	55.92787	-3.24364
Resident	This will cause chaos as the number of spaces proposed -is less than the number of vehicles already owned by the residents in the area, you are just moving the parking problem on, my street is a terraced Street with little or no off road parking.	55.93244	-3.24565
Resident	In Appin Place your are suggesting that the existing parking bays marked are to become paying bays. This would mean that we would need to instigate a barrier to maintain our other existing bays from being swamped by whatever STRATEGIC plans you have.	55.92966	-3.23888
Resident	I feel the proposed double yellow lines on Robertson Gait and Slateford gait would reduce the amount of parking spaces for residents and make it difficult for visitors/tradesmen to park	55.93488	-3.23667
Resident	2 permit spaces in E Chesser Crescent is totally inadequate & inappropriate for a street with no parking issues. What is Council policy on urban creep? More gardens will be removed for parking = flood problems/nature loss. Use council tax to raise money	55.93017	-3.24899
Resident	I think this is unfair to the people lives in this area with the double yellow lines as it limited parking space at this moment and time in this area. And as I can see it mostly residents us these. So it a NO for me	55.93229	-3.23422
Resident	Parking is in very short supply here. People leave half car lengths between cars making even fewer spaces. Why can't cars continue to park in the cul de sac? Double yellows there make fewer spaces available. Not convinced this will help but will cost me!	55.9316	-3.23863
Resident	I do not see how this js anything other than a money making exercise by the council. I have never not been able to park either of my cars near my house, not have any of my guests when they visit me. I object to this strongly.	55.9309	-3.24055
Resident	5. I would object to thinking that we were included in a parking zone just to provide the council with more funding (fines, penalties and permit charges).	55.93332	-3.2442
Resident	Control of double parking is required not being forced to pay to park. This is another money making exercise hitting the motorist again. What are our visitors to do if spaces are for residents?	55.93087	-3.23891
Resident	It would hugely benefit residents of the gorgie area to have restricted permit parking, but this should include the evening hours between 5:30-next day as this is the most difficult time to find a space for residents.football parking traffic problem	55.936	-3.23244
Resident	Lived in this area since 1960s there's never been an issue parking in our street or sorounding areas the charges are very high how will the elderly and disabled cope with the charges totally ridiculous money making scheme	55.93226	-3.24751
Resident	I have lived here for 6 years and have never had a problem with parking in my street, or in adjacent streets. I don't think the restrictions are necessary.	55.93274	-3.23527
Resident	I live on Hutchison Avenue. I have no problem finding parking here. Additionally, I enjoy that my partner and family are able to visit and park without incurring a cost. I resent my family not being able to visit.	55.92892	-3.244
Resident	My street does not need parking restrictions. There are always spaces available. I struggle to maintain car costs which I need for work. There is no need for permit parking in this street. I would see this as an unfair tax imposed on me by the council.	55.92812	-3.24414
Resident	There is ample parking in the area. Placing restrictions throughout this whole area is completely unnecessary.	55.92904	-3.24278
Resident	I have never had any difficulty parking in Wardlaw Terrace and think the introduction of parking permits would out price a lot of residents in this area, including myself, from living anywhere near the city centre.	55.93617	-3.23177
Resident	Not wanted, roads empty, no issue with non-residential parking	55.93089	-3.24314

Resident	We are being told that this is strategic in that you are wanting to control parking. Well since we don't have a issue with parking it would seem that you are trying to get us to pay for something we already own. ALL bays in Appin Place.	55.92977	-3.23914
Resident	I live in Slateford Gait and we do not have issues with parking. The proposal is not straightforward to understand. I'm yet to find the key for the map so I question the results of your consultation.	55.93395	-3.23594
Resident	Don't need or want this, no issue with parking	55.93229	-3.24133
Resident	Not needed, no issue with non-resident parking	55.92932	-3.24396
Resident	I never have any problem parking in Hutchison Road and feel there is no requirement for these type of parking zones in this area.	55.9303	-3.24421
Resident	I object. This is an area with NO parking issues but you are about to create them. I fail to understand how this will make it easier to park. What about urban creep? More gardens will be mono-blocked putting extreme pressure on wildlife and flood risks.	55.93025	-3.24906
Resident	There is no requirement for controlled parking in my street. There is NOT a problem with commuters parking here and there is enough parking areas for the residents and visitors. It would be a TOTAL inconvenience for the residents,	55.92819	-3.24473
Resident	We find the proposed parking restrictions unnecessary and abhorrent. We feel this is a revenue generating exercise and we will vehemently reject this. There are no issues with parking in Chesser Crescent. We feel the Counsellor is trying to score points.	55.93109	-3.24858
Resident	The parking restrictions suggested are totally ridiculous. There are no issues with parking in this area. You will be making problems. There will not be enough bays for residents in Hutchison Medway/Grove. I am also sending a separate email matter!	55.9298	-3.24116
Resident	Not required in Hutchison where there is never and has never been an issue. (Please see extra email sent).	55.93058	-3.2436
Resident	We don't need permit parking on this street. There are enough spaces for everyone.	55.92815	-3.24419
Resident	It is not necessary for this section of double yellow line to extend so far from the junction. Doing so will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.93015	-3.24268
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92891	-3.24414
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92866	-3.24439
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92889	-3.24574
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.92844	-3.24649
Resident	This section of double yellow line appears arbitrary and provides no benefit. Why reduce parking availability on this street in this way?	55.93001	-3.24191
Resident	I don't see the point, it is not needed. If it is deemed necessary and not a money making scheme hand out free permits to residents. Just looks like the council trying to make more money from motorists!! Edinburgh is definitely not a car friendly place!	55.93032	-3.23946
Resident	I never have a problem getting parked outside my home. Having to pay for a permit would be an unwelcome additional expense to me and restrictions would be an inconvenience to anyone that comes to visit me. I do not think these restrictions are necessary.	55.93256	-3.24175
Resident	The double yellow line against the grass verge is unnecessary. We don't have an issue with parking in the development. Sure occasionally it will get tight but not oppressive.	55.92944	-3.23936
Resident	I live on Hermand Terrace. A permit zone is completely inappropriate for this street. There is no current shortage of spaces on the road. The yellow lines proposed are totally excessive, as they would halve the number of spaces for residents.	55.93232	-3.23476
Resident	This is shambolic and not needed. There is no reason to charge residents and visitors to park this far out of town. The controls in place (double yellow, green lanes) are sufficient. I absolutely object to this proposal. Stop robbing car owners	55.93036	-3.23695

Resident	I have paid for parking permits for a long time, and pay for parking when in town, this is one of the reasons I moved, being a new homeowner money is tight. There is no need for it either as there is plenty spaces where I live. Please don't go ahead.	55.93093	-3.24181
Resident	No, no, no, we don't want this	55.93172	-3.24204
Resident	Not wanted, not needed	55.93192	-3.23935
Resident	Don't want this, no issue with parking. Don't impose this where residents say NO.	55.93191	-3.2419
Resident	Can you consider changing the parking bays to the opposite side of the road in Hutchison Medway. This will allow the households on the side of the road with the larger gardens to have a drive if they wish. Improving availability for all in the street.	55.92857	-3.24269
Resident	Please put spaces on both sides of the street, this will increase availability, there is no obvious reason not to have spaces here	55.92998	-3.24162
Other	i work for the NHS & the Gov directives are about treating patients in the community. Maintaining patient access and staff access is paramount to this and with your plans restrict both. it will increase recruitment issues and decrease patients choice.	55.93388	-3.23714
Visitor	My children go to St Cuthberts primary school. During the day/evening and at the weekend there appear to be lots of spaces. I'm concerned doing this will increase the poor parking around the school and decrease safety for kids walking to school.	55.93094	-3.2409
Resident	Concern for Chesser residents outside the boundary as traffic/parking to avoid charges will increase. Chesser Grove is barely a one way street (not one way) and concerned about road blockages, noise and pollution. Impact of 2 student acc dev nearby.	55.92873	-3.25229
Resident	Have sent separate email due to the text box character restrictions! Far too short for meaningful consultation.	55.92739	-3.2455
Resident	The email address provided for consultation is invalid. This is not meaningful consultation with such a character restriction. Edinburgh.Consultation@projectcentre.co.uk.	55.93028	-3.25158
Resident	Firstly your detail is lacking and not descriptive of the proposed changes, no legend to describe the changes in my area, just lines on maps. Second the sessions being run in my area are restrictive and will exclude those residents who work bus.hours.	55.93244	-3.24565
Resident	Went along to display at Gorgie Church to have them put the double yellow lines in as RED (whatever that means. Then you map gives it as Yellow, which is what it is. If I use my skills as a project manager I would think that this was a fiddle.	55.92952	-3.23943
Resident	You are changing designated / private parking into pay/permit parking without any real consultation at all.	55.92976	-3.23915
Resident	You are putting single lines into an area you do not own or manage.	55.92951	-3.23862
Resident	My only concern is about the parking fees for visitors/workmen to my home and the time restrictions on visitor permits. When will details be available? In many cases it is difficult to park in the evening but this is due to residents and not visitors.	55.93218	-3.24015
Resident	This area already is used by existing private permit holders resident in adjacent buildings and would not benefit from being made a public-permit area.	55.9331	-3.23371
Resident	This area already is used by existing private permit holders resident in adjacent buildings and would not benefit from being made a public-permit area.	55.93323	-3.2337
Resident	I have been allowed a disabled space in the "private" area of Appin Place. With around 36 spaces now requiring parking permits, there will be huge pressure on the free "private" spaces which may result in me being unable to get parked close to my home.	55.92954	-3.23878
Resident	There is plenty of parking during the proposed hours whereas on the evenings and weekends there is a real problem with double and illegal parking. This proposal appears to punish the residents who leave their cars at home during the day.	55.93513	-3.235
Resident	Appin Street is a development of 99 flatted properties which currently has 99 marked parking bays of which approximately 50% are adopted. On any given night we probably have 110-120 vehicles parked using bays and kerbside parking, often dangerously.	55.93026	-3.23764
Resident	Continuing on, is it possible to change the shared use from the disabled bays in Hutchison Crossway to Eltringham to permit holders as parking up the upper part can incur break ins/damage to vehicles. I never park in that area after living here for 25yrs	55.93304	-3.24501

Resident	I fully support the parking zone changes however, I'd like to recommend that the residential parking be 24/7 as there is congested parking in the street on weekends and after working hours because football at the stadium, the pub and the bowling club.	55.93304	-3.24501
Resident	All areas around the on street communal recycling and landfill bins should have double yellow lines and signs indicating no parking at anytime and indicating the financial penalties incurred if illegally parked there.	55.93615	-3.23384
Resident	All shared use bay area should be clearly marked parking bays with white lines to ensure that the proposed area is fully utilised and cars are not parked so there are fewer spaces available as is the case at the present time	55.93626	-3.23419
Resident	I have a private parking space outside my flat however I feel making the main road permit parking will only encourage people without permits to park in my space	55.93124	-3.23962
Resident	3. We need access for emergency and trade/ delivery vehicles. So parking could only be provided one side of the cul-de-sac.	55.93334	-3.24421
Resident	I attended the drop in at Polwarth Parish Church hall today (1 November) and questioned and expressed my concerns to Mr MacKay (I believe that was his name?). This mode of comments is exceedingly limited!	55.93332	-3.2442
Resident	I object to the inclusion of Hutchison View because:- 1. We are a cul-de-sac where not everyone has a garage or driveway. 2. We are near to Murayfield, Tynecastle and Saughton park and so are frequently used for parking evenings and weekends depending on	55.9333	-3.24424
Resident	I agree that this area is busy in term of parking, though I always manage to park my vehicle close by where I live for free. I disagree with having to pay for a resident permit.	55.93635	-3.23416
Resident	Parking is in very short supply here. People leave half car lengths between cars making even fewer spaces. Why can't cars continue to park in the cul de sac? Double yellows there make fewer spaces available. Not convinced this will help but will cost me!	55.9316	-3.23863
Resident	I live in Westfield Street, Gorgie and think this is is great idea. On my street it is supposed to be residents parking only, and despite there being signs saying this, non residents use this street for parking and this is very frustrating.	55.93727	-3.23801
Resident	Adding double yellow lines is great. Currently there's no restriction next to parking bays, and the way people park there means that it can be impossible to get out of the bays. I'd appreciate more info on single yellow lines and any changes there.	55.93381	-3.23585
Visitor	I strongly object to further parking restrictions being introduced. Where do you propose residents and their visitors park their vehicles. Expensive permits? Area allows easy access to Water of Leith, local park and shops. Negative impact on area.	55.9287	-3.2462
Resident	Not enough parking here now. Parking more difficult overnight when everyone home. People leave large spaces between next car. Double yellow lines in cul de sac make even fewer spaces. Why? Do not see how this helps in any way but it will cost me money!	55.93155	-3.23852
Resident	Moat Street is only busy in the evenings and at weekends - people who live in the street and on Moat Place. Creating residents parking only serves to create a revenue opportunity I do not see how it will make it easier for residents to park in their road	55.9316	-3.23816
Resident	I do not want permits or paid parking bays in Appin Street, we all manage park there fine and don't need to be forced to pay for the privilege of doing so when it is already residents parking.	55.9307	-3.23653
Resident	My street only ever has problems on match days. Removing spaces across the whole area will increase problems & price out those who can't afford. No safe cycle routes or P&R alternative, just money for council. Unnecessary.	55.93236	-3.23797
Resident	Putting a double yellow line along this entire section will dramatically reduce the amount of parking available in this area and will increase the parking pressures these changes are supposed to reduce.	55.93008	-3.24181
Resident	The double yellow lines at this corner and the other corners on Hutchison Place are of inconsistent length. In several cases including this one they appear much longer than necessary, reducing parking space and increasing parking pressure unnecessarily.	55.92928	-3.24327

Resident	There is enough space for a parking space between the corner and the driveway, having double yellow lines continue between these will just reduce available parking, increasing the parking pressures these changes are supposed to reduce, for no benefit.	55.92921	-3.24317
Resident	This area is frequently used for parking. Doing so does not restrict traffic flow or visibility in the junction. Putting a double yellow line here will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.92833	-3.24459
Resident	This area is frequently used for parking. Doing so does not restrict traffic flow or visibility in the junction. Putting a double yellow line here will just reduce available parking, increasing the parking pressures these changes are supposed to reduce.	55.92831	-3.24489
Resident	This section of Hutchison Place is as wide as the rest of Hutchison Place and Hutchison Avenue, there is no need to put double yellow lines along on both sides of it. Doing so will increase the parking pressures for residents in the area for no reason.	55.92956	-3.24419
Visitor	I'm not local & collect granddaughter daily from school & stay until daughter home from work. There are not enough spaces for all homes with cars & no visitor spaces. This will cause chaos for all homes with cars. NOT NECESSARY as works well at present.	55.92808	-3.24425

Appendix C – Emails

Type of response Area (if stated)	Questions	Alternative suggestions/ Additional requests	Total Emails
Abbeyhill	1	3	4
Craiglockhart (B8 PPA)		2	5
Gorgie	1	1	6
Gorgie North			1
Leith	1	5	19
Leith Walk			1
North Leith			3
Pilrig		1	4
Shandon	9	9	25
Unspecified	2	1	17

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

<p>Thank you for your response which I just received, i.e. AFTER the consultation CLOSED two days ago. Thankfully, I regularly checked the website, and the "survey" must have been activated during that time. Eventually, I had "my say" within the extremely TIGHT timeframe Edinburgh Council left for CONCERNED citizens. With little hope that this FRAUDULENT scheme is going to be scrapped, I thank you again for responding AT ALL!</p>
<p>Do not put controlled parking or permit parking in our street. It is great for visitors, people utilising pilrig school and parking is fine. There must be another way for Edinburgh council to milk even more money from its residents and visitors you haven't thought of yet.</p>
<p>Hi - I just submitted feedback through the online form, but, on completion, I just got bounced back to the landing page, with no indication of whether it had been received.</p> <p>Emailing for a couple of reasons:</p> <ul style="list-style-type: none">• in case this is indicative of a glitch that needs fixed• to make sure you actually got the feedback - I'm happy to email it instead, but don't want to double up.
<p>I have a few queries and comments regarding the CPZ parking proposals within the Shandon Colonies (Shaftesbury Park and the offshoot terraces) which I felt could not be addressed using the suggested form.</p> <p>A) The September Report states that Average Parking Pressure in the Shandon area is 89%. I suspect this to be a misleading figure given that your designated Shandon area comprises of differing dwelling types, road usage and parking. Ashley Terrace plus Shandon Street, Place, Road and Crescent consist of through-going roads with a mixture of multi level dwellings and large terraced houses.</p> <p>The Shandon Colonies is a single entry no-through-road area comprising of two-storey flat dwellings. South of the Colonies (Cowan Road, Ashley Grove, Gardens and Drive) the area comprises mainly of bungalows on through going roads with most residences having off-road parking in drives or garages.</p> <p>Each distinct area has a differing parking need and will therefore have differing Average Parking percentages. I do not believe compiling these into a single figure for these distinct areas is accurate and I consider it misleading.</p> <p>Questions: Can you please advise the method regarding how this figure of 89% was derived? By visual inspection? If yes, then at what times and days? Was the whole of the Shandon area, as per your map, inspected at the same visit? Do you have figures for the three distinct areas I have mentioned above?</p>

B) My particular concern is within the Shandon Colonies, where I live. This is Shaftesbury Park and all roads emanating from it. If a “spot check” of the Parking Pressure was made at a particular time, then the development of parking throughout the day within the Colonies would not be witnessed.

For example...(approximate times)...

06:30 Cars leave the area as people go to work. Parking spaces are freed up.

08:30 Cars enter the area as nearby business commuters arrive for work. Parking spaces are used but many are still available.

09:30 Throughout the day, carers, tradesmen, visitors etc come and go. Parking fluctuates but there are spaces available.

17:00 Residents arrive home from work and all available parking is used up with some residents disappointed.

So, from my estimations above, you can see that between 06:30 and 17:00 there are parking spaces freely available in the Shandon Colonies.

There are insufficient parking spaces between 17:00 and 06:30. This is when we need controlled parking, not during the day.

I believe this situation has been advised by residents in previous consultations and public meetings and it appears that this is being ignored or discarded. There is no mention of it within the report. It is still evident that many residents want overnight controls as witnessed in their comments made within local web forums i.e. Nextdoor.co.uk

Questions: It appears the Council is considering, for this area, “standard” control times which are daytime working hours. Are there any procedures which could provide overnight controls?

Can the Shandon Colonies, being a single entry no-through-road, be considered for “mews parking” i.e. “Permit holders parking only past this point”.

Similar to that in Ettrick Loan (precedence). This would then be a 24-hour enforcement.

C) The interactive map shows, within the Shandon Colonies, that Shaftesbury Park will consist of “shared use parking bays”. It is therefore assumed that these will be “park and pay” bays.

The Shandon Colonies is a designated conservation area. As such, we residents are strictly limited and controlled in any changes we make to our residences and gardens to ensure the historical identity and appearance of the area.

Questions: Is my assumption that the “shared use parking bays” will be “park and pay” correct?

If, yes, then will fixed “park and pay” payment stations be installed within the area?

If yes, will planning permissions and resident consultations be conducted to ensure the identity of the area is not affected by the addition of street furniture?

<p>To whom it may concern</p> <p>I want to comment on the proposed parking changes in Georgie/Shandon/Slateford.</p> <p>It seems to me that this will create more problems as huge swathes of parking are being removed and parking charges being introduced. It will price out people who can ill afford it without providing them with an alternative. Almost all buses just go in and out of town, you're not making safe cycle routes or providing park and ride or parking alternatives.</p> <p>People whose roads will become double yellow will now all be competing for a space in parking pass areas.</p> <p>If people are parking in the area during the day to commute then make their journeys easier, don't just charge the residents.</p> <p>The area only really gets busy for a few hours on match days so although you might OCCASIONALLY need to park a street away, I've never experienced an ongoing issue. Restricting parking will not guarantee a space anyway and disabled bays will surely have to remain in place for those who can't walk to the next street, so how will it help? We'd pay our money and still not be able to park.</p> <p>The fact that you're charging at all, let alone by the CO2 output also shows that this is not about improving the situation, it's about making money and the poorest are the ones who suffer most. Can't afford a newer car? Tough, it will cost more to park.</p> <p>There is no pre existing problem to solve.</p> <p>I can't cycle to work in town because cars park in cycle lanes, Princes St is a death trap, the canal path is far too thin, you can't cycle though Princes St Gardens as an alternative to Princes St and George St is given over to bars every summer.</p> <p>I'd rather see safe cycle routes being built, cheap resident/commuter car parks (with charging points) to allieve pressure, bus timetables that don't have all buses arrive at once then a 20 minute gap, buses that don't only go into the centre but better serve the suburbs, cheaper car share schemes and other such programs. Not just taking away parking and charging for what's left.</p> <p>Encourage alternatives instead of this unnecessary endeavour.</p>
<p>From what I understand from the map I've been looking at it is proposed that the 'Keep Clear' space outside {address redacted} is to be replaced with yellow lines. {address redacted} (Viewpoint Flats) is amenity (alarmed) housing for elderly, disabled and vulnerable people and the ' Keep Clear' space is used by ambulances, fire engines, other service vehicles, taxis, delivery vehicles and, importantly, by relatives and many others dropping off and picking up residents. To do away with the space, if that indeed is the proposal, would cause great difficulties to some of the residents of {address redacted} especially those with disabilities and those with limited mobility, and I would urge you, with ease of access in mind, to retain the ' Keep Clear' signage. It has shown itself to be a highly effective initiative over the years and of vital help to many residents, and I certainly hope that can continue to be the case in the future.</p>
<p>As a frequent visitor to my daughter's house in Shandon to provide regular childcare for her 2 small children which necessitates my use of a car, I wish to object to the current proposals:</p> <ul style="list-style-type: none"> • a PPA would be enough to reduce the use of the residential streets by commuters and longer term parking of larger vehicles eg camper vans • the extensive double yellow lines proposed are not necessary and will cause real difficulties for families denied access to their homes in this way • the expense of metered parking for daily required visitors like myself will be prohibitive • the current proposals do not allow enough residents permit spaces • the effects of this proposal are detrimental to young mothers and older people as it will increase social isolation by discouraging visitors— has an equality impact assessment been carried out on these proposals? • the restrictions should only apply to the working week as it is commuters using the residential area to park in that creates most problems
<p>A neighbour sent through the links to the parking consultation maps etc. I am very puzzled to find the proposal to double yellow line one side of Shandon Street. What could the possible benefit of *removing* parking spaces be?</p>

<p>Many thanks for your reply We are putting together a group response from the residents. I am aware of the pressure on the council to “do something” but this seems a really unpopular proposal. Also, incredibly poor timing with the double yellow line painting on the corners of Shandon Crescent starting today - we’ve spoken with Gavin Corbett who has already been in touch with the project officers. Who would be a councillor eh? Bins and parking! Best wishes,</p>
<p>I am delighted that something, finally, is being done to relieve the intolerable parking situation in Shandon. Thank you. I am a resident of Cowan Road which has effectively become a 'park and ride' and seen a huge increase in traffic over the years. Without urgent action, the situation will only become worse as new laws are introduced re parking at the workplace and on pavements. I fully understand that permit parking zones will not guarantee spaces for all resident vehicles but it will significantly alleviate the problem. Apart from anything else, it will encourage residents with driveways to actually use them. The current parking situation raises important issues of concern, namely: 1. Safety. The streets around Craiglockhart Primary School have been made more dangerous by the increase in traffic. The school-run, in particular, creates a hazardous combination of parents double-parked and motorists with their eye on a parking space, not the road ahead. 2. The environment. Increased traffic has raised levels of noise and air pollution. The environment is not helped, either, by the number of gardens being converted into driveways. This also damages the character of the neighbourhood. The option of free parking so close to the city centre encourages car travel into Edinburgh. 3. Quality of life. This has been significantly reduced. Quiet, residential neighbourhoods are now subject to constant traffic and vehicles that are often abandoned for weeks on end. Long stretches of pavement are blocked by poorly parked vehicles, as are many driveways. Elderly residents encounter problems in parking long distances from their home and visitors are discouraged by parking difficulties.</p>
<p>I have completed the parking survey online and will attend the drop in session next week. However I am concerned that all of the times are being suggested for the parking restrictions are daytime. Parking - even with commuters parking - is not a big problem in Shandon during the day. It's from c. 1630 onwards, until people have left for work c.0830 that parking is very difficult. This is the time frame during which I would gladly pay for residents' parking. Can you influence this option being added to the list?</p>
<p>Further to my online comments, I wish to lodge my concerns and disappointment at the proposed restrictions for parking in Shandon. Appreciating that the area is not designed for the number of cars currently occupying it, it is very difficult to come up with a proposal that will satisfy all. However, as a non-car owner who uses hired cars and company owned vehicles, the proposals will make it even more difficult for me to find parking near my property, as I will be ineligible for a permit. It will also be more difficult for visitors to find convenient parking. Currently, the two biggest issues with parking in Shandon are: - lack of action over poor parking practices (eg vehicles double parked, parking on double yellow lines etc) - the knock on effect of parking restrictions elsewhere, meaning that during the week commuters Park in the area to travel to the city centre Any proposal for parking changes in Shandon should include - option for household pass, renewed annually, that is not tied to a specific vehicle - plan to address double parking</p>

We have waited more than four years for this process and the council now proposes to create a situation where there is less parking proposed and the situation will be made worse for residents rather than better. This, of course, is I expect what the council plans in order to punish residents for having cars. I seem in tune with the council's overall policy to empty the city of residents in order to accommodate tourists.

Although we enjoy living in Shandon this is the last straw and we are moving away from the city. Looking at these proposals this is only just in time! I trust the council will be making as much effort in consulting and process when considering the imposition of parking tax on work places.

I have a few queries and comments regarding the CPZ parking proposals within the Shandon Colonies (Shaftesbury Park and the offshoot terraces) which I felt could not be addressed using the suggested form.

A) The September Report states that Average Parking Pressure in the Shandon area is 89%.

I suspect this to be a misleading figure given that your designated Shandon area comprises of differing dwelling types, road usage and parking. Ashley Terrace plus Shandon Street, Place, Road and Crescent consist of through-going roads with a mixture of multi level dwellings and large terraced houses.

The Shandon Colonies is a single entry no-through-road area comprising of two-storey flat dwellings.

South of the Colonies (Cowan Road, Ashley Grove, Gardens and Drive) the area comprises mainly of bungalows on through going roads with most residences having off-road parking in drives or garages.

Each distinct area has a differing parking need and will therefore have differing Average Parking percentages. I do not believe compiling these into a single figure for these distinct areas is accurate and I consider it misleading.

Questions: Can you please advise the method regarding how this figure of 89% was derived? By visual inspection? If yes, then at what times and days? Was the whole of the Shandon area, as per your map, inspected at the same visit? Do you have figures for the three distinct areas I have mentioned above?

B) My particular concern is within the Shandon Colonies, where I live. This is Shaftesbury Park and all roads emanating from it.

If a "spot check" of the Parking Pressure was made at a particular time, then the development of parking throughout the day within the Colonies would not be witnessed.

For example...(approximate times)...

06:30 Cars leave the area as people go to work. Parking spaces are freed up.

08:30 Cars enter the area as nearby business commuters arrive for work. Parking spaces are used but many are still available.

09:30 Throughout the day, carers, tradesmen, visitors etc come and go. Parking fluctuates but there are spaces available.

17:00 Residents arrive home from work and all available parking is used up with some residents disappointed.

So, from my estimations above, you can see that between 06:30 and 17:00 there are parking spaces freely available in the Shandon Colonies.

There are insufficient parking spaces between 17:00 and 06:30. This is when we need controlled parking, not during the day.

I believe this situation has been advised by residents in previous consultations and public meetings and it appears that this is being ignored or discarded. There is no mention of it within the report. It is still evident that many residents want overnight controls as witnessed in their comments made within local web forums i.e. Nextdoor.co.uk

Questions: It appears the Council is considering, for this area, "standard" control times which are daytime working hours. Are there any procedures which could provide overnight controls?

Can the Shandon Colonies, being a single entry no-through-road, be considered for "mews parking" i.e. "Permit holders parking only past this point". Similar to that in Ettrick Loan (precedence). This would then be a 24-hour enforcement.

C) The interactive map shows, within the Shandon Colonies, that Shaftesbury Park will consist of "shared use parking bays". It is therefore assumed that these will be "park and pay" bays.

The Shandon Colonies is a designated conservation area. As such, we residents are strictly limited and controlled in any changes we make to our residences and gardens to ensure the historical identity and appearance of the area.

Questions: Is my assumption that the "shared use parking bays" will be "park and pay" correct?

If, yes, then will fixed "park and pay" payment stations be installed within the area?

If yes, will planning permissions and resident consultations be conducted to ensure the identity of the area is not affected by the addition of street furniture?

I've just looked at the proposals for extending the CPZ into Shandon and tried to submit my comments using the online form but it seemed to freeze when I clicked "next" at the bottom of the page.

Generally I welcome the proposals. However, I'm concerned that the proposal is for extra double yellow lines to be added in the colonies beyond what we already had introduced a few years ago. In particular the proposals remove a space from each end of the terraces (for example at both ends of Hollybank Terrace) which seems unnecessary. I hope that this will be reviewed and this aspect of the proposals removed to maintain the status quo.

Can please answer the following questions for me?

How many registered keepers of cars live in the Shandon area?

How many parking spaces are there presently in the Shandon Area?

How many parking spaces will there be in the Shandon area should the proposals go through without any changes?

Will all the Shandon area be one parking zone area with one identification code for a permit or broken down into smaller parking zone areas?

Will permit holders be able to park in the paid parking areas of the street in Shandon area.

I am totally for the need to ensure that emergency vehicles can get to access to all of the Shandon area and there will no doubt be loss of some parking on corners of streets.

There is no need to have double yellow lines down the full length of Shandon St and part of Shandon road as Ambulances and Dustbin lorries move freely down this street at present, the double yellow lines at the corner of Shandon St and Shandon road that are already in place is all that is needed in this area.

The introduction of permit zones will see an increase of front gardens being tarmacked over for off street parking not very good for the environment

Making this area a permit zone will not improve the lives of the people living here but will cause more stress as you return in evening to try and find parking, have to park elsewhere outwith your zone only to have to get up early next morning and move your car to correct permitted area.

I do appreciate you have to look at all viewpoints and this will not be an easy decision. But what may be useful for one area of Shandon e.g. the properties off Shaftesbury Park may not be best for the Flower Colonies, Shandon road, Shandon Crescent and Merchiston Grove.

I look forward to hearing from you on these matters

I live in Lockharton Crescent and I am concerned about the proposed parking changes. I see that the controlled parking zone will end at the streets immediately adjacent to Lockharton Gardens / Crescent / Avenue. This is worrying as parking is already problematic in the area, made worse by the Tesco Express store next to Meggetland.

Tesco customers often park on the pavements and in unsafe ways. I have been in regular contact with [name redacted] (copied) regarding this problem for a number of years. Sadly a school boy was struck by a car at the crossing adjacent to the Tesco due to a Tesco lorry being parked and obscuring the pedestrian crossing. This was due to the Tesco lorry being unable to stop outside the store due to parking issues.

I am extremely concerned that having the parking restrictions ending at the Tesco Express will result in a greatly increased volume of park and ride traffic parking on Colinton Road and in Lockharton Gardens / Avenue / Crescent. This, in turn, will mean that there are even less parking options for Tesco customers and will no doubt result in even more unsafe parking.

These streets are largely populated by families, with children walking to local schools and nurseries each day. Unsafe parking puts children at risk which has sadly been shown with the accident outside the Tesco store previously. As a result I believe it's only sensible that the parking restrictions should be extended to include Colinton Road near to the Tesco Express store and also Lockharton Gardens / Avenue / Crescent.

I hope these points are taken into consideration when implementing the parking changes.

what are the projected earnings from a 'full 5 days' permit solution for all these new areas, and what will the council spend it on?

what is projected to happen at the new 'boundaries' in terms of commuter 'park and walk/ride' and new congestion there?

We have received your information leaflet in relation to the Controlled Parking Zone Consultation and I attended your drop-in session at North Leith Parish Church on Tuesday 5th November 2019.

We do appreciate the issue which exists with the number of cars and parking in general, and therefore where this proposal is coming from. However, having discussed the situation with my partners and our staff, we felt we had to let you know of the impact this parking proposal would have for our business in the event that it proceeds as detailed in the Consultation.

For your information, I am 1 of 5 partners in the firm and we have a staff of 20. The business is a very long-established Leith business having been in the area for many decades under different names. We have also been, for many decades, located at the address at {address redacted}. We therefore like to think we have made a long and positive contribution to Leith and the surrounding area. We also like to think we are a friendly, well liked business and this is evident from the fact that a number of our partners/staff travel to work from places as far afield as Milnathort, Dunfermline, Doune, Pencaitland, Haddington, Duns, Biggar, South Queensferry, Penicuik. These are all people who spend money on a regular basis in the Leith area and boost the local economy.

Given the nature of our business, we often need to see clients in our office. Our clients are from all over the city, country and indeed all over the world. Access to our offices is extremely important for them. Not being able to park will create many difficulties for certain clients, all of which may not be surmountable for certain of them. We also regularly need to visit clients at their homes, in hospital, care homes and the like. Therefore, many of the people in the office need to have access to a car to enable them to do their jobs effectively as we have staff who require to be in and out of the office on a daily basis. Just as one example, we have property staff who go out to look at houses on a daily basis where we are being asked to market them for sale. These properties can be all over Edinburgh or, indeed, out-with the town. It would just not be feasible for these members of staff to do their jobs without access to a car.

As indicated, many people who work in our office come in from quite some distances. As you will appreciate, in many of these instances the public transport infrastructure is not all that it could be. As a result, these members of staff have no option other than to use their cars to get to work. There is just no other option in many of these cases without embarking on journeys by various buses, trains etc which would take so long they just would not be realistic. I have attached [below] just some of the responses we have had from our staff when we asked them for their comments on the

proposed parking zoning.

As you will see, this proposal is extremely worrying for our staff and indeed for myself and my partners as the reality would appear to be that, if the proposal was implemented in its present form, we stand to lose a lot of very experienced and loyal staff purely as a result of the fact that they just cannot get to their work – or do their job properly when they are here. The repercussions of this for a small business like our own if this was to happen would be enormous and, if taken to an extreme, could put the business in jeopardy. It is extremely difficult to get good quality staff nowadays in the areas of law in which we operate and we face the possibility of losing a substantial number of such staff given the reaction we have had from them [as can be seen below]. Their comments will give a flavour of their concerns and, by extension, our own as business owners.

The feeling amongst the various members of our firm is that the public transport infrastructure in Leith just does not support a step such as the one proposed. Leith is not an area that is well served by bus links from out-with town and therefore the option of a, e.g., bus to Leith from some of the areas referred to above or a park and ride facility is just not there to make the need for a car obsolete. If the car is to be marginalised, there really needs to be an alternative and, unfortunately, at the moment this does not appear to be available.

Part of the attraction for any business in Leith will be accessibility to on street free parking. There has to be a reason to undertake the additional journey to Leith when it would be so much easier using public transport to head for the centre of town. If this available parking is removed, there will be a definite reduction in the attraction of having a business in Leith. Whilst we have been here for many decades, a lot of the businesses in Leith are new, young start-up businesses – the introduction of the proposed parking regime could stop these businesses from considering Leith as an option as they will not be able to absorb the travel and other implications.

There is a large concentration of businesses in Leith which add to the vibrancy of the area [which, as you will be aware, has changed dramatically over the past few decades] . Parking zones would have a disproportionate effect on businesses in the area and will undoubtedly lead to a number of these business having to move from the area. This is evident from the approach taken at Ocean Terminal; they have made a very clear strategic decision not to apply car parking charges. They will be aware that people will vote with their feet in going to other accessible shopping areas with parking facilities [such as The Fort or The Gyle]. They realise that parking restrictions with a poor public transport offering would likely encourage businesses to abandon Ocean Terminal. Leith businesses could/would (have to) react similarly to such sweeping restrictions.

At the drop-in session I attended, the Council Officer I spoken to indicated that this consultation has been driven by local residents who are struggling to park outside their own properties. The main issue they seemed to be experiencing was people who were heading into town but who would park in Leith and then abandon their cars. It strikes us that this aspect could be dealt with without prejudicing businesses in the way that the proposed zoning we do – would it not be feasible for businesses to have a realistic number of permits which allow parking between certain hours of the day ? That, together with a sufficient number of permit bays, would allow those with an interest in the area to be accommodated but, at the same time, stop people with no such interest in the area being able to park and then just leave their cars. That way, businesses could be preserved in the area and not potentially driven away, which is a distinct possibility and something we ourselves would need to review.

It would be very much appreciated if our comments could be taken into account as the consultation is considered. I would be more than happy to expand on any of the points raised should that be necessary and, indeed, would welcome doing so.

In the meantime, please confirm safe receipt of this email.

From my point of view, I need my car to do my job and the car needs to be easily accessible at different times of the day.

Therefore, parking at the office really is essential. Any thing else would make doing the job almost impossible as public transport is not an option. The business parking bays might help, as long as they were very near and a space was guaranteed.

It's all very tricky.

My personal impact would be that having to use public transport from outside Edinburgh would be an issue timewise - it would add at least 1 - 1/2hrs each way to my travel time, probably more given the tramway roadworks, diversions due to closure of roads etc. Also dependent on time of return travel, say if I am working late, no express buses, probably around 2 1/2 hrs to get home. Also not having the convenience of the car would mean that I would need to give up my gym membership with Edinburgh Leisure. Business orientated parking bays could be a possibility, however I think that probably the best way forward and possibly the only way forward to combat parking issues would be for a Park and Ride to be built in Leith. The Council do need to think about the impact parking charges would have upon businesses and their employees down here, no one can afford £10 (possibly more given the prices near to town) per day to park. I think local businesses would be hit as a consequence of parking charges - would our clients want to pay to park? I think it has the potential to put a lot of people off.

This will have a major impact on me as I have no reasonable option but to drive. I live in Whitsome, near Duns. If I were to use public transport I would need to drive to the train station (Berwick upon Tweed or Dunbar and pay for parking), the fares are also more expensive as its the main Edinburgh-London line. Then I would need to get one or two buses down to QCS. My current commute is 1 hour and 10 mins with free parking and it is a straight road home. With public transport it would be approx. 1-5 to 2 hours each way, depending on train and bus timings. My other issue is with walking distances, I have arthritic knees and recommended for knee op (not doing yet as too young) and advised not to walk too far as this will further damage my knees. I hope something can be worked out as one of these reasons I accepted the job here was the ease of my current commute and the free parking. This also concerns me with regard to the tram works which are due to start next week' ive email [name redacted] separately about this.

If the council were to provide park and ride along Seafield or Portobello and have buses coming regularly along to this part of Leith would help. There is park and ride at Newcraighall but I don't believe the buses comes this way.

As one of the partners in the firm, the clients that I serve come from all around the Lothians and Edinburgh. Many are elderly and rely on being driven to the office or it is necessary to visit them at home or in hospital and it is therefore vital to have a car at the office to make such visits possible and for car parking to be available for such clients near the office. I am very worried that the whole area is to be zoned for double yellow lines and resident's parking with only a very few shared spaces for visitor use. This will prevent many elderly clients from being able to come to the office and I will not be able to visit clients who do not live locally near public transport links. This will have an adverse impact on our service for clients and on our business. Also, I live in Haddington, and just reaching the office by public transport at peak times will require several buses and take nearly one and half hours each way as public transport links between Haddington and Leith are poor.

My issues with the parking will be the logistics of dropping one child at school & another at a different nursery to then get into work on time it may mean id have to change my hours if I was unable to bring the car. I work until 6pm & 9 times out of 10 I work on later than that so it would be a bit of a struggle getting home at night.

For all I don't live far away its just the points above that would mean changes would have to be made to my routine etc.

You mostly know my situation and my view in relation to the zoned parking.

I appreciate the argument could be that I should work closer to where I live but we moved to the Borders because of {name redacted} job. There are very few jobs in the local area that are suitable for me so I have had to look for employment in Edinburgh. I took the job here because I had the opportunity to park close to the office as public transport in my area is so poor that it is pretty much non-existent and getting from my house to Leith is incredibly difficult. Due to the public transport network as it currently stands, I would have to reconsider my position here as it would take me far too long to get to work and in reality, working my current hours, I would not be able to use public transport to get home as the combination of buses I would need to get would mean that I would have to leave the office at about 4.30pm every day to make all the necessary connections. Apart from

that, I would be travelling for the best part of 2.5 hours to get in and out which just doesn't make sense. Even with a park and ride facility, that would increase my daily travel time to a level that would not be feasible to work here although I would be more than willing to try it before I wrote it off! My current park and ride option is Straiton which would mean a 40 minute drive there then a bus into the City Centre then a bus down to Leith.

They should not even consider introducing zoned parking until they have a robust public transport network in place to support all of us who live on the outskirts and outside of the City but have chosen to work here. I appreciate that they are trying to reduce the volume of private transport that is within the City but the reality here is that they are just going to alienate those of us who live out of town.

We need:

- More park and ride facilities. The nearest park and ride to here, Newcraighall, does not have a bus that covers Leith. Crazy!!!
- Incentives for car sharing such as car sharing parking spaces or reduced cost parking bays for those who have 2 or more passengers.
- Better public transport networks serving Leith and its surrounding areas – no buses travel along Seafield Road when the Lothian Buses depot is there!!!

I'll be honest, {name redacted}, my more immediate concern is the affect the Tram works starting soon will have on parking here. Everyone who is displaced from the working sites are going to be relocating to here and it is already increasingly difficult to find a parking space. My concern that is I'm going to be late for work circling around looking for a space and, as above, public transport is a challenge. Even getting to Leith is going to be something of a logistical nightmare!!!

Of course, one option for me might be to change my working hours so that I am here when there are more spaces but the beauty of coming in for 10am is that I get here in a little over an hour whereas this morning it took me an hour and a half. Timing is everything!!!

More than happy to chat more and I will also contribute to the feedback personally via the Council website if possible.

Rant over.

Thanks

p.s. the Newcraighall Park and Ride only has one bus operating from it – the number 30. It also serves the train network up to Waverley, Haymarket and Edinburgh Park, again, useless to us!! Leith has been an afterthought almost when it comes to public transport and putting a tram down here will nowhere near solve it!

A car is a pre requisite for this job – you couldn't do the job without a car. Public transport is not an option.

Payment for parking would make working in Leith far less attractive and might even make it an unviable proposition if parking costs were to make it prohibitive.

If Leith is trying to encourage businesses in the area to thrive, payment for parking will certainly hinder that for Estate Agents and also our clients and visitors to the area.

Thank you for the opportunity to comment - parking difficulties are a constant bother here.

I read that the council wishes to stop people commuting within the city, and the parking restrictions are designed to minimise this. But not everyone can just take buses, and it's unreasonable to expect people who do shiftwork or who have a long commute to take buses. I work as a Royal Mail postman and need to use my car to get to work in the early morning because buses simply aren't practical (7 minute car journey would take one night bus plus another bus plus walking). After climbing stairs and walking all day I'd be expected to take complicated bus journeys back - it's crazy and unfair.

Pressure on parking isn't severe during the day, because I come back from work during the afternoon and can always find a spot, and we have no firm evidence that folk from outside are parking up then taking the bus into town.

However, the greatest pressure is in the evenings. For this reason, it would be much better if the parking restrictions stay in place till 6pm or 6.30, to allow residents to secure a parking spot.

The greatest parking pressure is on Hearts home match days. Evening and Saturday matches take place when there are no restrictions. At the moment, we're in a lock down situation on match days and aren't move our cars or go anywhere as we'll never get parked anywhere within a 20 minute walk. What will residents do then?

My wife is disabled (amputee) and usually takes two buses to work and back. But some days she can hardly walk and I have to take her or fetch her from her work. She isn't immobile enough to qualify for a blue badge, so I am worried the controlled parking zone will reduce our flexibility to come and go.

I hope you will give some thought to these practical concerns and potential difficulties.

I'm writing to comment on the Proposed Parking Zone in Abbeyhill.

I'm a home-owner on Milton Street, Abbeyhill. I don't own a car, as it is so close to town. I therefore usually walk or cycle. I currently store my bicycle in the communal tenement stairwell, which is inconvenient and difficult: I must carry by bike up three flights of stairs.

Therefore, as part of the proposed parking zone for Abbeyhill, please include a secure bike hanger outside {address redacted}. The City of Edinburgh Council is currently rolling-out secure bike hangers out across tenemental areas of the city (the active travel team are leading on this: activetravel@edinburgh.gov.uk) to make it easier for people to store their bikes.

As a resident of Abbeyhill, a secure bike hanger would help me tremendously. Hopefully it can be delivered in conjunction with the proposed parking zone, which would save the council resource by combining the necessary TROs.

As a business owner in Leith these planned changes to parking in the area are deeply concerning. The business (which has been trading for 30+ years) deals in vehicle repairs, which as you can imagine involves many customers travelling from all across Edinburgh, the Lothians and Glasgow to receive works on their vehicles. The proposed changes would give our customers few options in terms of parking their vehicles close to the premises this would certainly cause a decrease in work for us as customers seek more convenience for their car repairs. Alongside this the lack of local available parking will cause massive intrusion upon our work day, having to move cars around short stay parking regulations and/or our staff having to travel great distances to find appropriate parking for vehicles once repairs have been completed.

As we currently have little parking restriction we share the available parking with local residents and employees of other businesses, this has caused minimal, if any, problems over our many years of trading.

I understand the need for these proposals and that they are currently in the early stages of planning, I would like to ask for consideration in the next draft to allow more free and open parking in the Giles St / Henderson St area or for another resolution to be proposed with consideration for our parking needs.

I would like to put forward my objection to the proposed parking controls for the area of Leith. Having read through the initial information I see several inconveniences for both myself and the residents of Leith and a serious problem for our business in the area.

Working at the Shore area of Leith I am a self employed Tattoo Artist, I have a clientele that come from all over the UK and further afield and an integral part of working in Leith is that my customers who travel are able to park next to my place of business. I chose not to work in the centre of Edinburgh specifically as having my customers struggle to park or leave there tattoo session every few hours to feed a parking meter is extremely difficult, problematic and detrimental to my business. Additionally there is no long term parking structures in the area next to the shop, the nearest being over half a mile away and a huge additional cost and difficulty for travelling customers to park and find the shop.

With the new zoning regulations, I will also have significant difficulty as i will now have to buy a parking permit for my home in Leith (under the guise of "easing parking pressure" - a joyless cash grab rather than anything the residents of leith would find beneficial or have requested) My new permit

<p>will only cover my zone, and i will not be able to park outside the studio to make deliveries or if i need to bring the car to work for family commitments before or after as it would be a separate zone. I can imagine this would be a huge problem for many other residents who have comfortably lived and worked in Leith for years will subsequently have to rethink their entire business and living arrangements to suit Edinburgh councils thinly veiled plan to extract more revenue from its residents. I will be attending the drop in sessions to voice my concerns, I would appreciate a response in the meantime.</p>
<p>We have a flat in {address redacted}, which is now a second home as we live in the northern Highlands. We agree this CPZ proposal is an excellent plan for an area where parking is increasingly frustrating. The problem is, our flat is a second home, so we would not be eligible for a parking permit in the proposed system, because our car is registered in the Highlands. However we do pay the full whack of council tax and we do feel this could be a much fairer way of distinguishing who receives permits and who does not. This would allow us, and others in a similar situation to be able to park in the area occasionally.</p>
<p>Can you please advise to which consultation are you trying to respond? I will look into this for you. Alternatively, please feel free to send your feedback by email to this address.</p>
<p>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. I hope this helps.</p>
<p>Apologies for this, we were experiencing some technical difficulties with our web page yesterday. This should now be fixed and you should be able to visit the link below and leave your feedback. Kind regards,</p>
<p>I'm driving to Edinburgh everyday with my wife, it costs about £70 a month. If you stop letting us park in the city, I need to take either a train or a bus. Train will cost roughly £300 instead of £70. Bus takes over an hour and packed like a sardine can every day. So either I will spend £300 every month from my budget or I will waste min 2-3 hours of my day on a bus. I understand Edinburgh Council's top priority is ruining everyone's life and you've been great at doing that last 10 years. First you put those trams, then you tried to demolish whole Leithwalk and now you're trying to take parking rights away from people. I really don't know how to stop you. I didn't see a single positive thing done by Edinburgh Council. You are always there to make my life more difficult. I used to live in Edinburgh and recently move away, I was so happy that I won't need to deal with you anymore but here we go again... Seriously, take a break. Let us live!</p>
<p>As a resident of Ashley Terrace Edinburgh I am broadly in favour of the proposed parking scheme for the Shandon Area. However I have a number of comments for you to consider.</p> <ol style="list-style-type: none"> 1. I am concerned about the apparent loss of parking spaces if the proposals on your current plan go ahead eg the shared parking spaces adjacent to the canal on Ogilvie Terrace, which I understand will no longer be used for parking. This will result in a number of spaces being lost. 2. The proposed Double Yellow Lines along the western side of Ashley Grove will also result in a loss of spaces. This street is easily wide enough to accommodate parking on both sides so there is no reason for Double Yellow lines here. 3. I would hope that no more dropped kerbs are allowed on Cowan Road and the Shandon area in general, and that some of the existing ones that cover the whole frontage of the property are re-examined. 4. I assume that the staff in the primary school will not be handed out parking permits as they take up quite a number of road spaces at the moment as do commuters. 5. In existing Controlled Parking Zones in Edinburgh, the Council currently sell more Parking Permits than there are spaces - will this be the case in

the proposed Shandon Zone.

6. In the second consultation I assume that you will be able to provide a comparison between the number of existing parking spaces and the number of spaces in the proposed Shandon Controlled Zone.

I am submitting these comments in addition to those I gave on the consultation form as there was so little space there.

1. The flower colonies are a conservation area and the proliferation of yellow and white lines will deter from the appearance of this historic location. In most instances they will do nothing other than REDUCE the number of parking spaces. Most of the flower colony cul de sacs do not need yellow lines as they operate perfectly adequately as they are. Residents are sensible and park only on one side of the street.
2. The main problem in this area is too many cars seeking limited parking spaces. This is particularly a problem at night where residents are needing overnight parking. This proposal will not address this problem. I suggest the Council offer free membership of the City Car Club to residents who do not wish to own a car.
3. Merchiston Grove is regularly used as a rat run by cars wishing to avoid the traffic lights on Ashley Terrace/ Slateford Road. This often causes localised traffic jams producing noxious fumes. You should consider making Merchiston Grove "local access only". This would make the street safer for local pedestrians and cyclists.
4. How often have drivers ignoring the 20mph speed limit been taken to task or prosecuted?
5. The Council should extend the frequency and extent of traffic free days to make the streets safer for cyclists and walkers and get people used to not using their cars.
6. We need fewer cars and more buses and the Council should be really radical in making this happen. This proposal is just tinkering!

As there was not nearly enough room on the comments section for the above, herewith my observations/suggestions.

I strongly suggest that there should be NO PARKING AT ALL on Pilrig Gardens, (including what is currently the Car Club parking bay), because parking severely limits visibility for cars entering from Pilrig Street, and this is a major concern for health and safety since there are children being dropped off and picked up from the nursery on the corner, Residents at Pilrig Heights/North Pilrig Heights should not have to pay for parking permits, as the parking bays there form part of the property they own.

I don't understand why there is one tiny bay marked as 'private parking' at {address redacted}, as ALL of the parking bays there are privately owned, and the area just along from there, marked for shared parking, should, in my opinion, have continuous double yellow lines . (There is garage parking available to residents who have a fob).

I strongly suggest that any form of parking on Pilrig Street should be restricted to ONE SIDE OF THE STREET ONLY!

It has caused huge problems for public transport for YEARS, and of course is especially congested at festival time. (Although, when I complained to the parking department about this a couple

of years ago, I was informed that 'no-one else had complained.....!)

I suggest that more shared parking or pay and display spaces should be provided on the (much wider) Broughton Road.

I trust that you will give serious consideration to my comments, and I would like to be kept informed of the situation as it evolves.

I live in Gorgie and have some comments regarding the parking proposals for the area. I do agree with the proposal for permit parking in Gorgie. However I do have some comments:

Is the parking layout of the streets going to be the same as the current layout of the parking that residents are parking in?

Are the number of proposed spaces cover the number of cars residents have in the area?

My main concern is around the traffic and parking when there is an event on at Tynecastle stadium or Murrfield? My own experience is that it is impossible to find parking spaces when events are on, and cars are parked in the middle of the street, blocking the roads, instead of parking spaces. If resident permits would be implemented in the area then I believe that the permits would have to be late enough on weekdays to prevent excess cars parking for football (later than the typical 5.30pm cutoff). And probably cover match days on weekends as well.

Do these words actually matter?

Do you care if anyone objects to the proposed parking restrictions/legalised racketeering in the Hutchison area?

At the moment, unrestricted parking will be replaced with vast swathes of yellow and double yellow lines. Whole streets will be off limits. Why? To line the coffers of this tourist board we call a council?

It certainly is not for the benefit of residents.

Is anything this council does?

Do you care if you make hundreds or even thousands of your residents lives harder, less convenient, poorer or unhappier?

This needs stopped. Now.

Take a vote of all residents and see if they want it, instead of sneaking it through via "consultation" where only a tiny percentage will respond. Or would this be too democratic?

Too logical? Too honest?

Why not have an online poll?

A postal vote?

An online referendum?

Show you are a modern, forward thinking council and listen to your residents.

Actually listen. Not your pretend to listen via a wee online, if you can be bothered, if you can find it, if you have heard about it, if we have failed to slide it through the backdoor, "consultation".

Anything less and you are ramming it through just for monetary gain.

Which, if you are actually honest, is the real reason for this extension of parking restrictions. Restrictions that are not needed.

Parking is a joy here compared to my old, permitted address. It is so easy.

Why change something that works for most of your residents?

I await answers.

I fear I shall await a long time.

I have already submitted a form but I wish to make further comment.
I have been resident at {address redacted} for over 30 years.
During this time finding parking spaces has become an increasing nightmare.
On most days, by the late evening, it has been impossible to find a parking space other than in metered or neighbouring resident spaces (Harrison Road or West Bryson Road).
This requires a subsequent early morning outing to find an appropriate space causing further air pollution.
The suggested zoning is long overdue.
The use of Harrison Gardens and Harrison Place for "Park and Ride" purposes has noticeably increased.
I also suspect that some of the longer stay parking in Harrison Gardens could be by residents of Harrison Road who have avoided purchasing Resident Permits since the zoning of that road
I would not favour the creation of a new Controlled Zone as I fear that this would probably give insufficient answer to the present problems.
My preferred option would be to extend the Zone that presently includes Harrison Road and West Bryson Road in to Shandon. Many spaces in this area remain unoccupied during most weekdays.

To whom it may concern,
Please note, the residents of Abbeyhill are resolutely against ANY form of additional parking restrictions in the area. This is very clearly an attempt to extort money out of the hardworking residents of this area.
Should these parking restrictions come into effect, legal action will be considered as a means to fight back as residents.

I got a leaflet notifying about the consultation through the door. The interactive map doesn't appear to have been updated within the past year since it doesn't have Elsie Inglis Way and Jax Blake Drive on it. This is a converted industrial site off Abbey Lane / Comely Green Place.
I wanted to ask if the residents-only / permit holders would be extended to cover these two streets or if it will be left as is?
I would personally like to see permit holder region to be extended down these two streets since they should be "public" roads. We've had issues with parking for the last year and are constantly forced to park on Lower London Road.
I've included a screenshot from google maps to show the location of the two streets I mean.

I live at {address redacted} and I'm extremely concerned about these proposals and the implications for our family. I feel they risk making the problem worse for residents and that the premise for the proposals, as outlined, is completely flawed. I will explain below why this is my view. The most pressing issue with what is proposed is the huge number of wholly unnecessary double yellow lines. In just the "Shandon triangle" alone (Shandon Street/Crescent/Terrace/Road), we look to be losing upwards of 60 parking spaces. My neighbours and I are at a loss to understand why they are deemed necessary, as unlike in other parts of Shandon we don't have a problem with pavement parking or access for emergency vehicles. If these were to be introduced it would severely limit the parking available to residents which is already arguably insufficient. Whether it is residents or others parking in the area - and at what times - seems to me the crucial starting point and one that needs to be more fully understood. I think most residents would agree that the biggest pressure on parking is in the evening. This suggests to me that it is residents, and not commuters or "outsiders" that are the primary cause of the pressure. Therefore all day parking permits might not solve the problem if there are simply more cars than spaces. I understand that you have not yet done the necessary research, with help of the DVLA, to ascertain car ownership in the area. This seems to me vital as otherwise solutions could be based on entirely false assumptions. While I don't believe it's the primary cause of parking pressure, there is no doubt that our streets are used as a "park and ride" during the day and there are issues with campervans being dumped here and long term parking. It's likely that some controls would help solve this but I would suggest that a Priority Parking Area model - whereby spaces were available outwith a short window in the middle of the day (as we've seen in Morningside) - would be enough to dissuade commuters and people looking for an easy place to dump vehicles. This would mean less inconvenience to residents and would be enough to free up some more spaces. From observing the patterns, that could help solve the Friday night problem, for example, whereby parking in the evening for residents is even more difficult because commuters go out in town after work. Some people have suggested that controlling parking into the evenings could help but I disagree that this is the best approach. From what I've seen, few people (except residents and their guests) park here in the evenings unless their car has simply been left here all day and I think even longer controls would be unduly inconvenient for residents who wanted to have guests. As it stands, all day parking restrictions would be very problematic for me. I have two children under the age of three and we rely on support from grandparents who help with childcare and pop in throughout the day, which is especially important as my husband works away. Despite only living a 7 minute drive away there are no direct buses so they rely on their car for visits. These measures would make it very difficult for them to support me as they currently do. Furthermore friends come to visit, encouraged by the ease of free parking during the day, when there are generally spaces to be found. It is worth noting that many of these friends once lived in Shandon but have been unable to afford to stay and buy family homes in the area. For mothers like myself, the vision of the metaphorical "village" (that helps raise a child) is already extremely difficult in this city where high house prices mean younger people are unable to live near parents or friends. Blanket all-day parking controls would exacerbate this and risk making me extremely isolated by putting off friends and family from visiting. I actually feel that these proposals have been designed to assist residents returning home in the evening at the expense of those who stay at home all day looking after small children, mostly - of course - still women. I think these changes will contribute to the problem of social isolation which is a real issue in cities like Edinburgh. This would also apply to elderly residents and those with mobility problems or other disabilities. For these reasons I feel strongly that this is an equality issue and that the unintended consequences should be examined in an Equality Impact Assessment. It seems to me that this scheme is part of a wider move to dissuade car ownership in Edinburgh. The sad truth is that this is not being supported in a wider, holistic sense. In a completely regressive step, Edinburgh City Council have bought a new fleet of buses with fewer buggy / wheelchair spaces than previously existed. With small children in winter, I have had to wait for two or three buses to pass before I've been able to board. I do try and walk or use public transport where I can but Edinburgh does not have sufficient bus routes or adequately accessible public transport to allow me to safely travel with children on my own. I understand that it's important to encourage residents to get out of their cars but I believe the balance

between push-pull factors here is wrong.

Finally, I think if the CPZ does go ahead careful consideration needs to be given to zoning so that you avoid the situation seen in other parts of the city, such as Bruntsfield, where residents are unable to find parking spaces despite empty streets just minutes away but in a different zone. I would suggest that we should be placed in the same zone as a less densely populated area, such as Merchiston, to ensure there is space for residents to park nearby, if it emerges there still isn't always space for residents to park in their own street.

In summary my views are as follows:

-More research needs to be done to ascertain who is parking in Shandon. Without knowing that, you cannot design an effective solution to parking pressures. Such an important scheme should not be based on assumption or guess work.

-My first preference would be for a PPA scheme limiting parking in the middle of the day: this would put off people using Shandon as a "park and ride" with less inconvenience to residents.

-If that isn't possible I would choose the status quo over a CPZ because I rely on help from family visiting and them being able to park is essential to that.

-If a CPZ is introduced I would want inexpensive metered parking for up to 6 hours - discouraging commuters but allowing visitors to park for longer periods of time.

-Excessive use of double yellow lines along whole stretches of road need to be reconsidered in order to maximise spaces available to residents.

-The council must ensure zoning means densely populated areas such as Shandon are placed in the same zone as less densely areas such as Merchiston -There needs to be more thought given to a joined up approach to dissuade car ownership. The regressive new bus fleet which halves accessible spaces is a huge problem and makes it more difficult for families to move away from car ownership.

The route cause of parking pressure in the Shandon area is the local take away businesses whose customers and staff consistently park illegally on double red lines with impunity. This has never been addressed by the council despite numerous complaints having been raised. These new measures will simply increase pressure on local residents whilst adding none of the perceived "benefits". The permit holder approach is only successful if adequately policed and the council has neither the will nor the resources to follow through on this at the times that cause most issues (primarily in the evening). Therefore the only possible outcome of this is further pressure on local residents, this time with a cost. It can only be seen as yet another cynical money generating ploy which, much like the council itself, serves no real benefit to the people who elected it.

In addition to the benefits for residents, controlled parking in the proposed areas will help to encourage commuters to use park & ride facilities and aid the reduction of city centre congestion.

Over the twelve years we've lived on Edina Place we've spent a small fortune paying for parking in the controlled zone on Edina Street, it will be a relief to know the amount we pay each year is within our control in future.

Please also assess the 'no parking' signage on the side of the Co-operative superstore. Since the redesign if the store some years ago, their deliveries are always taken via the front stock room entrance (with supplier vehicles parked on Easter Rd), so I do not believe that area on Edina Place is now required.

Looking forward to the parking updates being implemented soon.

OPPOSITION TO PROPOSED PARKING RESTRICTIONS ON COLINTON ROAD/ MEGGETLAND TERRACE

This is the third time in the last few years that you have tried to enforce parking restrictions on these streets , the last time was very recent and was dismissed , meanwhile nothing has actually changed in the residential area . I have lived here for a long time and the only changes that I have witnessed have been restrictions on Colinton Road when Napier university was at Craighouse and students parked in many nearby streets (no longer as this area is being developed for housing with its own parking) and a Tesco express across the street which only brings a few passing motorists

stopping briefly for shopping . However, as a result of the above mentioned it pushed the people who parked and went to work for the day just along the street a little bit to our area which can be a bit annoying, however it's largely just weekdays when many residents are away anyway.

There have been no notices posted on our lampposts in the street to alert residents that you are trying again to restrict our parking . It was brought to my notice by another neighbour. This seems very cunning on your part and looks as though this is nothing but a paper exercise and you will enforce your restrictions whatever???

If you are indeed interested in the fact that neighbours can't park near their residence then putting in the proposed restrictions will certainly reduce our availability by probably around half and so residents and the people who park and ride to town will just park in the streets beyond such as Lockharton and and so the problem perceived by some will just move on to there.

Not only will we have less available parking near our homes but we will no doubt have to pay a fee (which I am not opposed to in principle) but we will most likely not to able to find a space in our streets anyway.

Restrictions will make it difficult for tradesmen to attend for long periods and they may choose not to do the jobs needed as a result.

I hope that you will send senior staff who sit on the decision-making committees and not just juniors to attend these public consultation sessions I see you are holding. As we all know, junior staff will simply say they can't help except to take feedback whereas the public, many like myself will be rather disgruntled and want some direct answers from those who propose to upset our lives.

We are a family of 4 and wish to object to the above proposal as we do not believe that it will improve parking availability for my two sons' cars and that the proposal is just a revenue raising opportunity for Edinburgh Council.

They both work irregular hours out of town, one at the airport and the other covering much of central Scotland and are either leaving home very early in the morning before 0500hrs or arriving home very late at night, 2200hrs to 2400hrs or later. Therefore public transport and giving up their cars is not an option for them. When arriving home late there are never any parking spaces left. We don't believe that this is due to outsiders using the spaces but that there are not enough spaces in the first place for the residents of the area.

One is on near the minimum wage and the other commission only for sales so the impact of what amounts to a parking tax will have a very significant impact on them financially.

The development has been badly designed for parking and signed off by Edinburgh Council Planning in the first place. More spaces could have easily been designed in and there are a lot of wasted areas that are not required for access/safety that cars spaces could have been designed in and still had attractive green communal areas. They have had several parking tickets for leaving their cars there.

It is concerning both from the parking and congestion point of view that 700+ apartments are currently being built in the area again with limited included parking. The area is already heavily congested at rush hour due to the exit from the Scottish Government building so we are very concerned that it is going to become even worse for both parking and congestion.

It seems crazy to be cramming as many apartments as possible into a small already congested area when there is plenty room to spread them out a bit with all the spare land at Platinum Point Newhaven which was meant to have been developed and has barely been touched so far.

There are also opportunities to use unused/underused land in the area for over spill parking with out burdening the residents with annual permits and more taxation.

For example Ocean Terminal parking, Cruise liner terminal parking is hardly used, parking on the industrial estate and surrounding areas at night.

The garaged/owned parking under the apartments in Portland Gardens are often very under utilised at night but are not available for over spill from outside. In hind sight a better way to have used this parking space may have been not to have sold the spaces to the residents but to have them communal with bought parking permits for them. I know that this can't be unpicked now as the spaces have been sold.

Thank you for sharing the Controlled Parking Zone consultation material. Could you please provide relevant research that justifies proposal of creating permit holder parking spaces at Moat Drive / Hutchison Area? From my experience of leaving at Moat Drive, the most challenging period for finding a parking space is during the football games at Tynecastle Stadium, where local parking spaces are used by game-goers. The games usually fall outside enforcement hours for resident only parking spaces. On normal days, finding a parking space at Moat Drive / Hutchinson area is not a problem. To my mind, introduction of residents only parking space at Moat Drive imposes unfair financial burden on residents. In effect local residents will be forced to purchase a parking space on a started that is 40% empty on most of the days. This is why I would like to request the relevant analysis that provides justification for this proposal.

I live at {address redacted} and want to give my support for the parking controls for Phase 1 covering Leith. I cannot attend any of the drop in sessions so wanted to give my support via this email.

I am fed up having to cruise around in the evening sometimes up to 1 hour trying to find a space remotely near my home so I can park up for the night. It is obvious that people who do not live in the area are parking their cars and heading up town to avoid parking charges and returning later. When I return with any shopping or large/heavy items I know I will never get parked anywhere near my home so have to carry items half way down the street.

If Hibernian are playing on a Saturday I now purposely avoid taking my car out as I know I will not get parked again until the football match is over. Iona Street was narrowed and made a no entry from Leith walk but we still have a number of commercial long wheelbase transit style vans parking in the street and protruding out causing a restriction to the flow of traffic. On a number of occasions it has been so bad that I don't think an emergency vehicle would be able to get through the gap.

I would support a residents parking permit scheme to ensure at least the residents are able to park somewhere near to there home.

I am writing in response to the published proposals to extend the CPZ into Leith and N Leith. I cannot support these proposals in their current form. I believe that they extend too far and will have an impact beyond where traffic management might currently be necessary.

For example, around Leith Links, especially along the Links Gardens area there is little evidence of cars being parked and left for long periods of time, with the exception of a few camper vans which are dealt with separately. This is evidenced by availability for school parking at St Mary's Leith, parking for dog walkers, users of the new play park and visitors to cafes etc. nearby. Parking behaviour and space in the East side of Leith Links (as observed by residents) turns over very frequently, even at peak hours. Introducing a CPZ in this area will financially penalise residents for carrying out their normal daily lives - e.g. walks, school drop-offs and visits to the shops / cafes. Furthermore, quieter, more narrow streets will become congested by people trying to avoid CPZ charges, which seems counter-productive.

Similarly, introducing the CPZ as far north as Ocean Terminal will be detrimental to the ease of accessing amenities around there and, I believe, are intended only to prevent commuters from using the new tram line. it is unfair that residents should suffer the consequences of deterring commuters, particularly in an area that does not currently have a parking or congestion problem. For example the streets around Constitution St (N end) are used for post office visits, with short turnaround journeys that will attract a financial surcharge into an area that manages its volumes and flow of traffic well. This is unfair.

As a resident of the Leith Links area, I request that the size of the CPZ be reconsidered and be restricted to a smaller group of streets closer to Leith Walk and the foot of the walk junction. The extent of the area as currently proposed does not accurately reflect the scale of the parking issue locally.

Parking in the colonies can be extremely frustrating, sometimes waiting half hour or more going up and down each street.

We do not need passing places in the streets taking precious parking away as everyone knows they may have to wait for people unloading etc., as this has always worked well in the past.

<p>I don't think we need double yellow lines at the tops of the streets (steps end). As the pavements in this area are quite narrow, a lot of thought will have to go into where any meters would be placed.</p>
<p>I cannot find anywhere what the precise proposals are for Meggetland Terrace (Zone B8). The 'interactive' map on the 'project centre site' is not interactive. The Edinburgh council site does not appear to have the plans. Can you send me a link to the map please?</p>
<p>I would like to object most strongly to the proposed introduction of double yellow lines to {address redacted}. There has never been an issues with parking in our street and this is a disproportionate response, that has no evidence base behind it. If it does I would like to see the research that had been referenced. We have one vehicle that is only used for long and /or essential journeys and are all big supporters of more sustainable transport options. Due to the new developments nearby not having enough parking provision, there are already limited places to park. I would like to know where the existing cars are expected to park? This looks like yet another way of Edinburgh Council trying to generating income instead of actually looking at sensible ways of solving a problem which I don't believe exists. I look forward to hearing back with answers to my questions.</p>
<p>I am writing to you to explain how the new proposed parking restrictions in Gorgie will have serious negative consequences for my household and my neighbours". We live on Hermand Crescent, and can currently find parking within 200m of my property. However after viewing the proposed new yellow lines on all Hermand public roadways it would appear that the plan is to nearly half the number of available parking spaces for residents. This will result in my household having to park further into Gorgie and Slateford, thus putting even more pressure on their already crowded roads. As a household that relies on 3 cars, the two car permit limit would also be detrimental to one of the three of us. We all work self-employed and often have to individually travel for work throughout Scotland so cannot use public transport for commuting. I am personally a tradesperson, and to know that most days I will have to park my van further from home does cause stress, as I have had my van broken into in the area recently, and would prefer to park close to home to be able to keep an eye on it. I do arrive home late many evenings, which with the current level of parking I often have to park further than is ideal. With the proposed scheme it will be likely I will have to park much further than is comfortable. Overall, I believe I speak for everyone in my building that I have talked to about these proposals, and all agree that the new parking restrictions would cause far more issues than they would solve. Please take this into account. I recently purchased this property, moving from a rental in Marchmont. One of the perks of the move was to be able to enjoy unrestricted parking. Introducing a permit scheme may alleviate football traffic on the few occasions it occurs, but aside from that it will cause an overall day-to-day effect of less available parking due to the immense increase in double yellow lines. A possible suggestion to avoid this issue but continue with the introduction of permits would be to introduce permit bays where all new double yellow restrictions are proposed, thus maintaining the current level of parking availability for residents Many thanks for taking the time to read my thoughts on this proposal, I hope to hear your thoughts in return if you think my fears are unfounded.</p>
<p>I just tried it on Chrome on my Mac, and it didn't work there either. I don't mean to be rude but if you're going to offer a web-based form to collect survey data, it really ought to work on Safari or Chrome, and a PDF just isn't as accessible. Can you pass this feedback on to your technical lead? Something like Google Forms or Typeform would be perfectly fine and cost-effective. If you aren't able to figure out a good fix, I will be contacting my local representatives to find out why they chose to work with an organisation that doesn't value online accessibility.</p>
<p>I live on {address redacted}, this is flagged as 'Private Parking' on the Gorgie North map. What is going to be done to stop non residents parking there I am firmly against any changes to the current parking structure in Gorgie but I feel that applying it to the rest of Gorgie apart from Westfield Street</p>

<p>will be detrimental to the current parking situation. I sometimes struggle to park on my street in the evenings due to shoppers at Sainsbury's and people going to 'The Gym' using those parking spaces.</p>
<p>My wife and I are now both over 70 and are increasingly having difficulty in being able to park in our street, let alone in front of our house. We are the only house in this street whilst the apartments have off street parking. The problem for us is that over a period of time, more and more offices have popped up nearby causing an increase in office workers putting huge pressure on parking space. This is exasperated by the delivery vans and customer cars to Keyprint and La Riva Pizzeria. On top of this, because the street is quite narrow, parking on both sides of the road is a recipe for cars being hit, invariably it's our car that gets the brunt of such careless behaviour of these visitors to the area. It has cost us thousands of pounds in repair bills. It's not economical nor practical to claim such damage from our insurers. I could write more but a site visit would be invaluable to appreciate our problem. I do hope that residents' permits are offered to people who actually live on Assembly Street.</p>
<p>My apologies for writing in addition to completing the survey form. I fear that, because I did not get a confirmation email of my submission, it may not have been received. I had previously written to the council explaining the ongoing problems that my wife and I have been experiencing for well over 20 years. I pleaded that there should be a Residents' parking arrangement, especially after they approved the Enterprise Car Club space on Assembly Street which remains empty most of the time. I offered to pay whatever the cost to get a permit. All I received is a standard response that this is being looked into as an Edinburgh wide activity. We can only be pleased that at last a scheme is being considered / put in place.</p>
<p>I'm trying to answer the online survey regarding feedback about the Edinburgh CPZs and whenever I try to submit my answers (either on my computer using Google Chrome or on my phone using iOS Safari) the screen freezes and does not appear to take on board my answers. I've attached a screenshot of what happens when I hit the green "Next" button at the bottom of the page (the section with all my answers becomes greyed out and the green button becomes grey, but does not proceed). Can you please suggest how I can let my comments be heard, or look into a fix for your website so that myself and others can express our views on the proposals? I look forward to hearing from you.</p>
<p>Hello, Overall I am strongly in favour of extending the CPZ to Abbeyhill. Rossie Place, where I live, is a very chaotic parking situation with double parking, illegal parking on junctions, and a blight of commuter parking currently. I do not own a car so the proposals do not affect my ability to park. However as a pedestrian and cyclist the utter chaos on Rossie Place puts my safety, and that of my children, at risk on a daily basis. Sight lines are blocked when trying to cross the street, junction kerbs are often obstructed by parked vehicles, and even the public steps in the nearby Colonies up to London Road are frequently obstructed by parked cars. Parking controls cannot come soon enough! However I did feel that the proposals for Rossie Place and the Abbeyhill Colonies prioritise "shared use" parking too highly over resident permit only parking. I would suggest there needs to be a stronger emphasis on resident permit only parking.</p>
<p>I would like to object to the current proposals which include a parking bay outside my property {address redacted}, as I have already applied for a Certificate of Lawfulness to create a run-in/ drive to my property. I would point out that I am currently the only property on Ashley Drive without a run-in drive, and therefore it would be unfair that the proposed parking bay would stop me creating one and therefore I would be disproportionately affected were any CPZ proposals implemented.</p>

Hi, I have tried unsuccessfully to submit comments using the website. I live at {address redacted} and own one car. It is most difficult to park near my residence in the evenings and overnight, Sunday through Saturday. I have looked at the proposals and conclude that residents wishing to park in the area will suffer if the proposals are implemented. Whilst non-residential parking is a problem the situation will be made worse because, for example, the proposals reduce the overall parking in North Fort Street between Ferry Road and Lapicide Place by almost 35% and on balance there is no overall benefit to providing passing places in Madeira Place at the cost of parking places (to my knowledge we have lived happily without passing places for at least the last five years)

Thank you for the most helpful drop-in session.

Aside from current concerns, I also have concerns going forward relating to proposed housing developments in the area. Parking facilities may or may not be included within these developments, but the new residents (and their visitors) will no doubt park in the above and other residential streets in our area.

I own a car and park it on one of the above streets - or others in the area - and don't use the vehicle at certain times of the day or evening deliberately due to the fact that, at times, it's almost impossible to find a space within a 20 minute walk from the flat. If carrying heavy shopping that is quite a walk.

I look forward to your reply.

Firstly a tech issue. I have tried doing the consultation at <https://pclconsult.co.uk/edinburghcpz> twice, once on Friday and then again today. On both occasions, when I click on Next at the bottom of the screen it just freezes. Any suggestions?

Secondly, I have two specific issues regarding Edina Place in the Abbeyhill area. Will I be able to discuss these meaningfully at the drop-in on Thu 31 October?

The issues are

a) There is no turning space in this cul de sac for courier and supermarket delivery drivers. The area at the entrance to the 21-27 car park is grossly overparked, meaning that this potential open space is not available for turning. It also restricts access to the car park, and restricts the line of the pavement and dropped kerbs along the north side of the road. I recommend a double yellow line on both sides of the 21-27 car park entrance, bridging to the pend entry close by.

b) There is a lack of cycle parking in Edina Place, meaning that there are normally multiple bikes on the railings by the 21-27 car park entrance. I have no problem with this practice, but it is only suitable for those who can lift their bikes on and off the wall. There is often a car parked on the pavement area on the east side of the 21-27 car park entry, and a set of bike racks here would seem to be an ideal community resource.

Hi

I won't be able to attend any of the drop-in sessions about this, so I would like to post my questions/concerns here.

With regards to Stevedore Place in Leith, it is my understanding that this has not been adopted by the council, and would therefore not fall under the CPZ scheme. Please confirm.

If it does fall under the CPZ scheme, my concerns really are that:

- the spaces at either end of our street for visitors and the residents of the flats do not become paid for parking spaces
- we don't have people that are not residents, or are not visitors to residents, parking in the spaces allocated for that use
- we don't get nasty road markings spoiling the aesthetic of our wonderful street

Many thanks

PARKING CONSULTATION – [address redacted]

I am very concerned that you are suggesting designating the whole of Spring Gardens and Royal Park Terrace Permit Holders only. These must be MIXED USE spaces - at least two thirds. My family come and visit often and there will be nowhere for them to go. My parents are in their late 70s and can't walk far.

If you must do this, please make sure restrictions are only Monday to Friday until 5.30pm and that the parking charges are in the lowest band. This is a residential area, it's not fair to make us cough up to park outside our homes when we're not even in the city centre.

VERY IMPORTANT – do not rob us of spaces that we can currently park in.

My husband has to bring his van home from his work at a Housing Association – it's a company vehicle and he is not allowed to leave it at the office. This is going to cost us money everyday to park outside our house as you will probably not let us have a permit as the van is not registered at our address. At least give us somewhere to park it and make it affordable.

What is really concerning is that the City of Edinburgh Council is hellbent on reducing car ownership and is CONTRIBUTING to the parking problem all over Edinburgh. How? By giving planning permission for hundreds of flats and large developments without enough parking provision and in some cases no parking at all. The sell off of Meadowbank stadium will create 400 new homes alone and I have been told there are not allocated spaces for all of these homes. In addition, there are tons more flats springing up in the Abbeyhill area

The council believes in the nirvana of us all taking public transport all the time. This is extremely shortsighted and impractical for most people. I don't drive to work – I WALK from Abbeyhill to the West End every day and back. However, I have parents in rural Northumberland – I need my car at weekends so I need somewhere to put it. What excuse will the council have when we all have electric vehicles? There won't BE city centre pollution in the coming decades, but there will hundreds of flats in Edinburgh without car parking spaces, because the council didn't make the developers plan for them. VERY SHORTSIGHTED.

And the biggest irony of all? Edinburgh has ONLY 17 electric car charging points. 17?! When it comes to green transport, it seems the council is talking the talk, but not walking the walk.

Oh, and when is the Lord Provost going to give up the limo?

Re the proposed parking controls.

Is there not a danger that this will simply encourage more parking on pavements?

Good afternoon,

We note the proposal of a Controlled Parking Zone in Leith and North Leith and wish to express our serious and genuine concerns.

We have traded from our current location on the Shore for over 100 years and have been trading in the broader area since 1828. During this period we have witnessed many changes in the area, including the recent flourishing. Whilst we are acutely aware of the challenges in our location we make them work in the interests of maintaining the ability to employ a 50+ workforce, contribute over £3million into the local economy trading with customers and suppliers alike, as well as pay over £22k in business rates and support our community in doing so.

This most recent suggestion would be to the utter detriment of our business. We continue to rely on the ability to run our fleet from our workshop. Unfortunately our industrial nature does not allow us to use local transport; steel beams, welding plants and other like natured industrial goods not being suitable or practical to transport in this fashion. Thus we will continue to rely on the availability of parking to park our fleet at our premises, as we always have. If this was to go ahead, we, like many of our neighbours, would require specific business designated/permit spaces to ensure that our ability to trade was not suffocated.

Whilst our employees currently benefit from being able to commute, many of them would be unable to continue their employment where there are not alternative transport options open to them at both the time and for the distance of their travel. Whilst we employ many local and Edinburgh based persons we also have those traveling in from Fife, Dalkeith, Musselburgh and Glasgow for a 6am start. Many night shifts not being supported by public transport.

Where much of our street and Tower Street is privately property we would also like to better understand your arrangement to cohesively manage the private and council owned land, where the City of Edinburgh Council do not currently hold authority unless regulated under a TTRO. How do you plan to manage land that does not belong to you?

We would welcome the opportunity to better understand the plans as well as you understand our needs.

It would be incredibly disappointing should CPZ stifle the trade which is at the heart of the community and its origins.

Yours faithfully,

1. The area in front of {address redacted}, marked as "residents parking permit area".

According to the title deeds of my flat, the tarmac area directly in front of (and next to the main road) {address redacted} belongs to the owners of those flats.

Originally when these flats were built, this aforementioned area was "chained off". Subsequently the chains were removed, and notices put up stating the area was "for residents

only". Then, and since that time, this area has duly been patrolled by a private company, employed "the factors", who act on behalf of the homeowners - with people who

improperly park there being fined. This action has never been challenged by EDC, and traffic wardens never go there to check up if vehicles have up-to-date MOT's.

Therefore I object to your proposal for this area.

2. Other areas near {address redacted}.

Noticeably these other areas, as in Point 1 marked up for residents, have been accepted as being for homeowners / residents.

However, the areas directly in front of {address redacted}, and to the rear of {address redacted}, has not been included. Neither area has been designated as anything.

Once again this off main road area, is believed by homeowners, to be belong to them, and for their exclusive use.

The comments and objection made in the previous point (1) again apply here.

3. Corners / Bends.

The proposal for double yellow lines around all these is long overdue and welcomed.

However, unless other vehicle control measures are taken, this will only exacerbate the current problems.

Elliot Street suffers from a surfeit of drivers parking their vehicles on the paved areas / paths.

Drivers do this EVEN WHEN there are parking spaces available by the odd number flat in Elliot Street, and out on Albert Street.

The problem is not only one of pedestrian access, but also of health and safety, as oil and petrol accumulates on the surfaces.

4. Road area leading into front of {address redacted} and rear of {address redacted}.

The double yellow lines at the corner then cease.

These lines then need to continue to the edge of the bays, mentioned in Point 2.

Also at the end of this piece of road, outwith the aforementioned parking bays, there needs to be double yellow lines.

5. [address redacted]

Unclear what is exactly happening round and about this block.

Presently there is one space marked up for a person with a "disability".

6. Electricity Sub Station

Good to see the proposed double yellow lines outside of it, as people often park there, blocking potential easy access.

Whilst in principle I agree that CPZs are a reasonable idea. I object to the proposed plans because:

1 - No provision of a Keep Clear signage at the Pilrig St / Pilrig Gardens junction. This junction is already tricky and dangerous with a bus stop, very narrow pavement, high cemetery wall and nursery.

2 - Residents of Pilrig Gardens (the Private Section) already issue permits for their own residents. These parking plans leave us open to significant risk of others parking on what is a privately owned, maintained and managed road. We have, at great personal expense, upgraded the road. If the wear and tear of the road is significantly increased due to new commuter parking - which it surely will be - then I believe the council has a duty to provide signage, deterrents and removal of vehicles not adhering to the private nature of the road. It should not be left to the residents to suffer for the council to gain from the CPZ parking charges.

3 - The businesses of Leith Walk have suffered so much due to tram works in recent years. Businesses are beginning to regenerate and the area starting to thrive. The CPZ will cut this back dramatically.

I live in Leith and have received the Controlled Parking Zone Consultation document. The document says the consultation is due to communities asking for it due to non-residential parking issues. If that is the reason, fine. Issue us residents with permits. However these should be free. At present it may sometimes be hard to find a parking space during the day but ultimately I can and it is free. I would rather have difficult free parking, than easy paid for parking. It is unclear to me why you would need to charge for permits unless this is actually a money making scheme for the council. It also seems a bit of coincidence that the areas you are targeting happen to be on the proposed tram route. It looks like residents of Leith are going to have to end up paying for parking which is a direct consequence of the trams coming down this way and that is totally unacceptable. So yes by all means introduce permits but make them free to residents. To suddenly tell Leith residents that they are going to be hundreds of pounds poorer each year is wrong. We are about to have Brexit imposed upon us which will impact the less affluent members of society the worst in terms of an increase in basic living costs so you simply cannot turn round and impose additional costs on us at this time. The areas you are targeting are some of the least affluent areas of the city and consideration must be given to the effect this will have on living standards if you impose additional costs on us.

To whom it may concern,

I am emailing regarding the Phase 1 implementation of Controlled Parking Zones across Edinburgh. As a resident of Hermand Street, I welcome this news, as patrons of the Shandon Snooker & Pool Hall on Slateford Road, and the surrounding pubs cause havoc most evenings and weekend to this area. This includes anti-social behaviour, littering, and parking illegally almost every day. I have complained to the council prior regarding this issue, however was told it was a police matter. The controlled parking should put an end to the double parking and blocked street issues. However, Hermand Street, Hermand Terrace, and Hermand Crescent residents have private car parks. These are not closed off with barriers, and are easily accessible from these streets. Residents have permits from the factor who provides them. The Shandon Pool Hall patrons often dump their cars here, there have been occasions where they have left untaxed vehicles and vehicles with flat tyres. Many work vans are dumped here for days on end also often blocking multiple spaces, and leaving no spaces for residents of the private car parks. This is a particular issue as we have a number of residents with disabilities who need close access to their vehicles. Despite receiving parking charges from P4 Parking (the company that services the private residents' car park), the vehicles still park in the private Hermand Street, Terrace, and Crescent car parks. This is something that I, and many residents have discussed with our factor and parking charge company on multiple occasions, however as vehicles are no longer allowed to be clamped and the government legislation effectively means the private parking charges can be ignored not much can be done, other than continuing to ticket the cars with the parking charges, which are rarely paid or act as deterrent.

It is now my fear that with the controlled parking, that further patrons of this establishment will just dump their cars in the surrounding private car parks, developing more of an issue for residents than is previously in place.

With this in mind, I have two requests:

- 1) can the current residents private car parks be included in the controlled parking phase 1, so that owners of vehicles that dump them in the car parks can be fined and therefore will not repeat offend.
 - 2) if this is not possible (due possibly to it being private land – although I am sure I can get enough residents to agree), what strategies will be put in place to mitigate against people just dumping their cars/vans in adjoining private car parks where there is little legal implications for them doing this.
- Many thanks for your time,

I would like to express my dismay and astonishment at Edinburgh Council's latest proposals to extend the controlled parking zones to Gorgie, Shandon and Leith.

Firstly, in my opinion, controlled parking zones do not actually solve the parking problem, it simply moves it to another part of the city. Unless Edinburgh Council plans to ban car users from the whole of the city then I'm not sure how this can be a long term solution to this problem. Secondly, I live in the Gorgie area, and I work in Leith, and I do not consider either of these areas to have significant parking problems. While it may not always be possible to park directly outside your own flat/house, it is not difficult to find a space within a few minutes walk away. The only exception to this may occur around Gorgie when there is an event on at either Tynecastle stadium or Murrayfield. This does make parking slightly more difficult, but the majority of car users tend to park on streets where there is no housing, and therefore has minimum impact to residents nearby. These residential areas may benefit from parking restrictions for times when there are games on (I believe this type of restriction is already in place in areas around Hampden Park in Glasgow). But this would not require residents to pay money for a permit simply to park outside their own home. I moved to Gorgie 2 years ago, and part of my reason for choosing a house here is because there are no parking restrictions. I believe the introduction of controlled parking zones would therefore reduce the value of my house, since I personally would not want to move somewhere that I can't park my car without paying for it!

I also want to mention that I think the online feedback from around this consultation is poorly designed. My views are relevant for all 9 areas that the consultation relates to, but there is no option to select all areas, so to use the form I'd have to fill it in 9 times, which is why I've resorted to sending

an email instead. Additionally, there is no question that actually asks 'do you want controlled parking zones in this area', which seems odd given that that's what the consultation is about. It seems quite bias, almost assuming that you do want controlled parking, and the consultation is simply to help understand what type and when it would apply.

This feels like a money making scheme for the council rather than an attempt to resolve any genuine issues

Good afternoon.

Having received the correspondence regarding the latest controlled parking zone proposals two weeks previous, I have taken some time to look into the Councils reasoning behind it. The justification stated on all releases is that the Council has had an increased number of requests (no quantification of it provided however – has it gone from 10 requests to 20 or 10 requests to 1000?) from residents asking you to help with the issue of non residential parking.

As a resident in one of the areas and my place of work being in the other (Gorgie and Leith), I have personally heard of no complaints regarding parking. In fact I can say that in my own residential area, the parking works perfectly. In the morning those that drive to work leave which frees up the space for the non residents, who then vacate the space as the residents are returning. A perfect example of the limited space we have being used at its optimum. I do appreciate however that this may only be my option so I have spoken to other residents in both areas. Not one person disagrees with my thoughts, and no one has said that they have raised concerns with the Council. Obviously my sample size is nowhere near large enough to say that this is the opinion of the residents in general but I was shocked to find no one in agreement with you proposals.

Unfortunately I am unable to attend any of the drop in sessions as I am at work on all occasions (can I ask why there are isn't a session that is suitable for people whom work full time, Monday to Friday i.e. an early morning slot, after 7pm or at the weekend?) so I am unable to see for myself the opinions of a wider audience. As a result of both I feel my only option is to put in a freedom of information request which will provide information detailing the numbers of residents that have come forward requesting these changes. I note that one has already been lodged in the 17th October 2019 (request number 25580) therefore I am happy to be emailed this information also as long as the request covers all areas on your full proposal and is in a relevant time period i.e. covers the last three years. I would also like to see if it is multiple residents complaining or the same individuals appearing time and time again i.e. a persistent complainer

You will note that I have copied in the MP's for both areas and the local councillors listed on your website. The reason for this being that I have grave concerns about the future of this city. I have lived in Edinburgh for 20 years (previously a resident of East Lothian) and I can honestly say with a heavy heart that I am considering leaving the city. There are multiple reasons for this (which I am happy to discuss with any one of you), but if this proposal comes in (which let's face it, it will. It's clear the decision has already been made and that procedures are simply being followed), I firmly believe this will be the final nail in the coffin for the city.

As part of the Senior Management Team at my place of work, we are already talking about the talent that we are going to lose as they will not be

able to continue working with us if they cannot park their car. Not only am I referring to those who can't rely on public transport for issues such as child care, I am also thinking of those who commute in from outside Edinburgh whom make up around half of our work force. The price of properties (whether buying or renting) in Edinburgh has gotten so out of hand that people have been forced to move to the surrounding districts. They do not have additional time to spend commuting on public transport (if they actually have any) or the extra money to spend on parking. These individuals will simply look for work closer to home or in another district where there is parking, and it is simply not the case of them being replaced by Edinburgh residents as the skills needed may not be present in those individuals. Is compensation going to be paid by the Council to companies for items such as recruitment fees, training, staff shortages etc which are a direct result of the parking changes?

I do also worry that other companies may be thinking the same as our own, that they are looking at premises outside the city. So what happens then? Businesses move out, then Edinburgh residents have to commute to where they move to. Then why commute? Might as well move to that area and the money that they contribute to the city is also lost. Has anyone actually thought what the long term consequences of essentially permit parking the whole of the city is going to be? None of your literature states these proposals are for nothing more than residents complaining about non residents parking, so why risk the viability of the city on it? Your aim is to reduce the numbers of private vehicles in the city by introducing more/better public transport so why is this proposal even being put in place? Has the Council not be forward enough thinking to come up with new ideas rather than rolling out what is already a bad system, or is it really just a money making scheme with this as it's glossy cover story? Feedback and confirmation of the freedom of information request I have submitted would be much appreciated.

I object to these proposals for the simple reason that there's no provision for those who commute in to Leith from out of town; The Lothians or Fife for example. If a place of work has no dedicated on or, near-site, car parking (surely the majority of SMBs), then they'll face massive difficulties with personnel being unable to get to and from work. To say that all these people can easily get public transport is an unrealistic Council of Perfection. Please review these ill-thought-through proposals to make provision for SMB workers who are unable to afford Edinburgh property prices and cannot realistically use public transport to get to and from work.

We are a family of 4 and wish to object to the above proposal as we do not believe that it will improve parking availability for my brother and I. It is still the same cars parked out side the flats every single night. So putting controlled parking zones in will not help. You need to create more spaces for cars.

I work irregular hours and when coming home late I still can't find a space to park my Lamborghini which is a bit of a problem for me. I have already unfairly been given numerous parking tickets from Edinburgh council from the lack of car park spaces late evening/early night time.

So putting controlled parking in will not help the problem. It's the same cars and limited spaces. Why should I pay my hard earned money on a parking permit and not be guaranteed a parking space out side my own flat.

The council needs to look at innovate solutions like using ocean terminal car park space and the cruise liner parking space.

Hi

I am emailing with regards to the CPZ Consultation for Gorgie.

I am a resident in Hutchison Road and was quite shocked and surprised to see the Council's plans of putting in CPZ's within this area.

- Whilst I appreciate the need for controlled parking within Gorgie North and the Shandon area where there are Tenement Buildings, the Hutchison area (especially Hutchison Road) has never had an issue. The only time this area experiences a higher volume of parking is when the Football is on which Controlled Parking will not negate (the football is always on weekends as you know or late evenings).

- The number of shared free spaces you have highlighted is alarming considering they are close to the Industrial Estate on Hutchison Road. I fear

that these spaces will simply be taken up by the Industrial Estate owners company vehicles (they already leave their company vehicles over weekends when the drivers are not working). These shared free spaces will never be available for residents or visitors.

- There are a number of elderly and family residents in this area who all rely on visitors. When these visitors are faced with charges for parking in what will be deemed as a fairly empty area in terms of cars parking, I fear this will only harm these people for what will be of no benefit to the residents whatsoever.

I do hope my concerns are put forward and taken into account.

To whom it may concern,

I'd like to provide feedback in response to the Controlled Parking Zone Consultation for Abbeyhill which was recently posted through my letterbox. Please include a secure bike hanger near the Shared-Bay outside 30-38 Milton Street. As a resident of these tenements, I frequently cycle, and would find a secure bike hanger particularly useful to help me get around the city using environmentally friendly transport. My options for bike parking are currently limited (despite an abundance of car parking on the street). I'm therefore hopeful that you can coordinate the implementation of the controlled parking zone with improved bicycle parking.

I would get no benefit from a controlled parking zone unless it also improves parking for bicycles.

Good evening,

I wanted to voice my displeasure at the parking consultation in the Pilrig area. Neither I, or any of my neighbours or even our Factor agency were made aware in time for any of the scheduled meetings.

I reside at Springfield and require a vehicle due to my 24 hour shift pattern, I simply cannot get to work without a vehicle. What is the proposed cost for a permit for parking? I understand that due to the future tram works, there may be a need to enforce parking restrictions in this area to stop persons parking their vehicle for work/airport. However, I would hope that strong consideration is given to free (or at the very least heavily discounted) permits to residents of the area that depend on street parking. Especially when they may work for emergency services and require their own a car to travel in the city centre.

Dear Sirs

Please do not introduce further parking restrictions to the Leith (particularly Leith Links) area.

This will put me at an economic disadvantage.

Current parking provisions are perfect.

I am a resident.

As a resident in Bonnington which is phase 2 {postcode redacted} I'd like to protest that we were not even invited to this consultation. Our neighbours up the road got a leaflet, but not us, despite the obvious interest.

We are as the survey shows even more stressed as a parking area than Pilrig, which is in Phase 1. Your official told us he had no idea when phase two would begin - 2021 at the earliest, he thought.

Phase one will severely impact us, as free parkers use our limited space even more heavily. How do you propose to ameliorate this?

I am in favour of controlled parking - but not like this.

Thanks

Good morning

I hope you find the following feedback useful .

1. We welcome the addressing of parking issues in Meggetland terrace re access for emergency vehicles and council services .
2. We do not think that residents with off street parking and white lines across their drives should be entitled to 2 permits . This potentially gives them 4 parking spaces .
3. It would be useful if the permit holder bays were marked for individual cars aka metered parking , to reduce inconsiderate parking .
4. If the council seriously wants to reduce the number of cars in the city and carbon emissions , each household without off street parking and no medical reasons , should only be entitled to 1 permit with the option to buy visitor permits .

Thank you .

Having now seen the proposals at North Merchiston Club and fully understood them, I would like to comment specifically on the proposal to put in double yellow lines on the stretch of pavement opposite nos 12-21 Craiglockhart Terrace. This pavement was installed when retirement homes were built on a section of George Watson playing fields which the school sold off. I understand the pavement was a legal requirement because the new homes were designated as being on Craiglockhart Terrace and a certain length of pavement has therefore to be installed. The fact is that the pavement is on the other side of a high stone wall surrounding the flats and ends partway along this stretch of the Terrace. It narrows the roadway meaning that parking cannot take place on both sides of the street safely without parking on the pavement. Previously the roadway beside the wall abutting the bank with a kerb. The pavement appears to serve no useful purpose apart from allowing people to walk their dogs and use the bank as a toilet.

Once it becomes illegal to park on the pavement, the road will be too narrow to allow parking on both sides of the road for this section hence your suggestion to put in double yellow lines. An alternative proposal would be to remove the pavement this widening the road and allowing parking along this stretch. This could then be added to the shared bays or have single yellow lines restricting parking during daytime Mon-Fri.

As a resident I feel that this would be a much more satisfactory solution than imposing 24/7 no parking across the road from my row of houses, even at evenings and weekends, which seems excessive in a side street outwith the city centre.

I have spoken to [name redacted] about this and he agrees it would be worth looking into. I would be grateful if you could due consideration to my suggestion.

I am in general in support of the proposals for B8 in Craiglockhart Terrace- currently residents are the only people paying for parking in the street which is a primary commuter zone for both Napier staff and students and for users of the day nursery at no1. These proposals would mean everyone has to pay and that residents may well pay proportionately less than non-residents. The main times for restrictions should cover the peak times-working day, Mon-Fri but arguably, residents only parking zones should cover an extended time including weekends, although less important.

Hi there,

Good proposal.

Just two comments...

- Less pay and display around Craiglockhart Primary - people should be walking/cycling/using public transport to get to school.
- Residents on Cowan Rd, Ashley Gdns and Ashley Dr should only have one access point to their driveways, i.e. they should not be able to remove their entire front boundary and use their whole front garden for parking multiple vehicles. Parking is in short supply this close to the city centre and should be shared fairly among the Shandon community. Therefore parking bays should be allocated along these three roads as fully as possible, making no exception for properties which have removed their front boundary.

Hi. Just wanted to write in qualified support of the planned rezoning for parking in Shandon and Craiglockhart. We live along Ashley Drive and the pavements are routinely clogged up with cars on both sides making it somewhat hairy for our kids to scoot or run down them, and it's often difficult to get cars through the middle. Negotiating the pavements with a wheelchair is probably impossible. This is especially true during the workday, and I know it is mainly as a result of people driving into town and parking on our street, not residents of the street parking on the street, though there is a little of that too.

My support for the proposal is qualified because I can appreciate the concerns of those who live in the Shandon colonies. There I suspect the parking problems are less due to people driving into town and parking there, and it's mainly resident parking, and most residents there obviously don't have driveways or parking spots on their properties.

Dear Sir/Madam,

We, a group of concerned residents in the Abbeyhill Colonies have come together to send this email to you.

Having viewed the proposals for CPZ parking in the Colonies it is apparent that the Conservation status has been ignored or the planners are not aware of this status.

As it stands the proposals are in breach of the Council's own Conservation planning regulations. The Council has form in ignoring/not being aware of the Abbeyhill Colonies Conservation status. In 2013 work was started to upgrade the Colonies kerbs and pavements but the roads department were not aware of the areas conservation status so the streets, at least Lady Menzies Place/Alva Place were defaced by the roads authority by the removal/covering of setts and the clawing up of whin stone kerbs and gutters, much to the detriment of the 'place', and their replacement with blacktop and concrete kerbs. Once the Council were reminded (with help from Deidre Brock MP then Cllr), of the areas conservation status the rest of the work was done using Conservation materials on all other street including Rossie Place which was deemed part of the Conservation area due to logistics and location. The imposition of lines in an unthinking manner would add insult to the injury already inflicted on the character of the place by the roads authority. Senior Roads/Transport CEC officials stated "We accept our internal processes did not pick up the conservation status.. we review our processes to minimize the chance of this occurring again"

The proposed white and yellow lining within the Abbeyhill Colony streets, and indeed all other Colony streets in various parts of the city-wide proposal for CPZ, are inappropriate and not required. This is confirmed by reference to the Colony streets in Stockbridge and Rosebank, both also subject to specific conservation area designation, as is the Abbeyhill Colonies, both subject to CPZ designation and neither being defaced by white and yellow lines. Yellow lines are not required, other than on corners on entry to streets to maintain visibility, as the streets are narrow and no-one parks such as to block the street. The car parking side of streets also need no lines as, clearly, that is where cars park. The current proposals for the CPZ in the Colonies will also take away approximately 50 parking spaces and the proposals for Rossie Place are also inadequate and fail to address the fact that, at the very least, the colony side of Rossie Place in part of a Conservation area.

A 'standard' approach to the incorporation of the Abbeyhill colony streets into the CPZ is not appropriate and would ignore the special character of this conversation area. Shared bays, which would require lines, can be accommodated on the linking end street (Rossie Place) as in Stockbridge (Glenogle Road). There is no need to attempt to provide areas for turning at the end of streets as part of the character of Colony living is in forwards and out backwards or vice versa. Turning is generally impossible due to the narrowness of the Colony streets.

The proposals as they stand would be detrimental to the character and appearance of the Abbeyhill Colonies Conservation Area.

The initial proposed arrangement in Stockbridge was to similarly impose white and yellow lines, signage, machines etc. This was resisted at the time by the local community as it was not necessary and defacing in streets which have a distinct character that would be damaged by 'standard' lining, standard gaps in parking, 'standard length of double yellow back from corners, etc, etc. It is being resisted in Abbeyhill now for the same reasons.

The Solution:

A "mews" parking solution (but with visitors parking permits allowed), as used successfully at Stockbridge and Rosebank (see images below/attached), should be utilised. It is cheaper (no cost of lining, just small signs), does not deface the narrow streets and ensures more parking for all residents. All that is needed is the erection of small signs at the end of each street as shown below. No lines, no defacing, no disruption. Very simple and respectful to the character of the area.

If such a respectful approach is good enough for Stockbridge and Rosebank Colonies Conservation Areas, it is good enough for Abbeyhill Colonies Conservation Area. It is helpful to note the terms of the Conservation Area Character Appraisal which notes that "The development is set down at a lower level from London Road, with pedestrian access only down steps from London road on five of the streets. This provides a strong boundary and gives an impression of separation from the busy London Road and internal views are most dominant". The acknowledgement of the physical and visual separation of the colony area from the busier roads adjacent is clear. This separation, and the character and visual quality of the area would be damaged by the CPZ proposals as they stand.

Each colony street would be residents only parking but would also allow residents on Rossie, Maryfield and Salmond Place to park.

There is also concern about what CPZ zone the Abbeyhill Colonies would be in. Geographically we have little in common with the rest of Abbeyhill and are divided by London Road and the Meadowbank Retail Park. The only egress from the Colonies is onto Easter road and not to the rest of Abbeyhill but directly to the N2 CPZ Zone. Special consideration should be given to the Colonies to join the N2 CPZ zone as per the Council's original intention over 10 years ago, especially if same permit cost.

There are specific ideas we the undersigned have for the area which we're happy to discuss at a later time (7 day a week limitations on parking, specifics for Rossie Place etc).

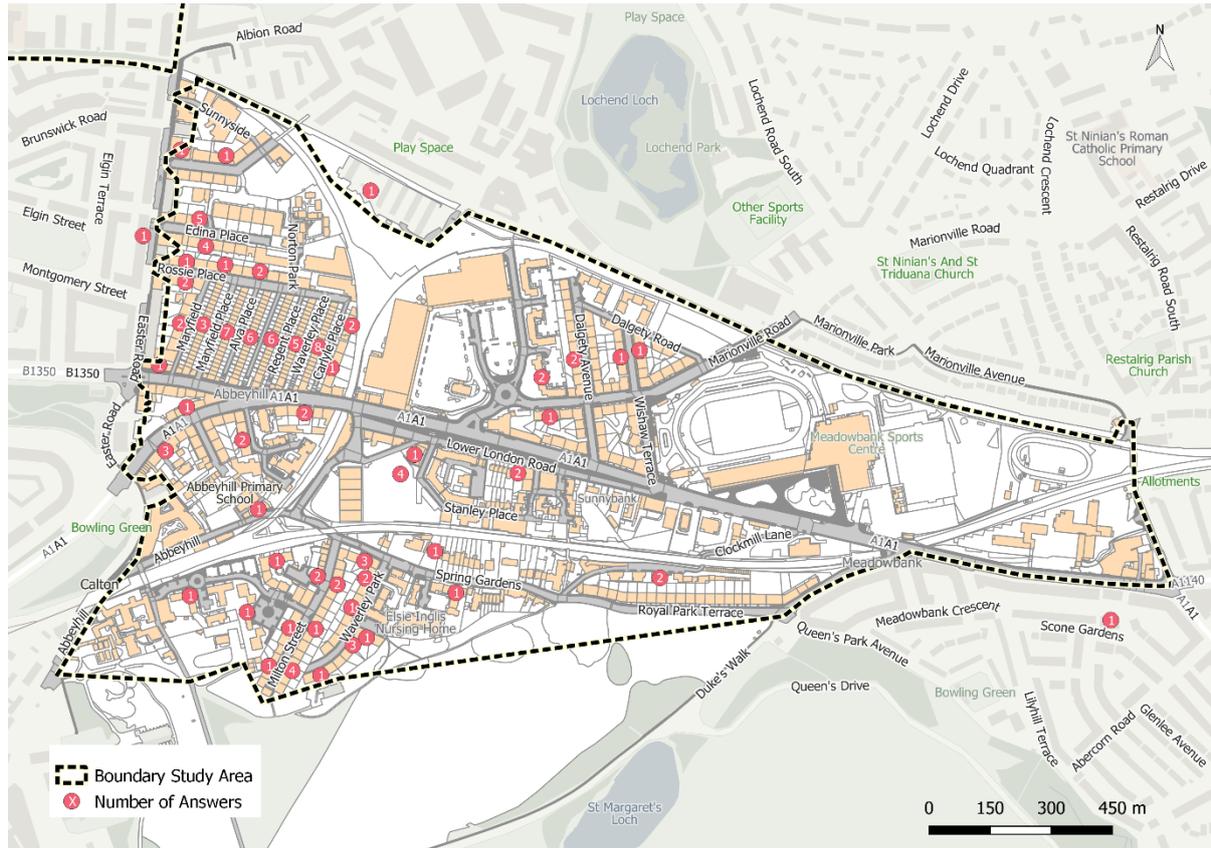
Lastly, it should be noted that the views of the relatively newly formed Abbeyhill Colonies Residents Association do not necessarily represent the views of the wider community as they have not discussed this with the wider community at this time. However, concerned residents have come together as an independent group, with the Colony of Artists who been involved in projects within the Abbeyhill Colonies Community for 15 years, in order to ensure our views are heard and to ensure that the Stockbridge model is implemented throughout the Colonies and our conservation status is preserved.

We attach relevant photos of Stockbridge, the Colonies, our written petition and a screenshot of those who signed "electronically". We have further results from a survey monkey poll we conducted which we can make available.

Do not put controlled parking or permit parking in our street. It is great for visitors, people utilising pilrig school and parking is fine. There must be another way for Edinburgh council to milk even more money from its residents and visitors you haven't thought of yet.

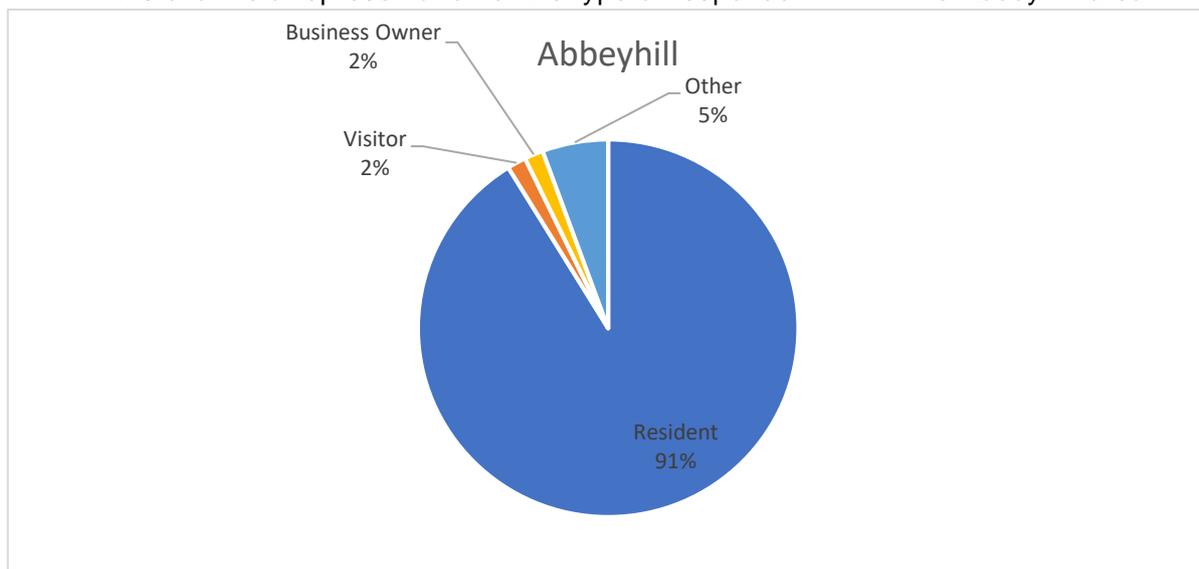
Appendix D – Online Survey Responder Location Maps and Analysis

1. ABBEYHILL



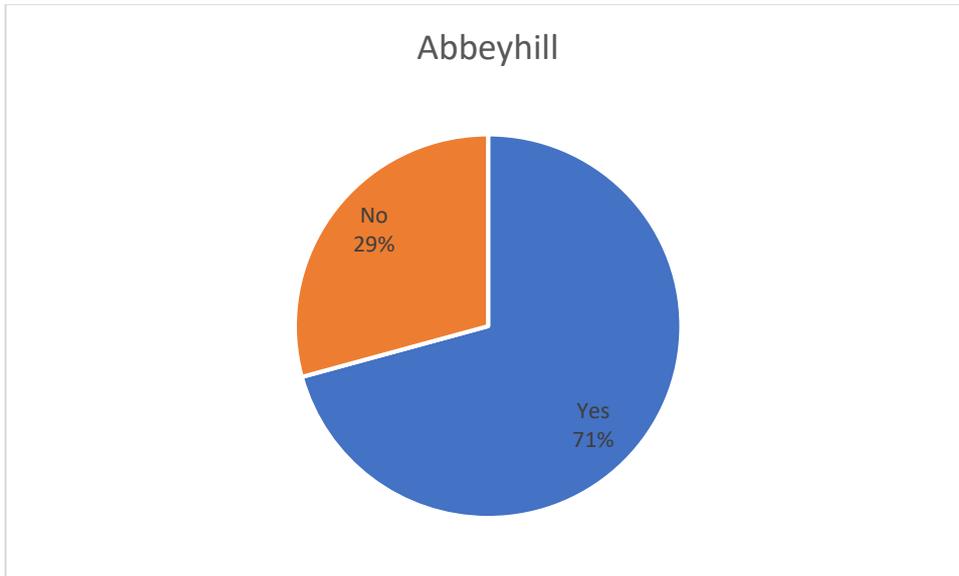
Number of responses (Abbeyhill)	Postcodes given	Postcodes within map area
125	122/125	113/122

This chart is a representation of the type of respondent within the Abbeyhill area.

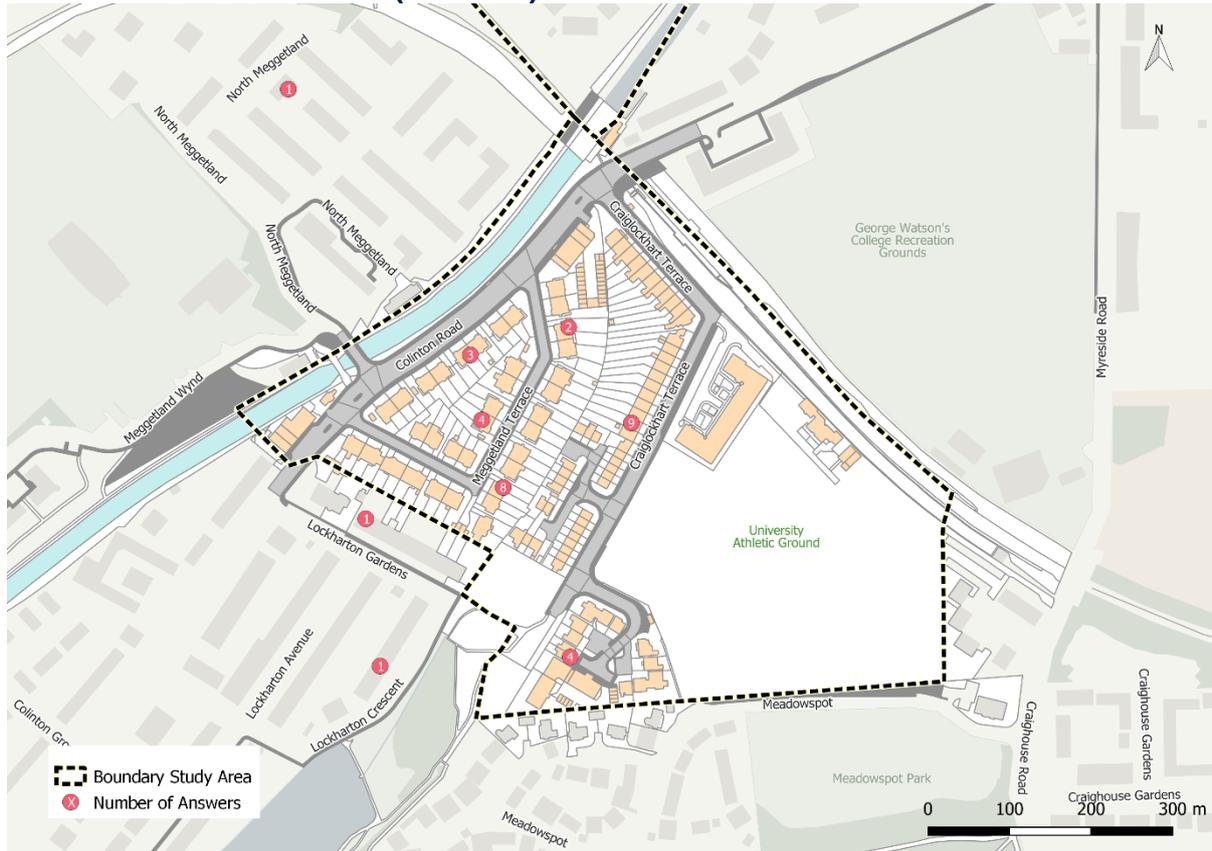


1. Of the responses received, 90% (114) were from people who stated they were a resident of the area. The 'other' 5% (5 responses) comprised of a Landlord, a community group, a resident' association, father of a daughter in the area, previous resident and a council employee.

2. 123 responders of the 125 respondents answered the question regarding if they face issues parking in this area. 71% replied Yes, while 29% replied No.

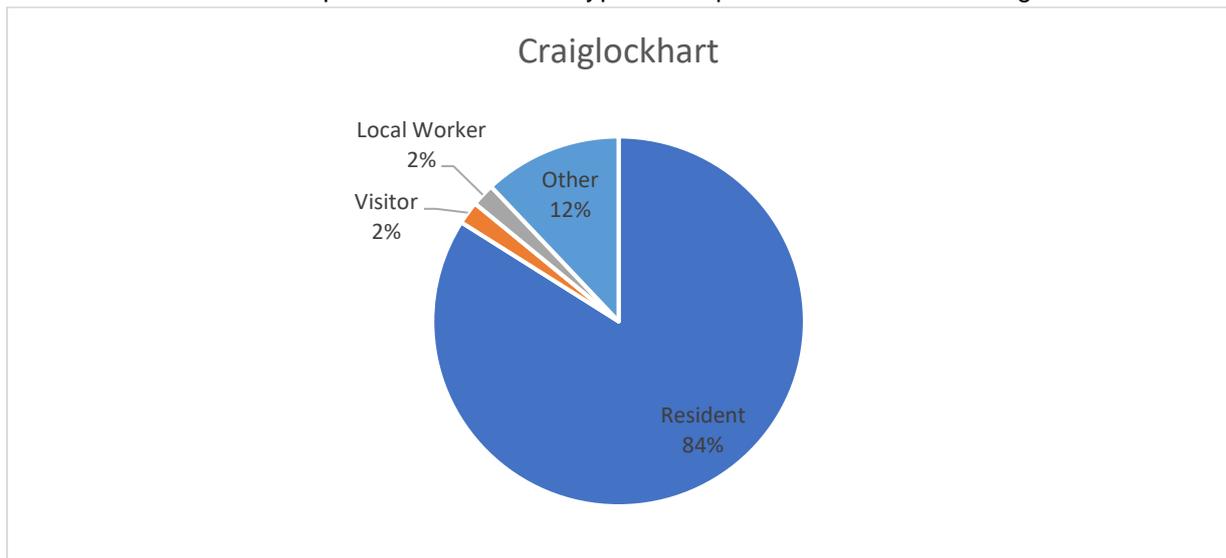


2. CRAIGLOCKHART (B8 PPA)



Number of responses (Craiglockhart)	Postcodes given	Postcodes within map area
50	47/50	33/47

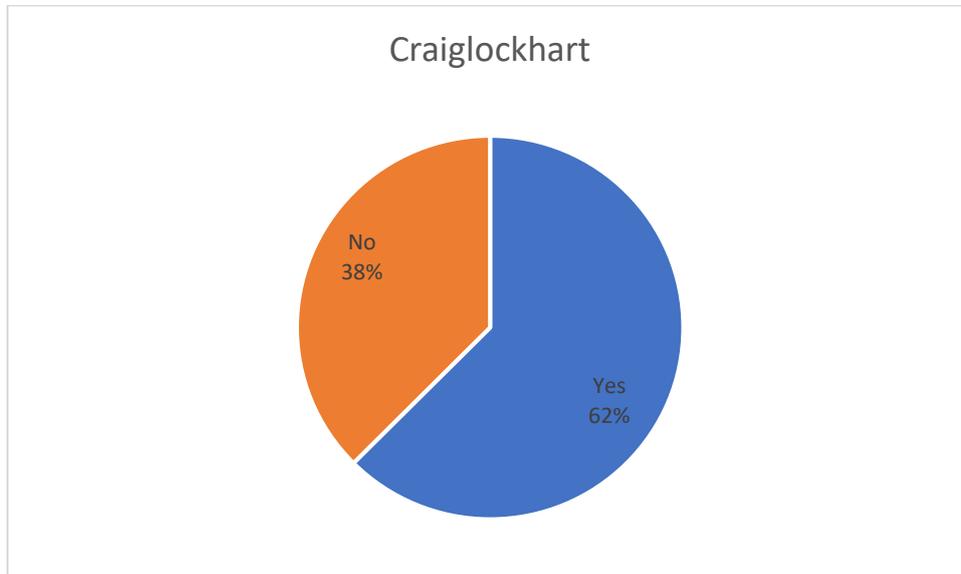
This chart is a representation of the type of respondent within the Craiglockhart area.



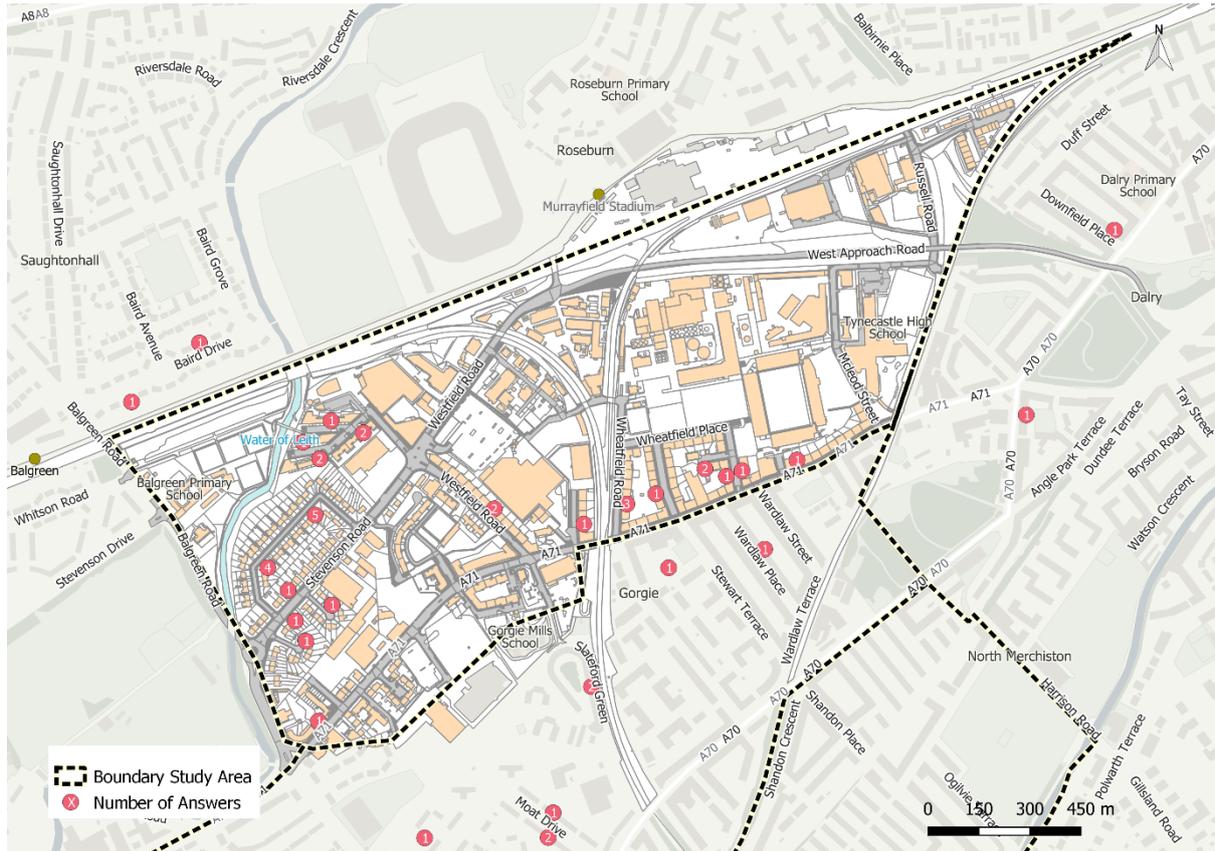
- 84% (42) responders stated that they were residents of the Craiglockhart area. One person said they worked locally in the area; another one was a visitor to the area. The six respondents who identified as other; four specified they lived just outside the

consultation area, one said he/she used the Leisure Centre and one mentioned it's their parent's area.

4. 48 responders answered the question regarding if they face issues parking in this area. 62% said they did face parking issues, while 38% suggested they do not.

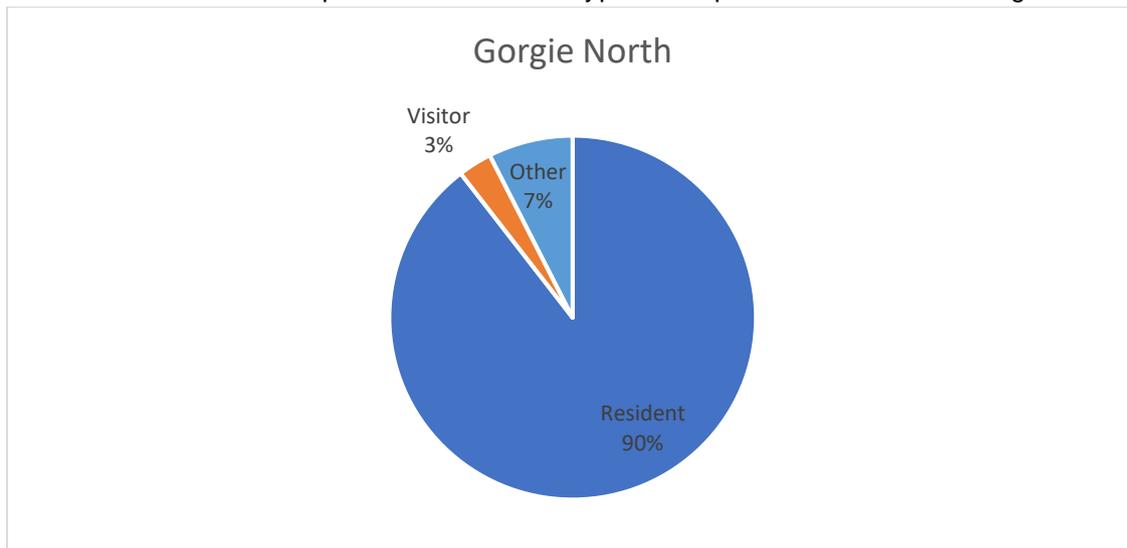


3. GORGIE NORTH



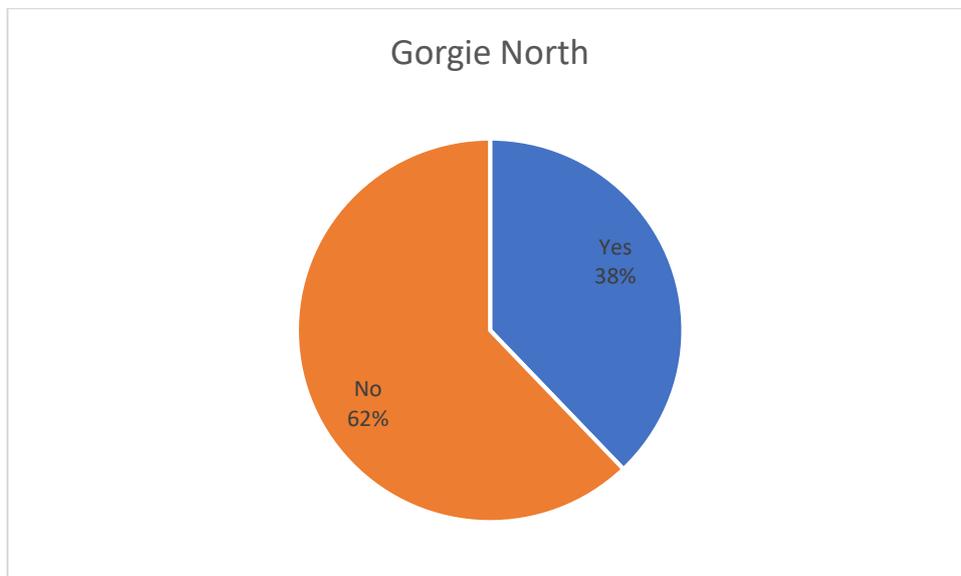
Number of responses (Gorgie North)	Postcodes given	Postcodes within map area
67	67/67	46/67

The chart below is a representation of the type of respondent within the Gorgie North Area

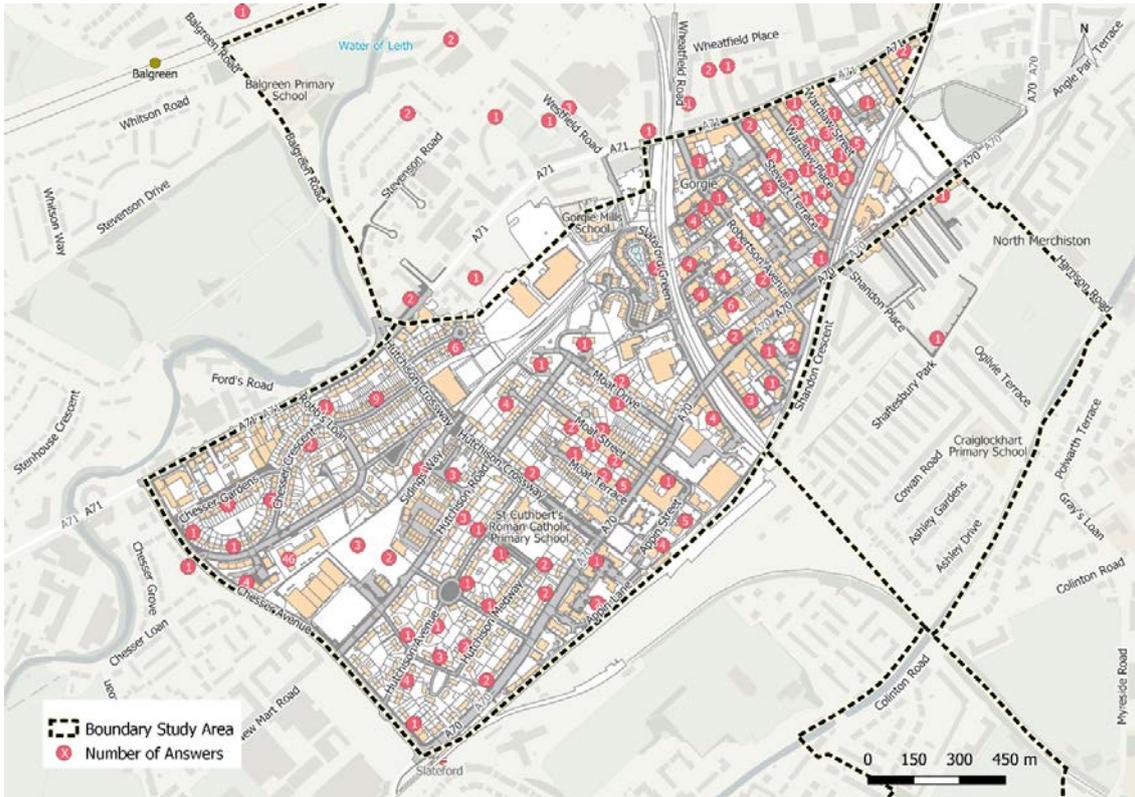


- 90% of respondents (60 people) stated that they were residents. Two people said they were visitors to the area and five people chose 'other'. The five responders who chose 'other' were, a doctor, a local school, someone who lives near the consultation area, parent of a schoolchild and landlord.

6. 66 out of the 67 respondents answered the question regarding if they face issues parking in this area. 62% said they did not experience parking issues, while 38% said they did.

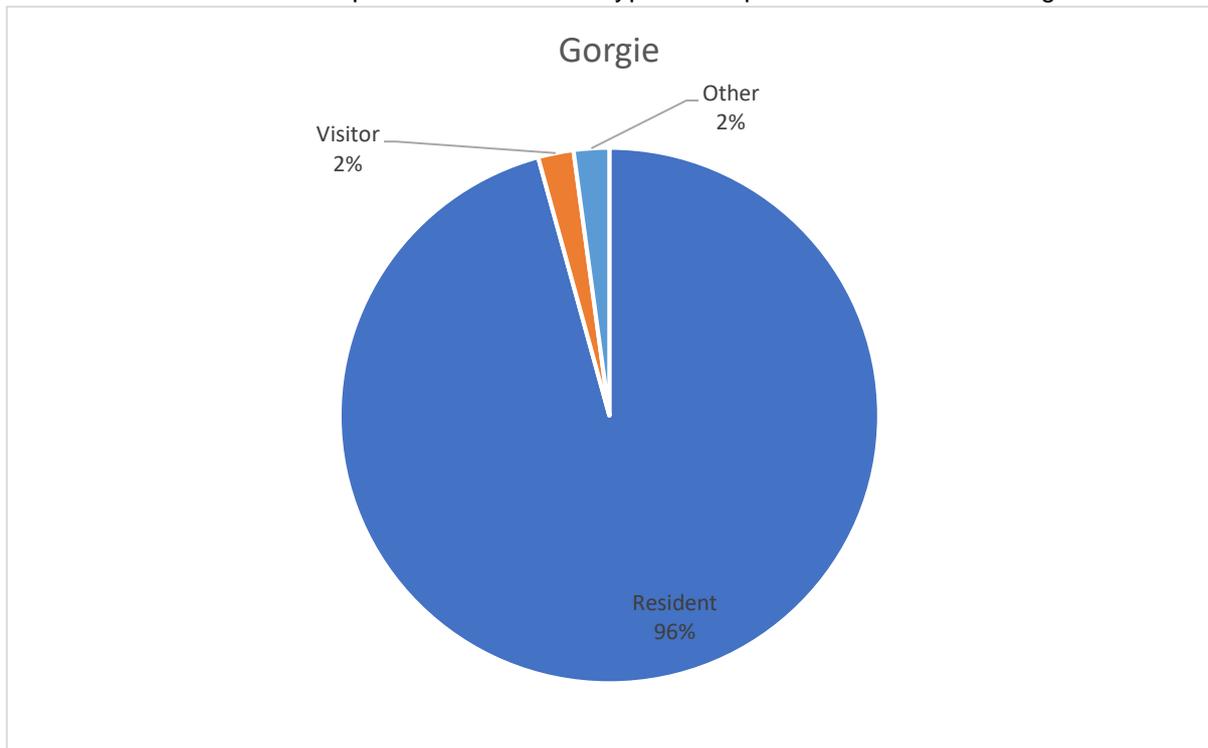


4. GORGIE

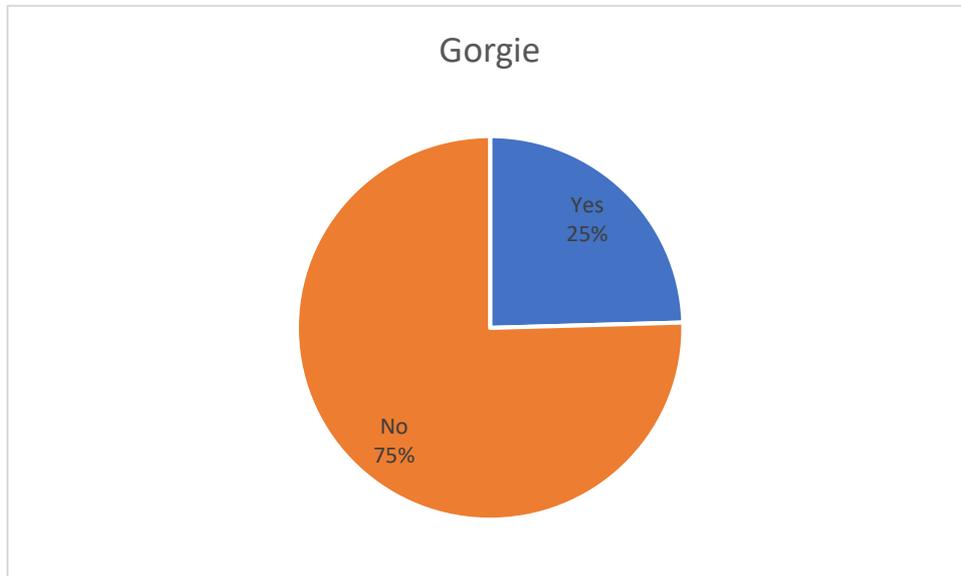


Number of responses (Gorgie)	Postcodes given	Postcodes within map area
282	275/282	264/275

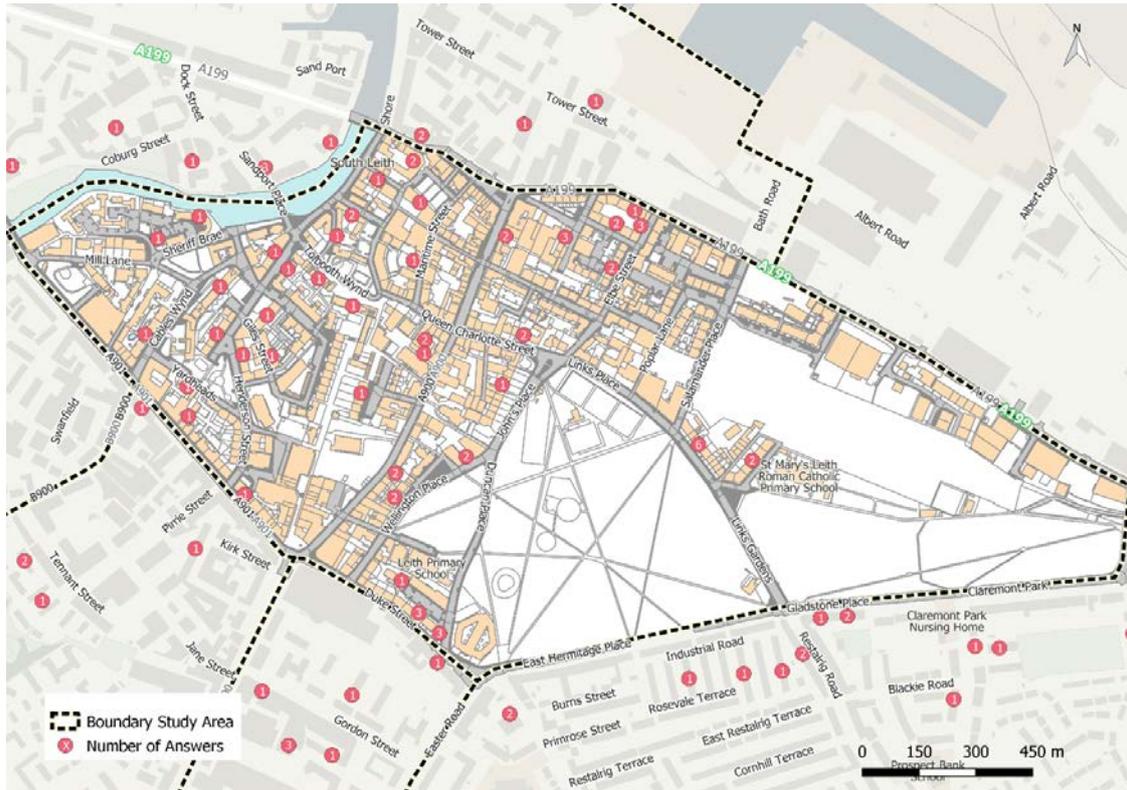
The chart below is a representation of the type of respondent within the Gorgie area



7. 96% respondents stated they were residents of the Gorgie area – this amounts to 270 people. Six people (2%) were visitors to the area and six people stated 'other'. These six consisted of a Landlord, a Resident Association, friend of resident, someone who identified as 'potentially effected' and someone who did not specify.
8. 281 respondent answered the question regarding if they face issues parking in this area. 75% said they did not experience parking issues, while 25% said they did.

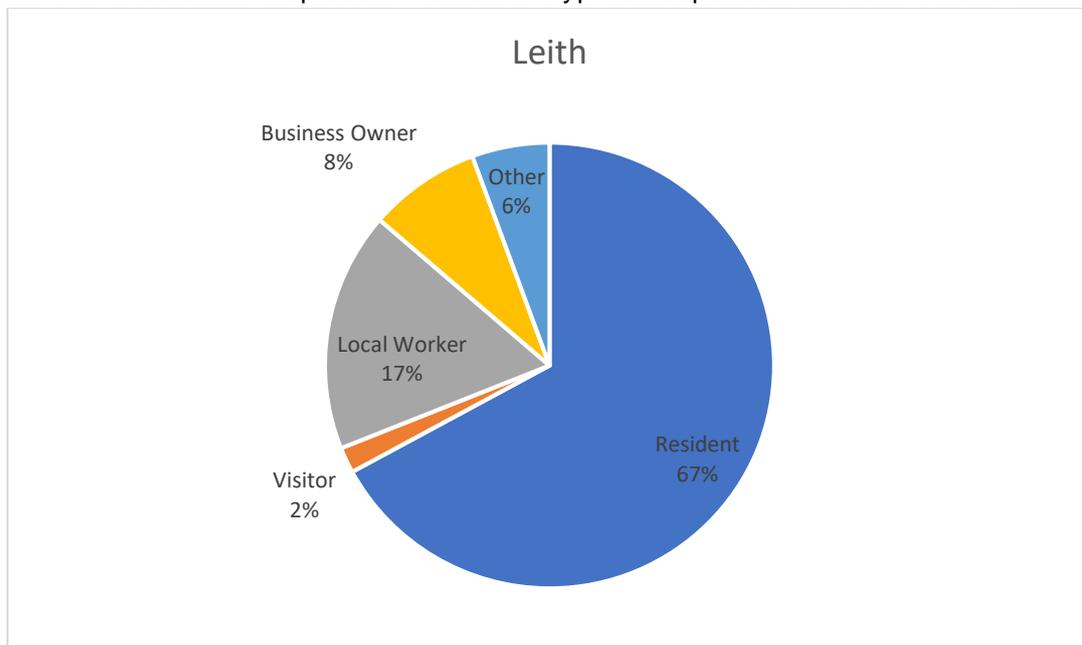


5. LEITH



Number of responses (Leith)	Postcodes given	Postcodes within map area
161	154/161	101/154

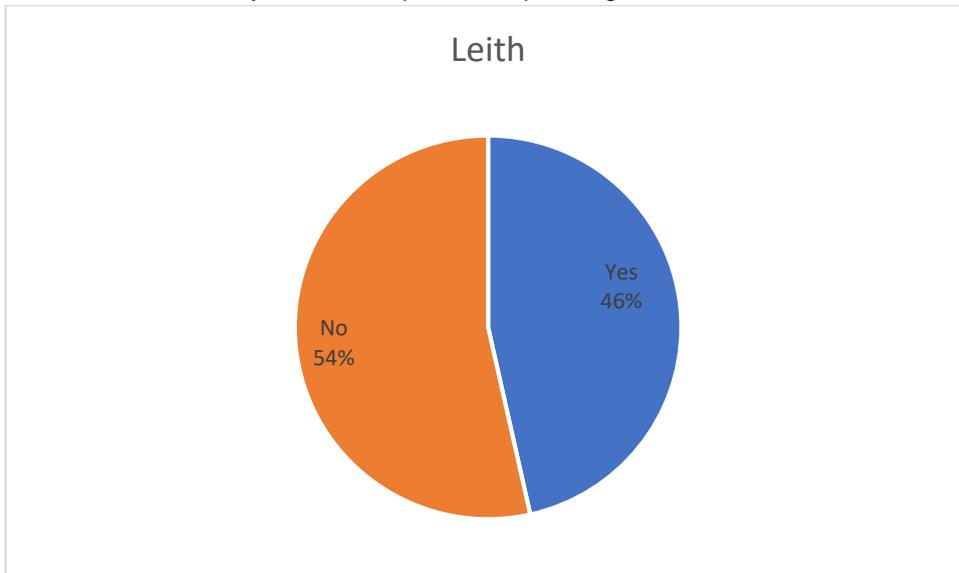
The chart below is a representation of the type of respondent in the Leith area.



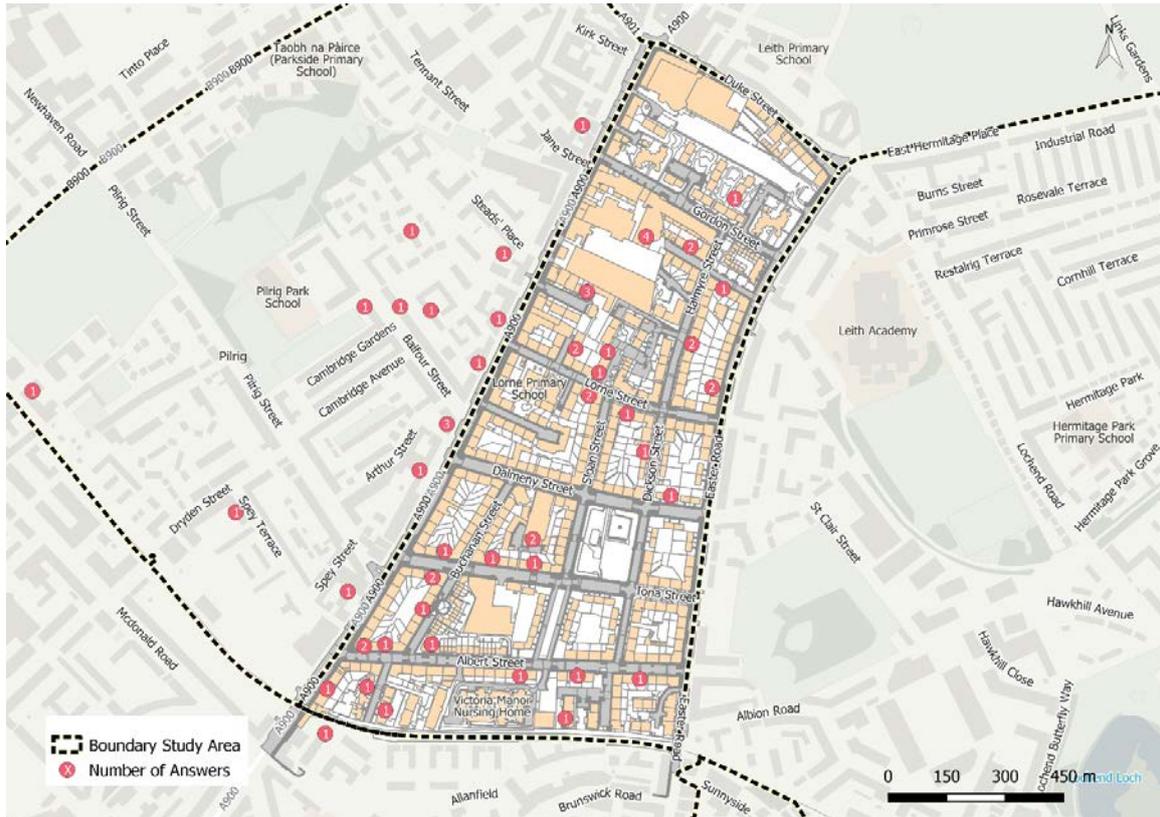
9. The majority of responder (67%) identified themselves as residents for the Leith area. 28 people (17%) stated that they work within the area, whilst 13 people (8%) said that they owned a business in the area. 3 people (2%) stated that they were visitors. Regarding the 9 people who chose 'other' (6%), 7 lived just outside the

consultation area, while 1 identified as a nurse and parent of a child who attends a school in the area, while another was a landlord..

10. 157 responders answered the question regarding if they face issues parking in this area. 54% said they did not experience parking issues, while 46% said they did.

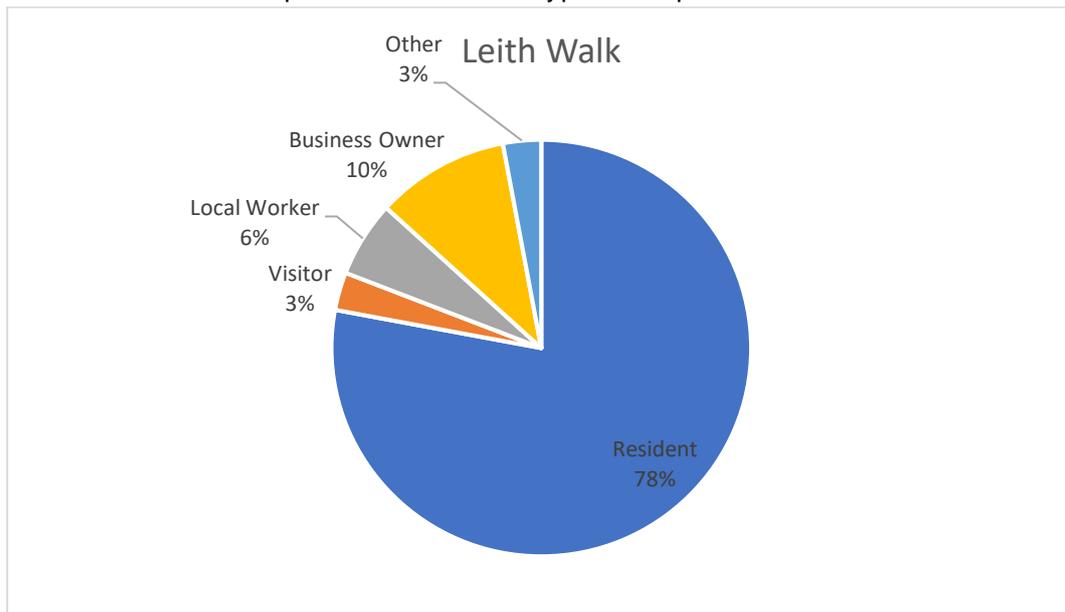


6. LEITH WALK



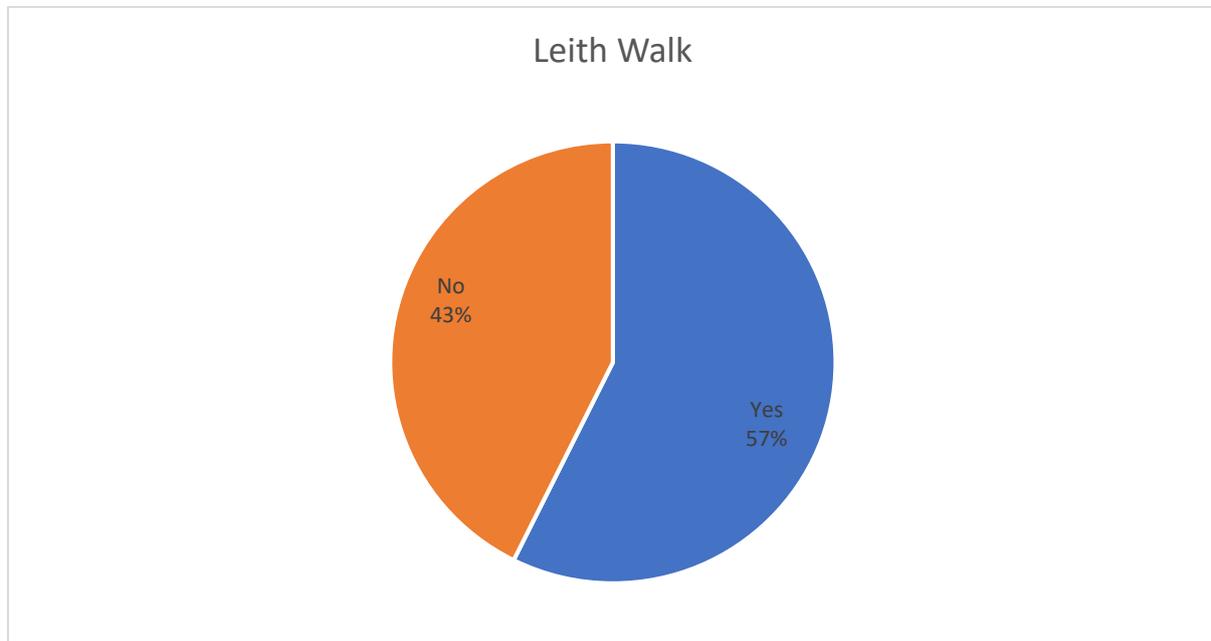
Number of responses (Leith Walk)	Postcodes given	Postcodes within map area
68	67/68	59/68

The chart below is a representation of the type of respondent within the Leith Walk area

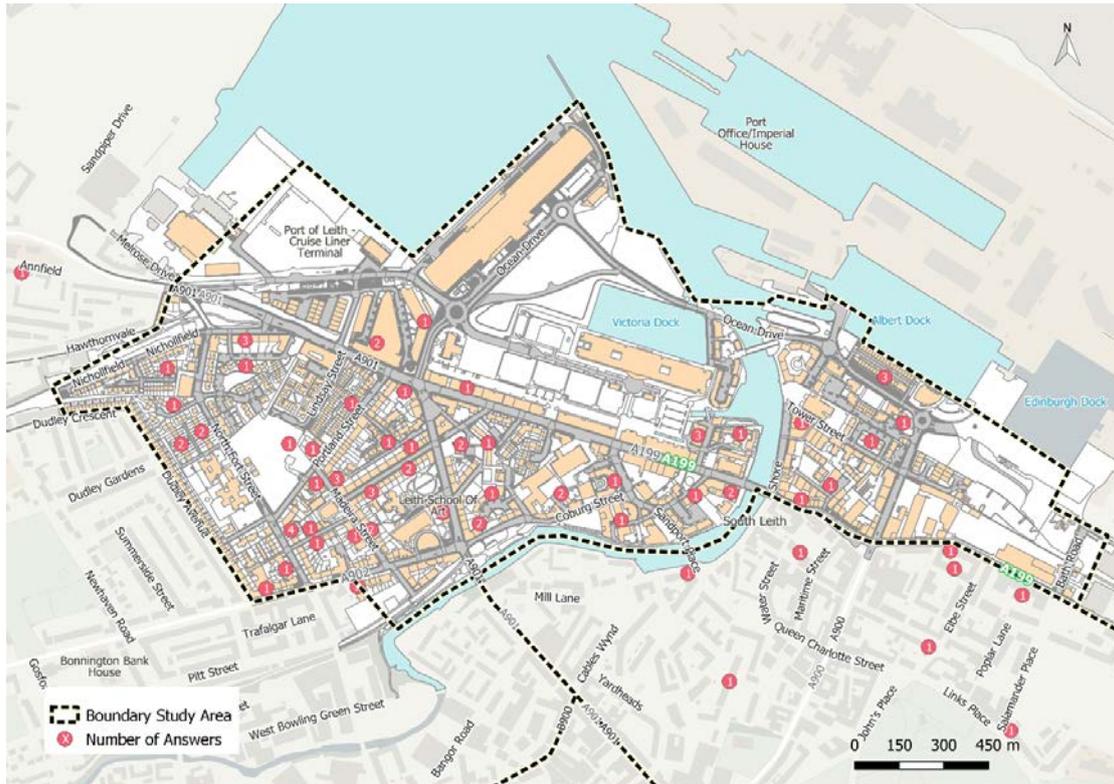


11. In total 53 people identified as residents of Leith Walk (78%). Seven responses (12%) came from business owners and four people (5%) from local workers. Two

- people (3%) were visitors. While, two people (3%) chose the 'other' and specified they were a Landlord in the area and resident nearby.
12. All 68 responders answered the question regarding if they face issues parking in this area. 57% said they did experience parking problems, while 43% said they did not.

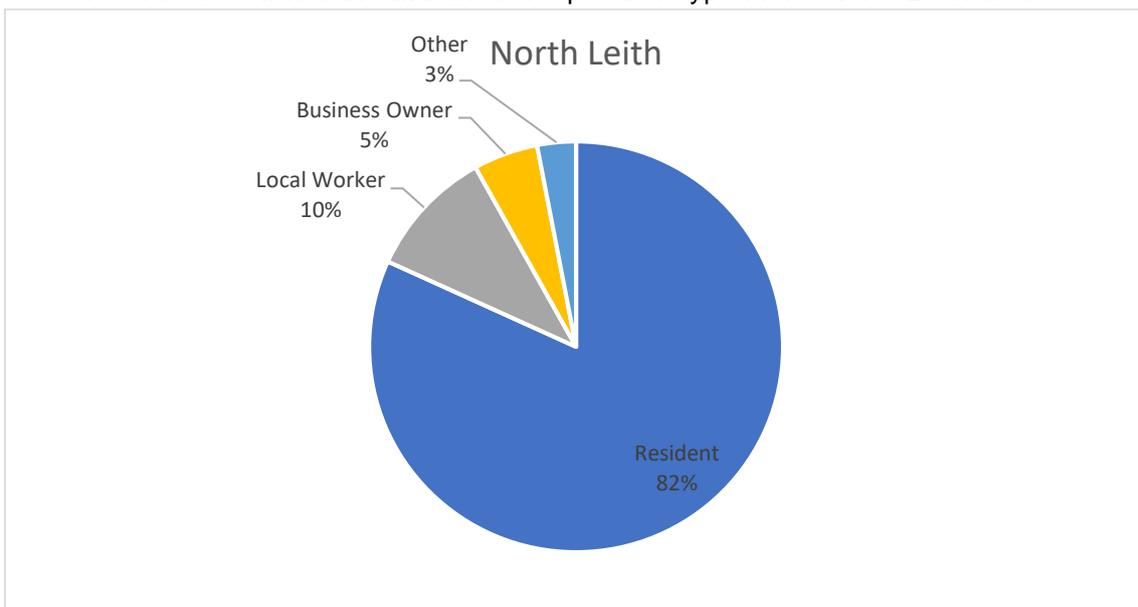


7. NORTH LEITH



Number of responses (North Leith)	Postcodes given	Postcodes within map area
99	98/99	79/98

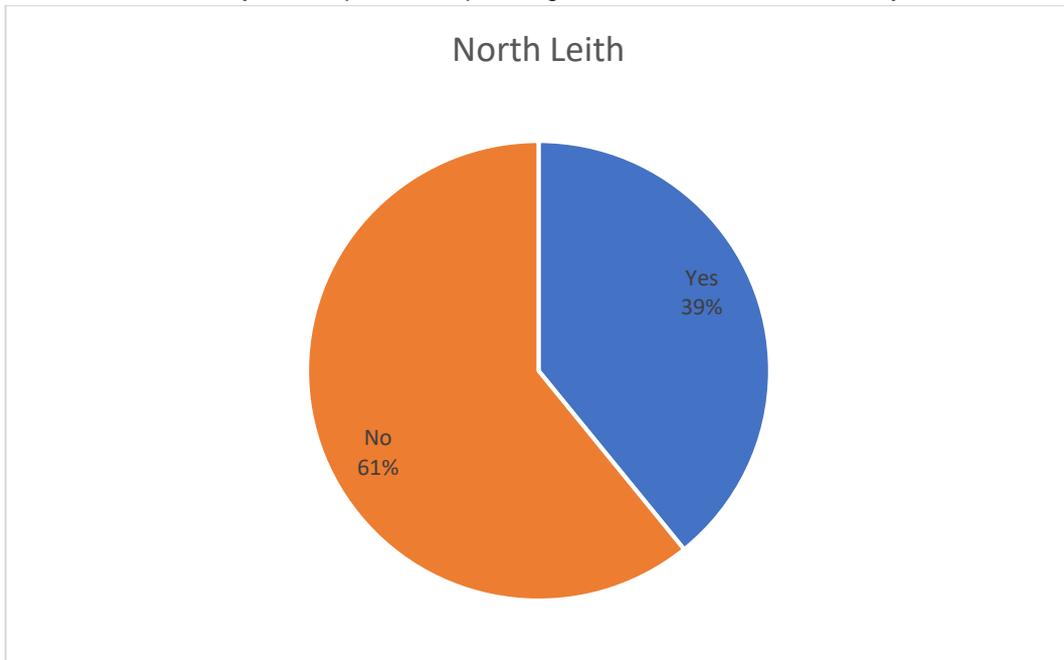
The chart below is a breakdown of respondent type in the North Leith area



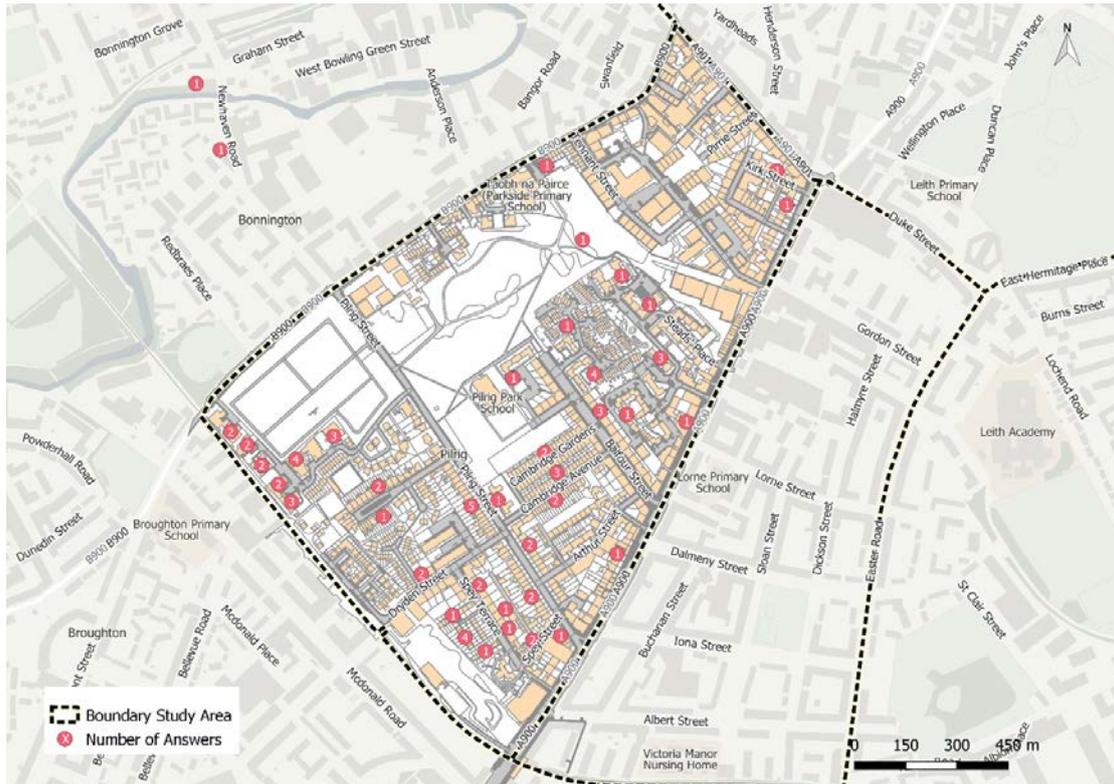
13. 82% (81) respondents for North Leith stated that they were a resident. Ten responses (10%) came from local workers and five (5%) were from business owners. Three respondents tagged as 'other'; one was a resident who is also a business

owner within the area, another identified as a doctor's surgery and one identified as a tenant.

14. 97 respondents answered the question regarding if they face issues parking in this area 39% said they did experience parking issues, while 61 said they did not.

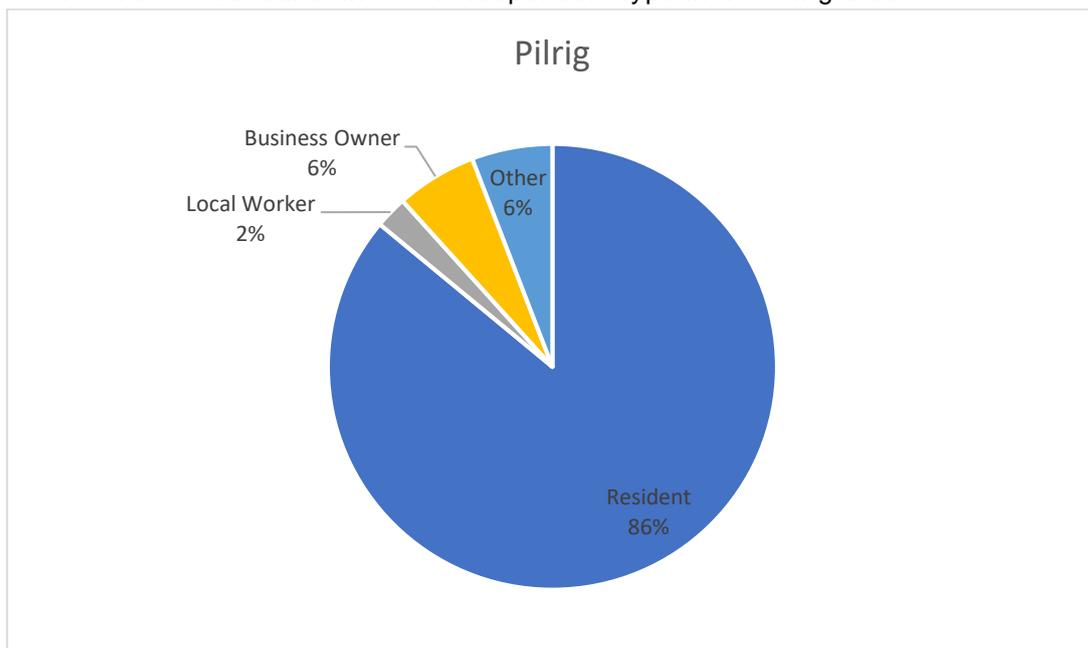


8. PILRIG



Number of responses (Pilrig)	Postcodes given	Postcodes within map area
86	80/86	77/80

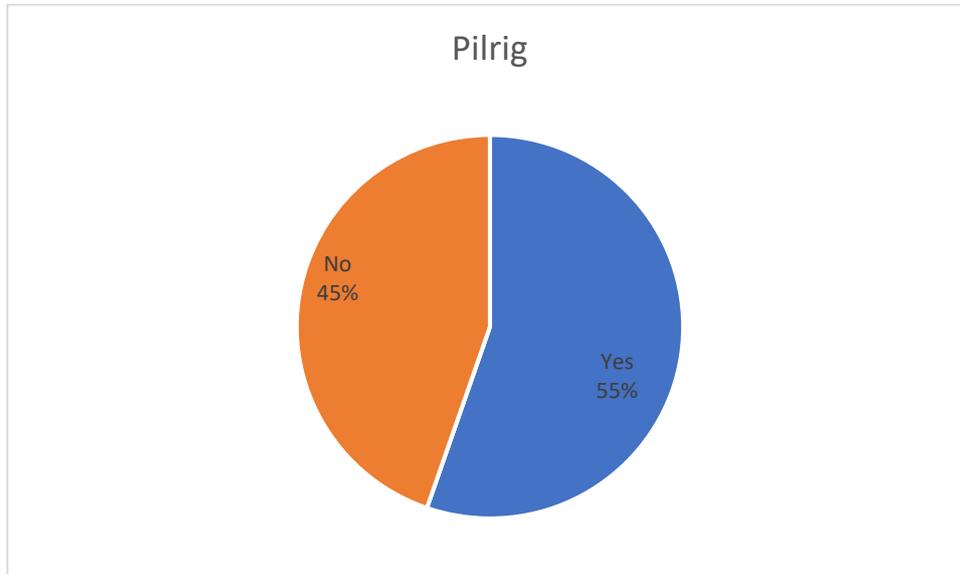
The chart is a breakdown of the respondent type in the Pilrig area



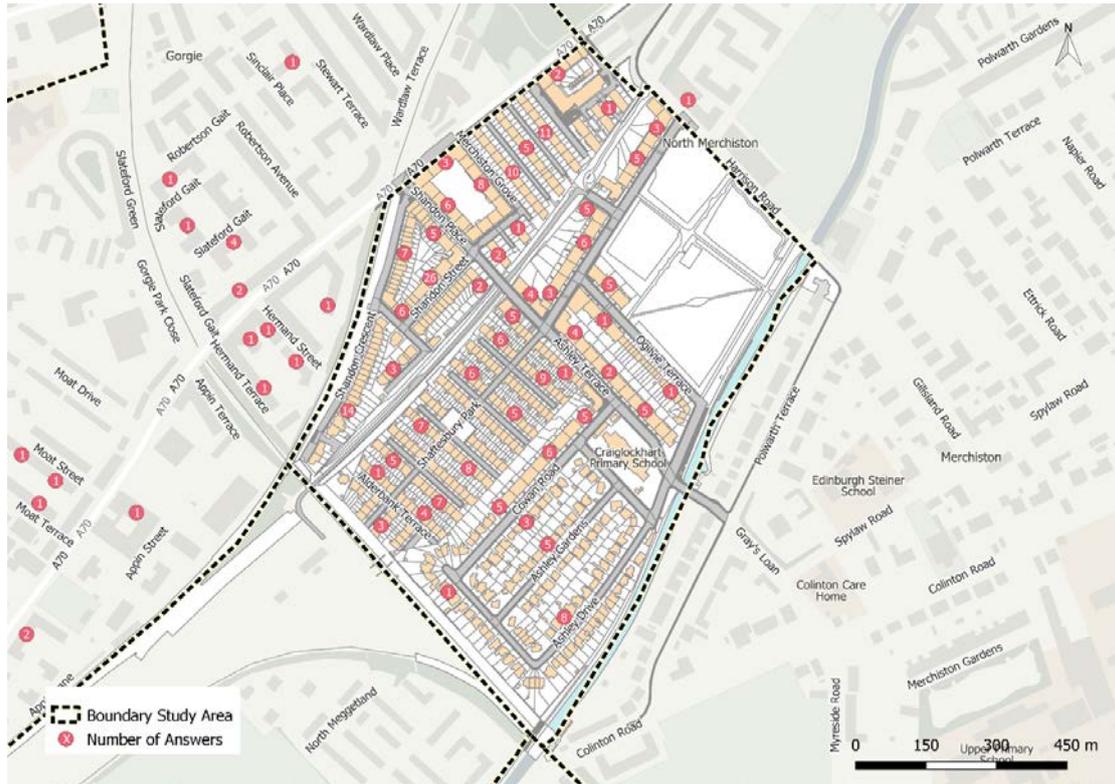
15. 86% of the respondents to the Pilrig area stated that they were residents, this amounts to 74 residents. Five responses (6%) came from business owners, two were from local workers and five identified as other. One was a church member, one was

someone who travels through area, one was an owner of a workshop, one was an owner of a lockup garage and another one did not specify.

16. 85 responders answered the question regarding if they face issues parking in this area. 55% said they did experience parking issues, while 45% said they did not experience parking issues.

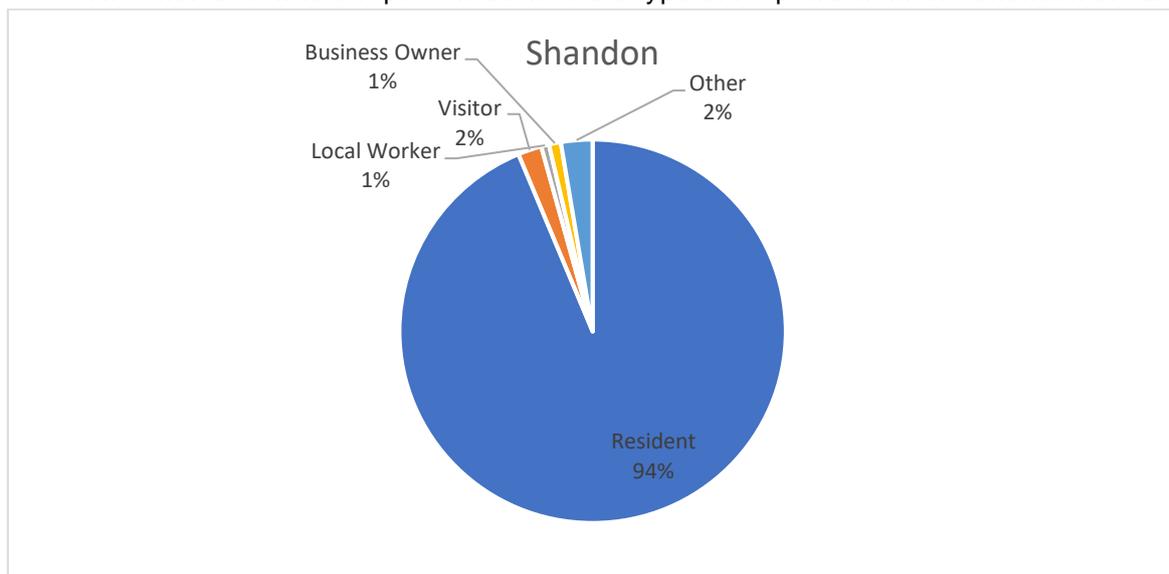


9. SHANDON



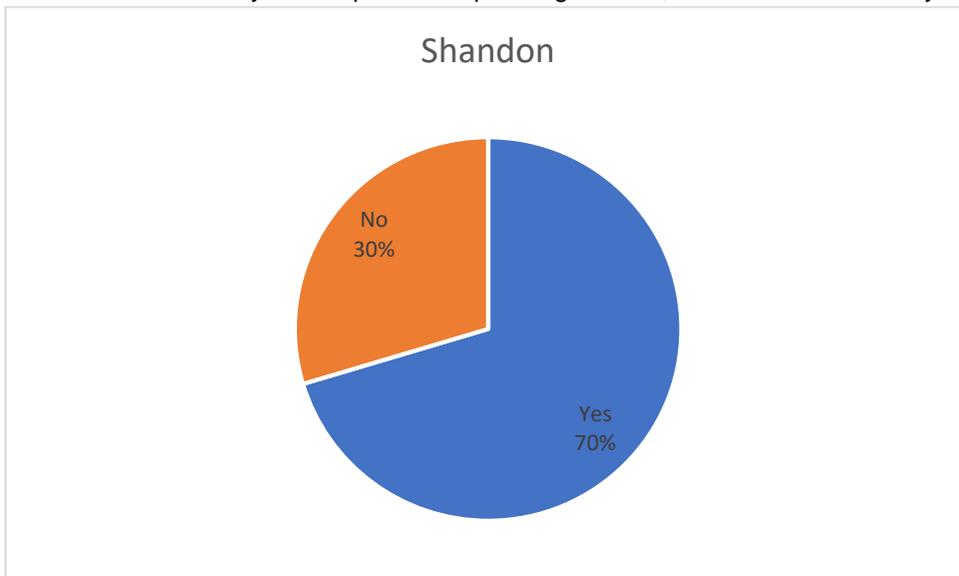
Number of responses (Shandon)	Postcodes given	Postcodes within map area
303	295/303	277/295

The chart below is a representation of the type of respondent in the Shandon area.



17. 284 respondents (94%) stated to be residents of the Shandon area. Two (1%) people said they worked locally and three (1%) said they owned a business in the area. Six people (2%) stated they were visitors. Of the eight (2%) who chose 'other', one of them still identified as a visitor, another one still a resident, another provided childcare, and four were unspecified.

18. 297 respondents answered the question regarding if they face issues parking in this area. 70% said they did experience parking issues, while 30% said they did not.



10. 'NONE'

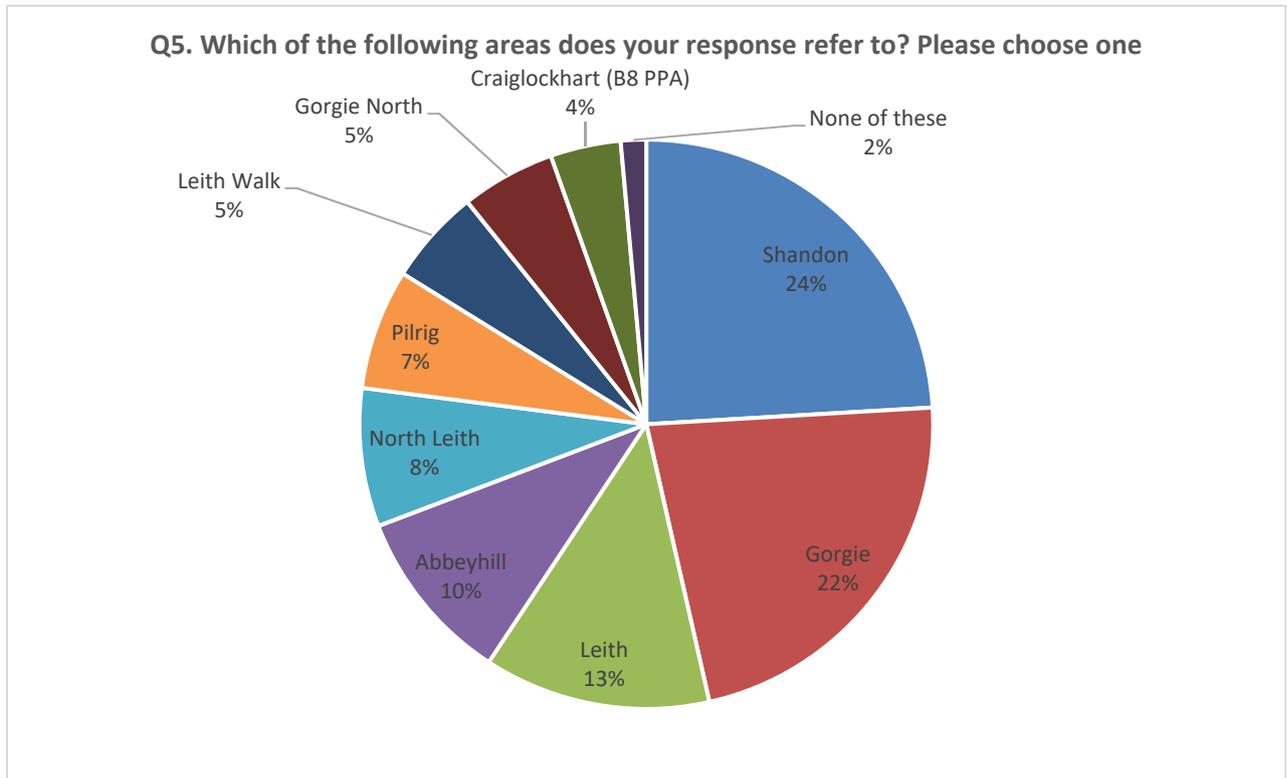
19. 18 responders stated that that they were not replying to a specific area, but 12 out of the 18 still stated that they were residents. 3 responses stated that they were visitors, while 3 stated the other category. One was a parent of a disabled person in the Slateford area, another identified as a resident already in a CPZ, while another identified as a landlord.

Appendix E – Online Survey Analysis

1. SURVEY FINDINGS

Q1-4. These are personal questions: Name, Address, Postcode and Email address.

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



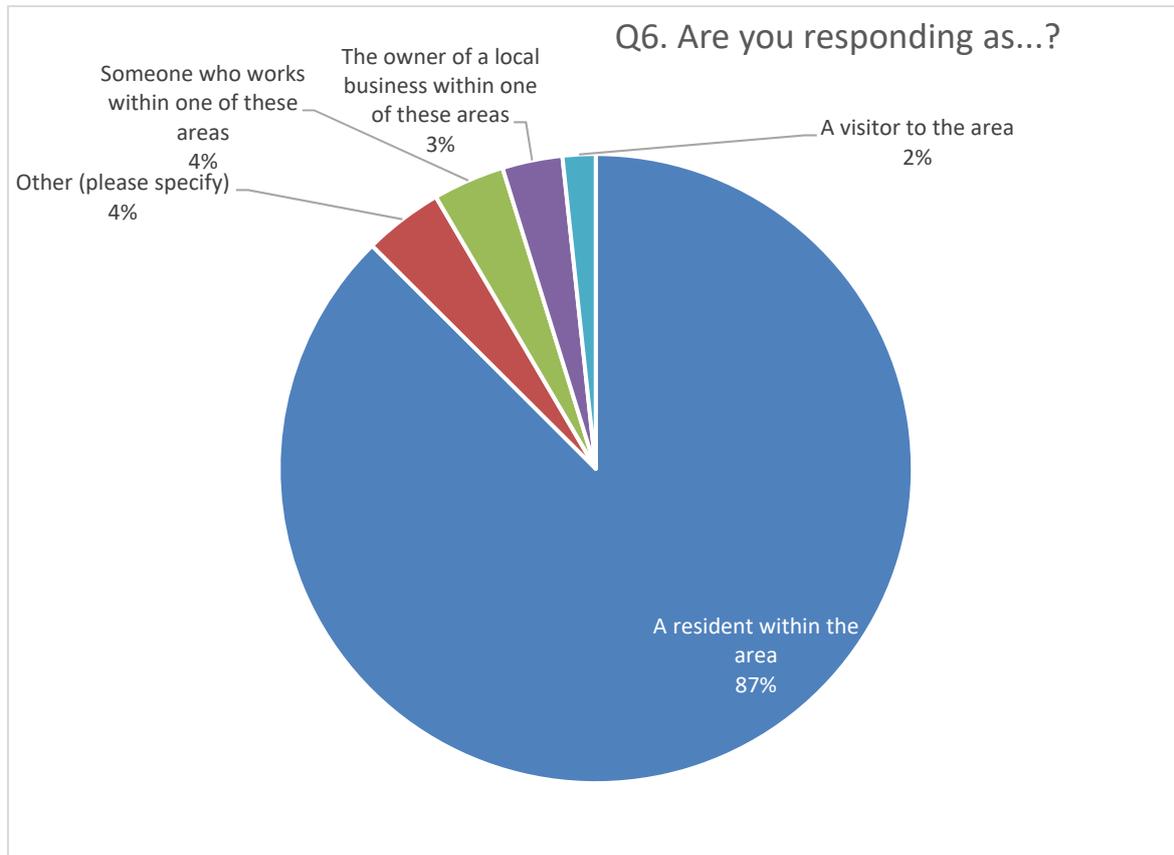
1.1.1 The majority of responses came in response to the Shandon and Gorgie areas, though as with the interactive map, there were a lot of responses for Gorgie whereby several responses came from a pocket of people who only gave their first name (different in each case), first half of the post code and gave an almost word for word reason for objection.

1.1.2 In total 46 out of 282 responses were recorded for Gorgie in this style. All responses have been included as entries by a single individual, although the responses are very similar. As only the first half of a postcode has been provided (E14 only), we cannot guarantee that these are individual residents of the affected Gorgie area. However, all of them ticked the 'resident within the area' option and have been treated as such.

1.1.3 In total 1259 responses were recorded. Below is a breakdown of the numbers by area:

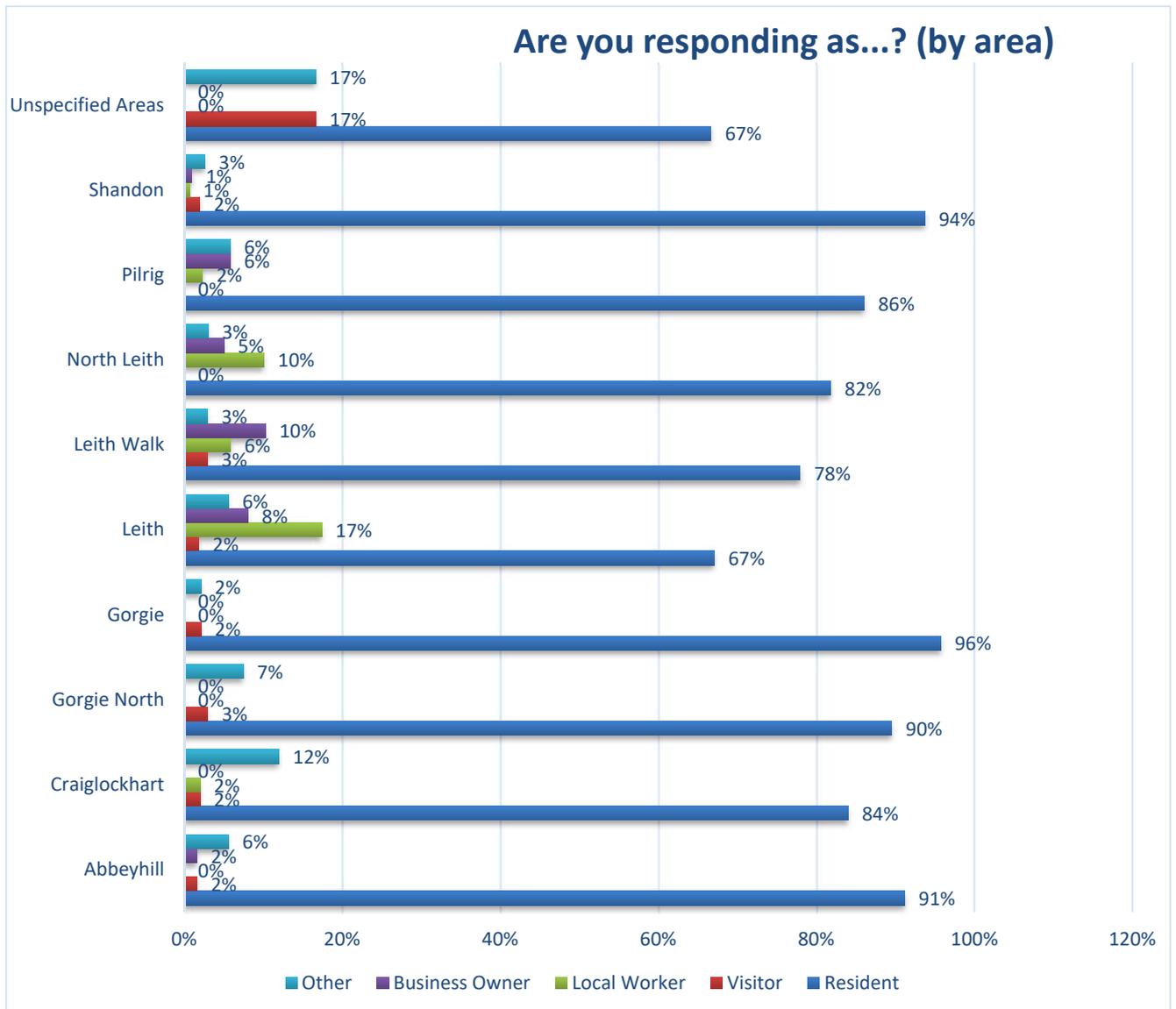
Shandon (24%)	303
Gorgie (22%)	282
Leith (13%)	161
Abbeyhill (10%)	125
North Leith (8%)	99
Pilrig (7%)	86
Leith Walk (5%)	68
Gorgie North (5%)	67
Craiglockhart (4%)	50
None of these (2%)	18

Q6. Are you responding as...?



1.1.4 Vast majority of respondents identified as residents of the area they were responding to. In total 1098 people (87%) identified as residents within the area. 54 responses (4%) came under the 'other (please specify)' category. Respondents in this category included Landlords, Resident Associations, local schools, doctors etc.

1.1.5 Below is a graph depicting the breakdown of respondent types by area. (Note: Some respondents did not specify to which area they were answering from, but still stated that they were a resident. Possibly a mis-click.

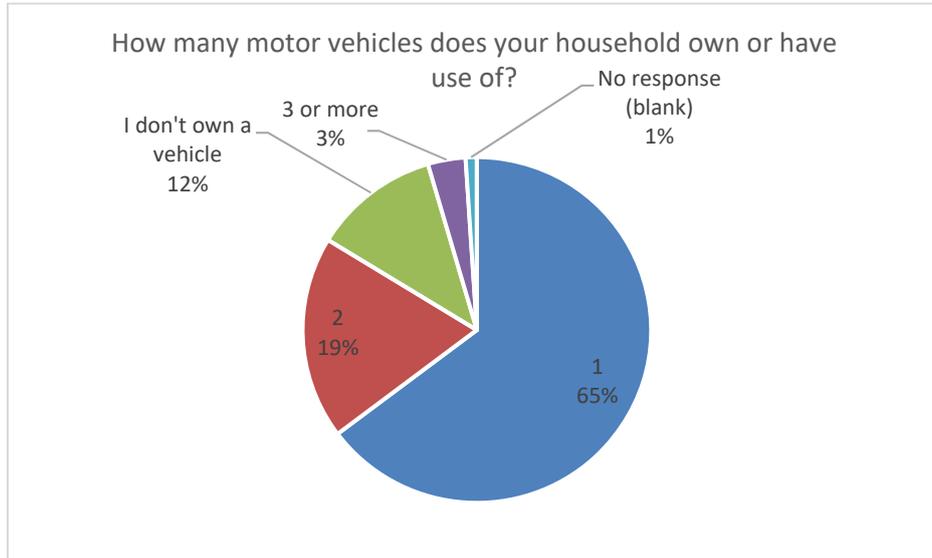


1.1.6 Gorgie has the highest proportion of resident responses at 96%, followed closely by Shandon at 94%.

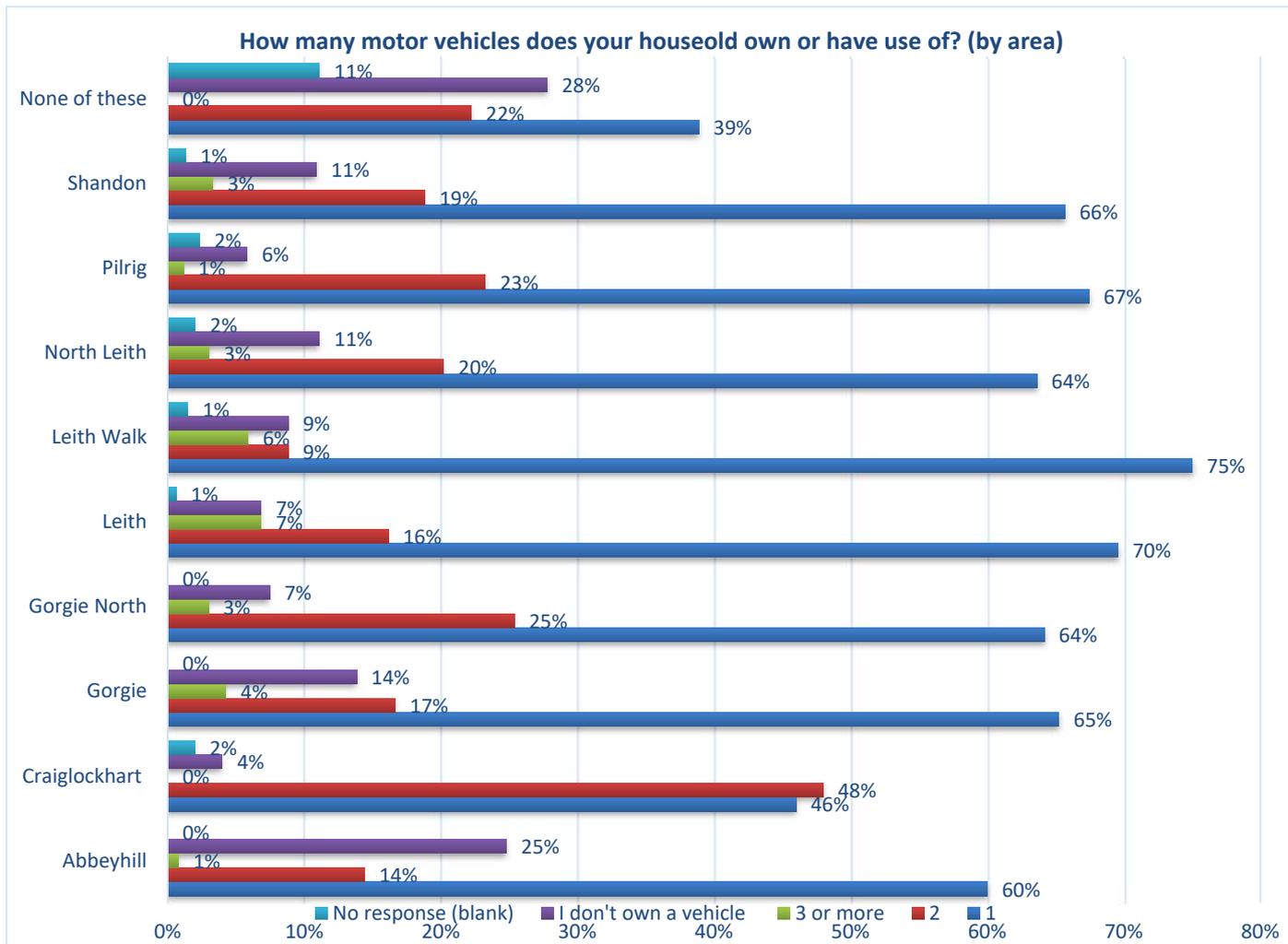
1.1.7 A high proportion of those whose responses did not specify which particular area they were concerned with were visitors or in the other category.

1.1.8 Leith, North Leith and Leith Walk all have a high proportion of respondents who work within the area or own a local business.

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



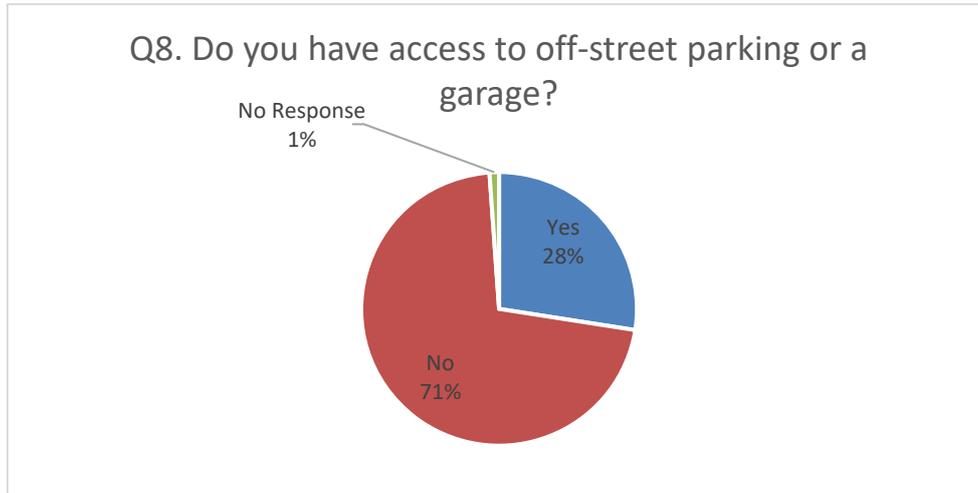
1.1.9 The majority (65%) of respondents only have or use one vehicle. This equals 815 people out of the 1259 responses. Almost a fifth of respondents (19%) own or have use of two cars. While, approximately an eighth (12%) do not own a vehicle.



1.1.10 Vehicle ownership in Craiglockhart is the highest amongst respondents, with 94% owning or having use of a vehicle. Interestingly, almost half of respondents (24 out of the 50 people from Craiglockhart) own 2 vehicles.

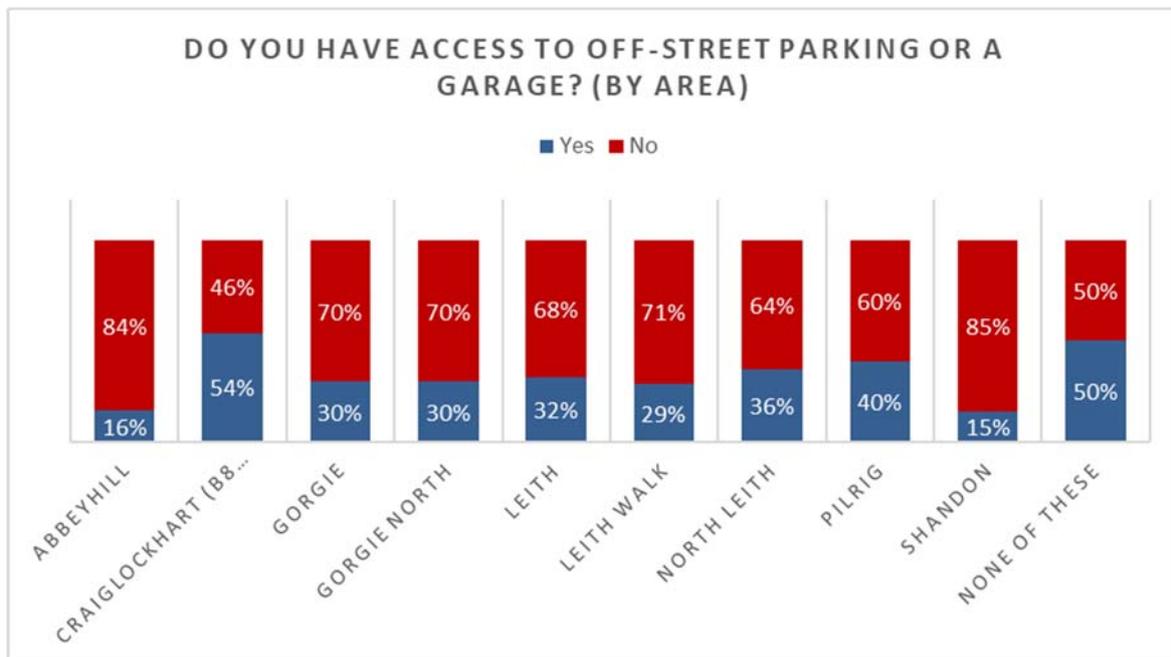
1.1.11 Meanwhile, 28% of those from unspecified areas and 25% of Abbeyhill respondents do not own a vehicle.

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



1.1.12 In total 899 (71%) of respondents stated that they do not have any access to off-street parking or a garage. While 346 (28%) said they do have access to off-street parking or a garage. 14 responses (1%) were left blank.

1.1.13 This information is broken down by area below:



1.1.14 The two main areas where respondents said they do not have access to off-street or garage parking are the Abbeyhill and Shandon areas. Meanwhile, just over half of residents responding from Craiglockhart (54%) said they do have access.

1.1.15 The chart above is represented by figures below:

Do you have access to off-street parking or a garage? (by area)	Yes	No	Total
Abbeyhill	20	105	125
Craiglockhart	27	23	50
Gorgie	85	197	282
Gorgie North	20	47	67
Leith	51	110	161
Leith Walk	20	48	68
North Leith	36	63	99
Pilrig	34	52	86
Shandon	44	259	303
None of these	9	9	18
Total	346	913	1259

1.1.16 As the table indicates those highest number of people who responded to the survey while having access to off street parking tend to come from Gorgie area (85 people out of 282 people) but this figure accounts for 30% the area as a whole as the bar graph shows.

1.1.17 Despite most survey responses coming from the Shandon area (303 responses), proportionally, respondents from this area had the least off-street parking availability for residents at 15% (only 44 people out 303).

1.1.18 The chart below looks at the answers given by the 346 respondents that said they do have access to off street parking or a garage. This information is cross tabulated with the area they live in and the number of cars they own or make use of (Q7). The total number of respondents with access to off street parking in each area is included in the bottom row.



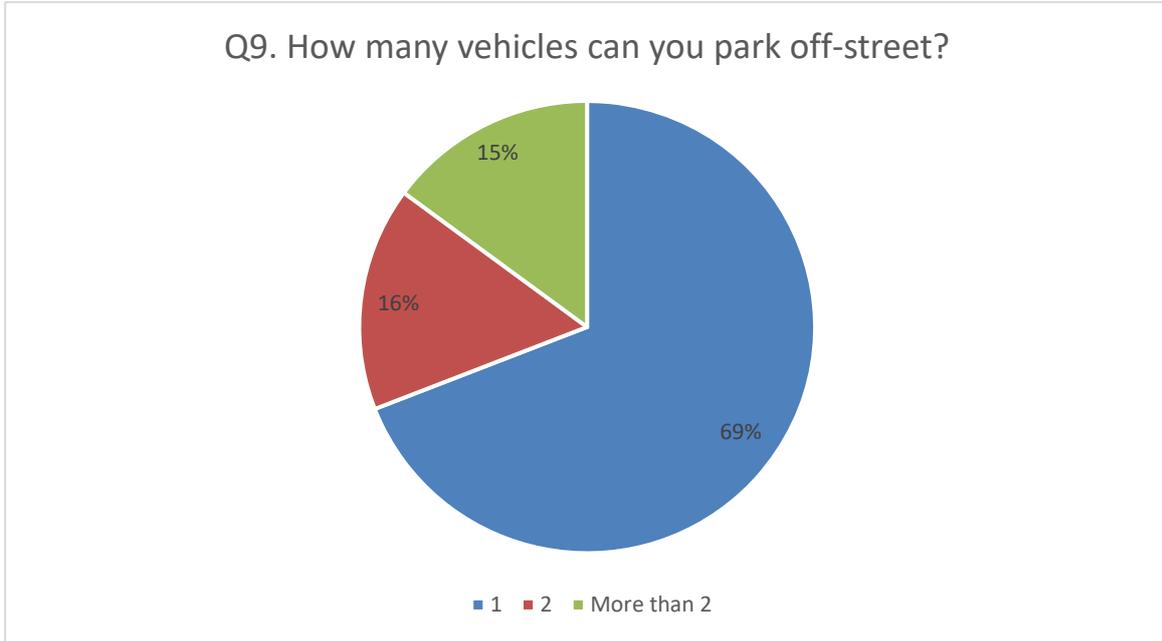
Area	1	2	3+	I don't own a vehicle
Abbeyhill	40%	30%	5%	25%
Craiglockhart (B8 PPA)	30%	63%		7%
Gorgie	59%	21%	11%	9%
Gorgie North	50%	50%	0%	0%
Leith	67%	16%		8%
Leith Walk	65%	15%	10%	10%
North Leith	50%	31%	6%	14%
Pilrig	71%	26%		0%
Shandon	45%	34%	7%	14%
Unspecified Areas	44%	33%	0%	22%

1.1.19
Above
shows the
relative

percentages of the 346 respondents within each area while owning 1,2 or more than 2 vehicles.

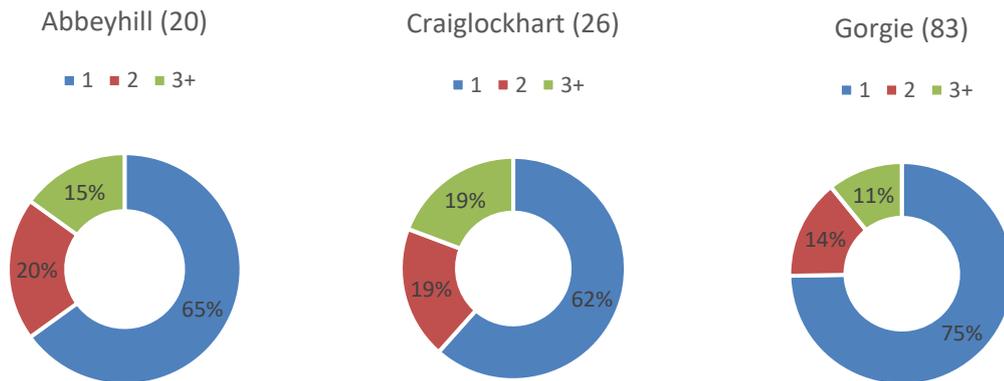
1.1.20 Craiglockhart and Gorgie North stand out as areas where households own or make use of 2 or more cars also have access to off-street parking/garage. Meanwhile, despite respondents in Abbeyhill and residents outside these areas saying they do not own a car, 25% of those in Abbeyhill and 22% say they do have access anyway.

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



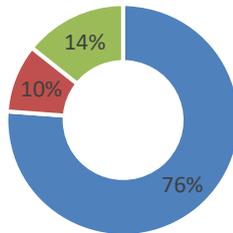
1.1.21 This question was only viewable if respondents stated they do have access to off-street parking. Out of the 346 responses that stated they do have access to off-street parking in Q8, 343 responses were recorded for Q9, therefore 3 were left blank. Of those 229 said they could park one vehicle, while 55 people (16%) said they could park 2 vehicles and 50 people (15%) said they could park more than 2 vehicles.

1.1.22 The donut charts below show all 343 responses divided by the area they live in. In brackets are the number of respondents recorded from each area.



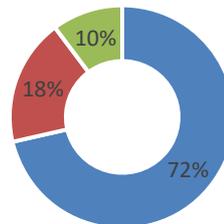
Gorgie North (21)

■ 1 ■ 2 ■ 3+



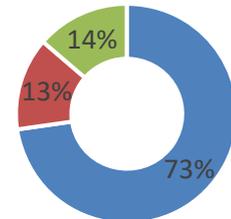
Leith (49)

■ 1 ■ 2 ■ 3+



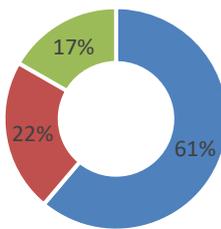
Leith Walk (22)

■ 1 ■ 2 ■ 3+



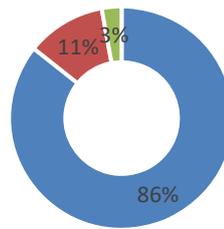
North Leith (36)

■ 1 ■ 2 ■ 3+



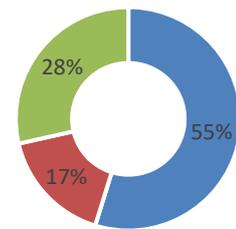
Pilrig (35)

■ 1 ■ 2 ■ 3+



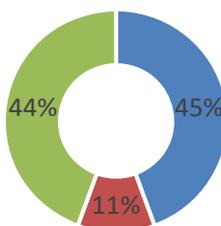
Shandon (42)

■ 1 ■ 2 ■ 3+



None of these (9)

■ 1 ■ 2 ■ 3+



1.1.23 Pilrig has the highest percentage of respondents who can park only one car off street. This is followed by Gorgie, Gorgie North, Leith and Leith Walk areas, all of which have a similar rate of access to off-street parking for only one car.

1.1.24 Interestingly, despite Shandon respondents indicating the least off-street parking available overall – for those who do have access, approximately 45% can park 2 or more cars. Meanwhile, in Craiglockhart 38% can park 2 or 3+ cars despite 63% saying they own 2 cars while having access to off-street parking.

Q10. and Q11. – Car Club Membership

1.1.25 Q10 asked if people were members of the City Car Club programme, to which 1183 people (94%) stated that they were not. Of the 1,259 people who answered this question, only 61 people (5%) are members. 15 people (1%) did not answer the question.

1.1.26 Of the 1,183 people that answered they were not members, only 79 people (7%) stated that they would join if more Car Club vehicles were available near them. 66 people (6%) left the answer blank, while 1038 people (88%) said they would not.

Q10. Are you a member of the City Car Club?	Yes	No	No response (blank)
	5%	94%	1%
Q11. Would you join the City Car Club if there were Car Club vehicles near you? (answered no to Q10.)	Yes	No	No response (blank)
	7%	88%	6%

Q12. Do you experience parking problems in your area?

1.1.27 Out of the 1259 responses that were received for this question 624 (49%) said they do experience issues, whilst 614 (49%) say that they do not. 21 responses (2%) had no response.

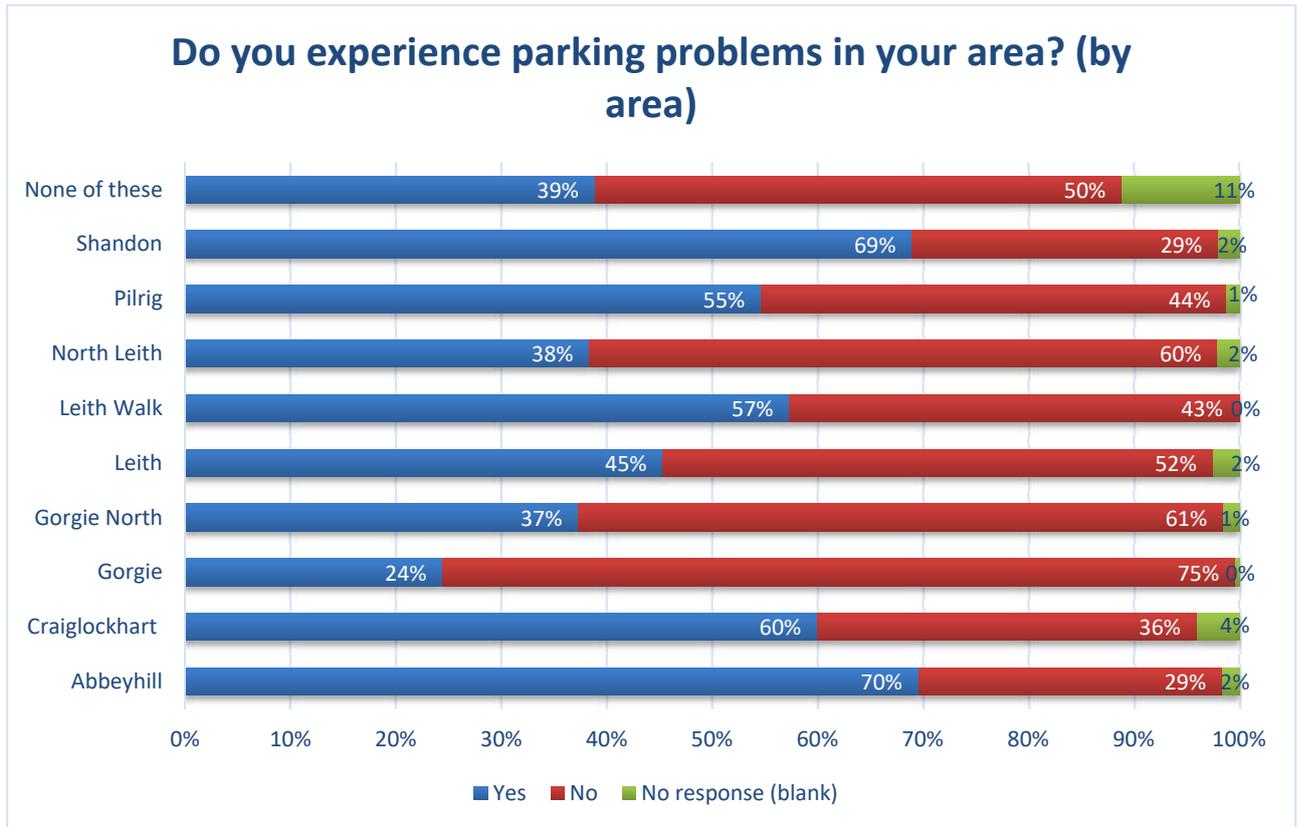


1.1.28 This data has been cross analysed with the type of respondent in the table below

Q12. Do you experience parking problems in your area (responding as....)	Yes	No	Blank	Total Respondents in each category
Resident within the area	51%	48%	1%	1098
Visitor to the area	40%	52%	8%	25
Other (Please specify)	52%	43%	6%	54
Someone who works within ones of the areas	36%	62%	2%	47
Owner of a local business	37%	63%	0%	35

1.1.29 As the table above shows just over half of residents within the area are experiencing parking problems. Less business owners and workers experienced problems, than residents themselves.

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

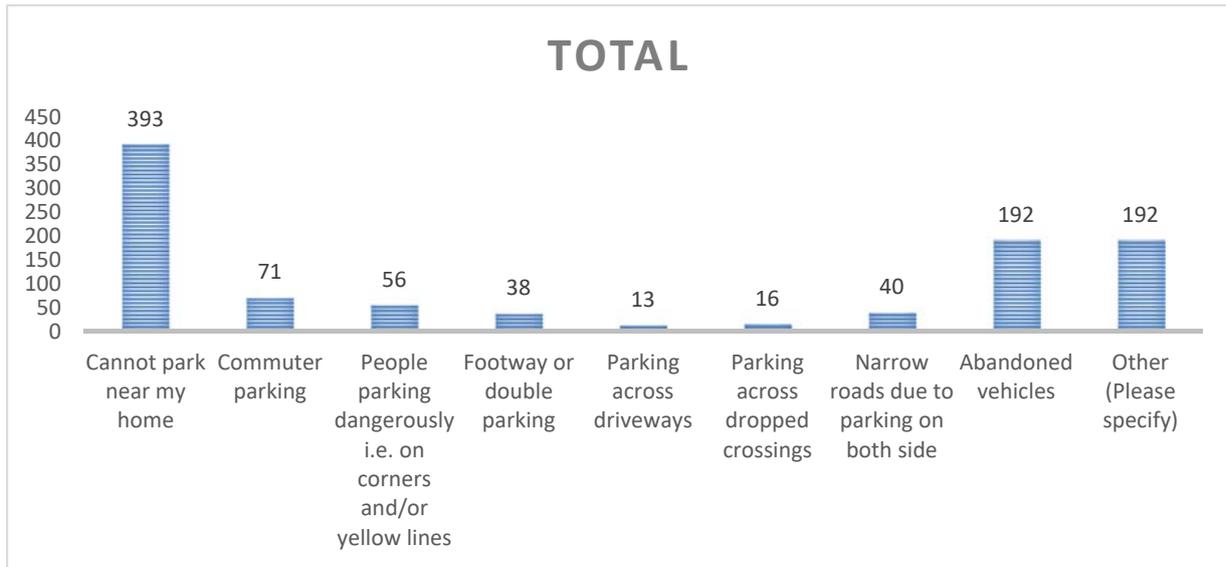


1.1.31 As per the graph, the areas that respondents say they experience parking issues the most are the Shandon and Abbeyhill areas.

Q13. What problems do you face in your area?

1.1.32 This question was only available to those who selected 'Yes' to the previous question. This section is therefore a breakdown of the 624 respondents who responded they do experience parking problems.

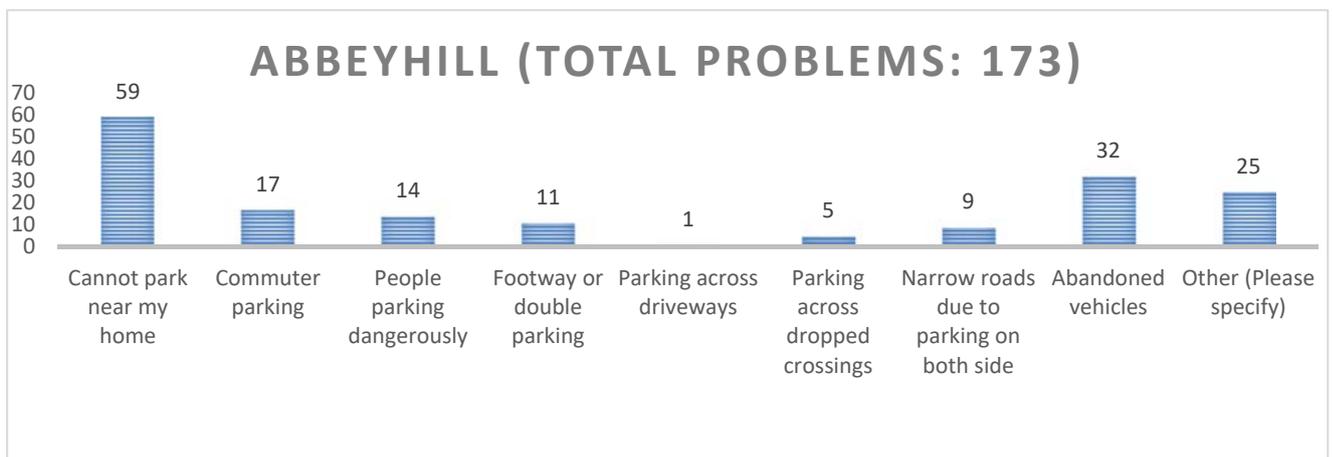
1.1.33 As a multiple-choice question, all 624 respondents were able to tick as many boxes as were applicable to them for this question. In total, 1011 boxes were ticked across multiple options by the 624 respondents.

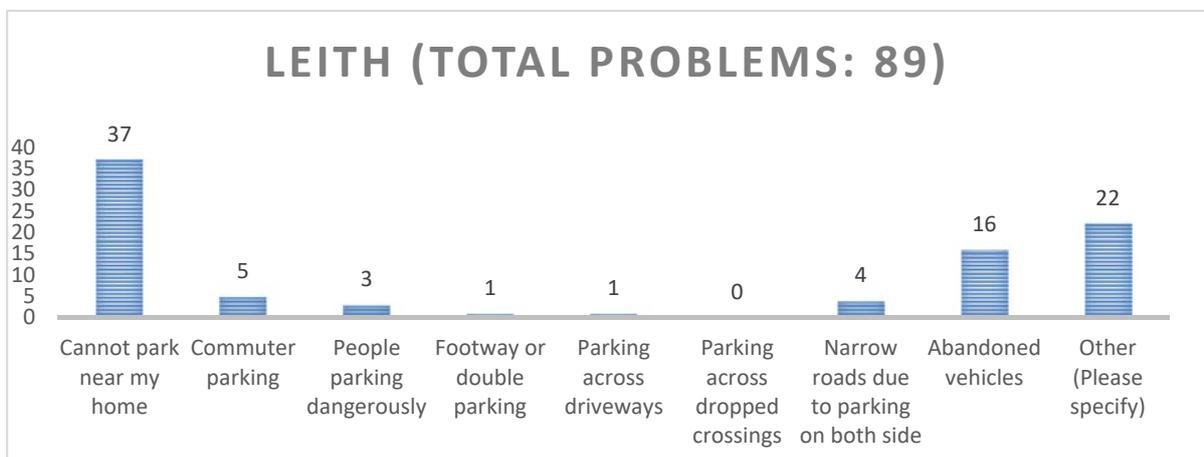
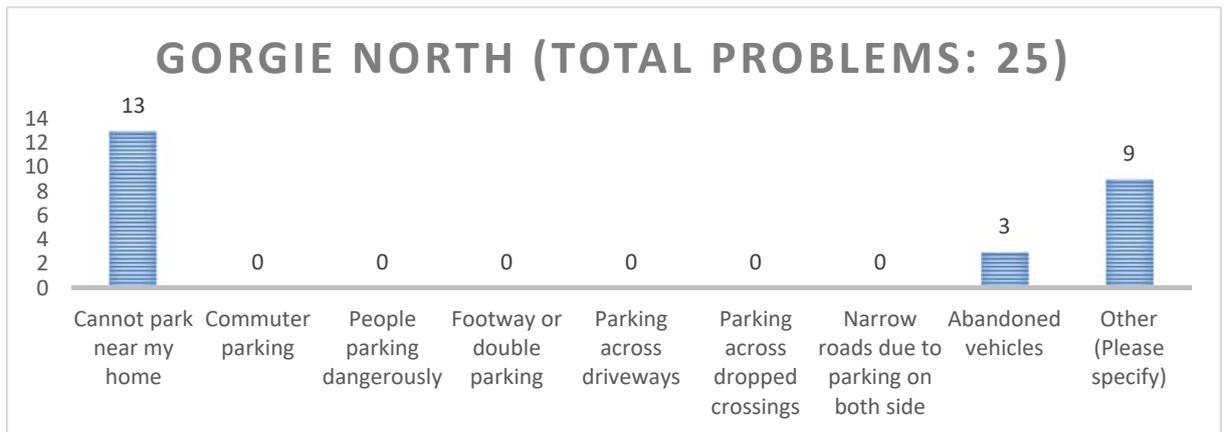
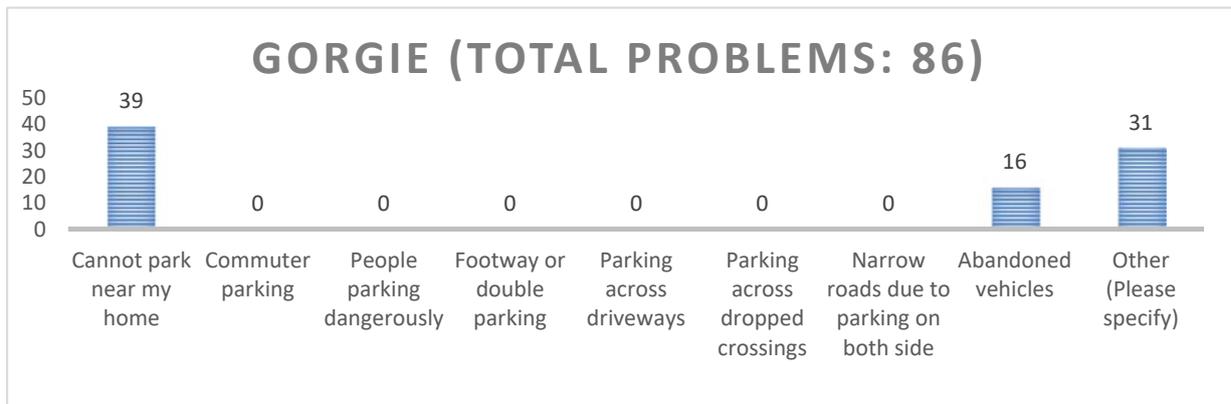
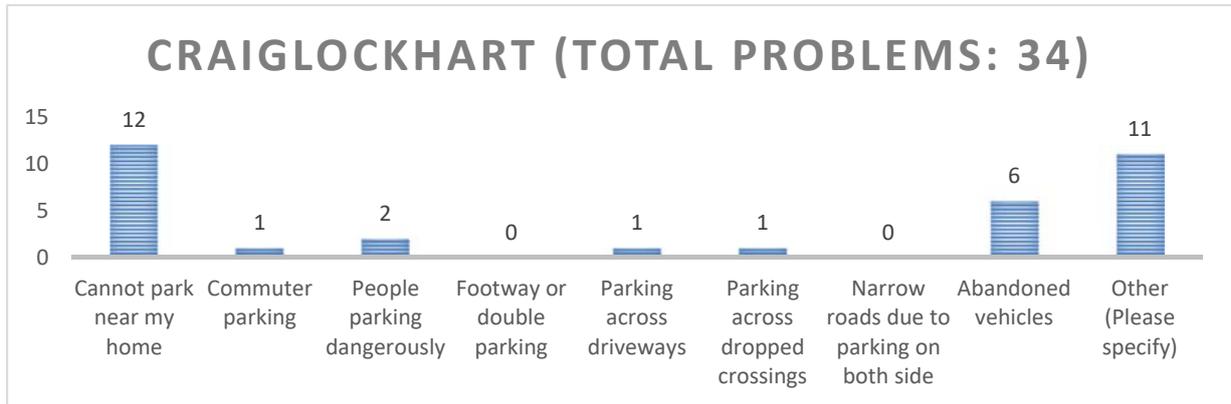


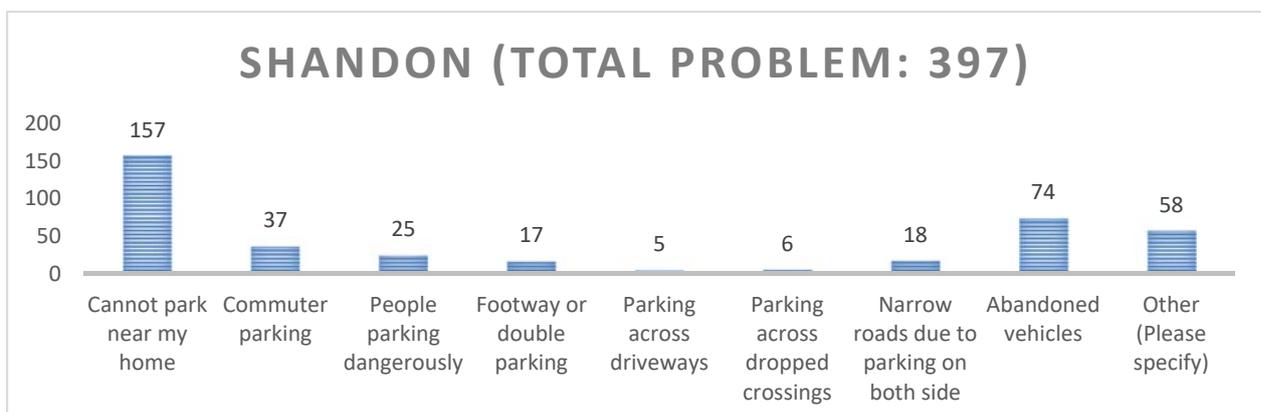
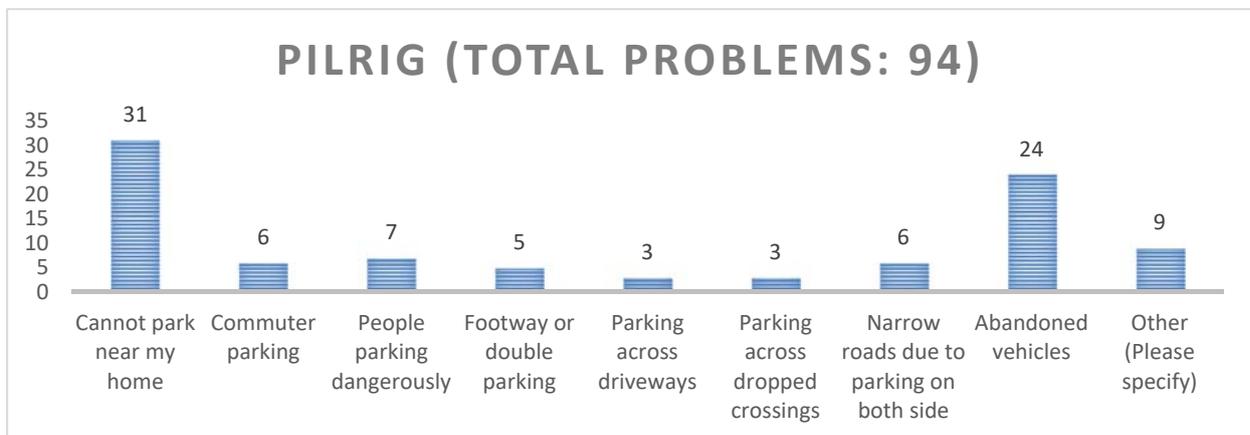
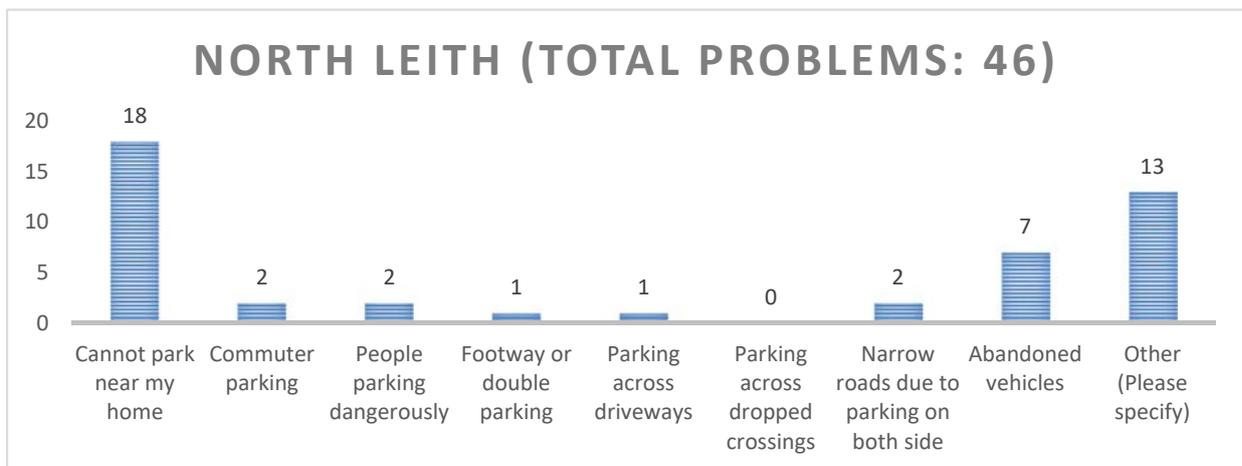
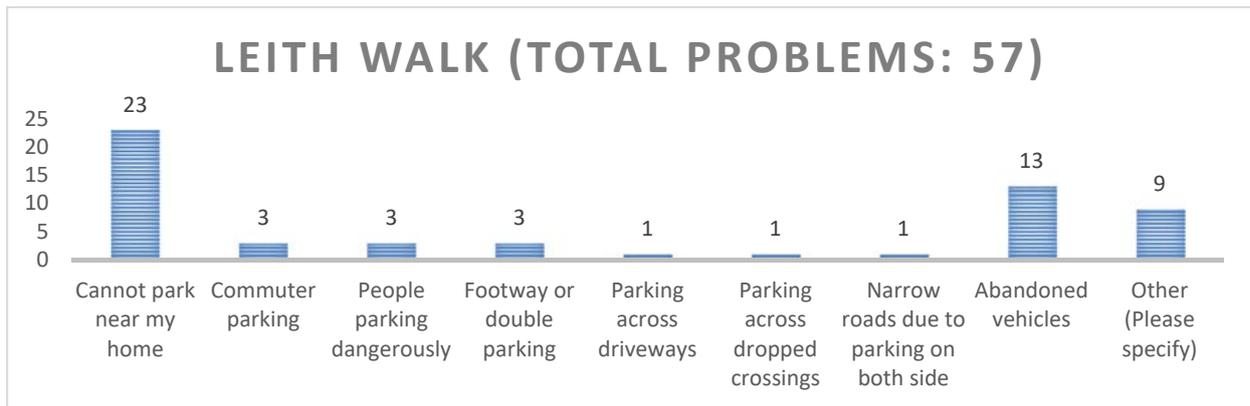
1.1.34 393 respondents (31% of all respondents) considered not being able to park near their home was the biggest problem they face in the area.

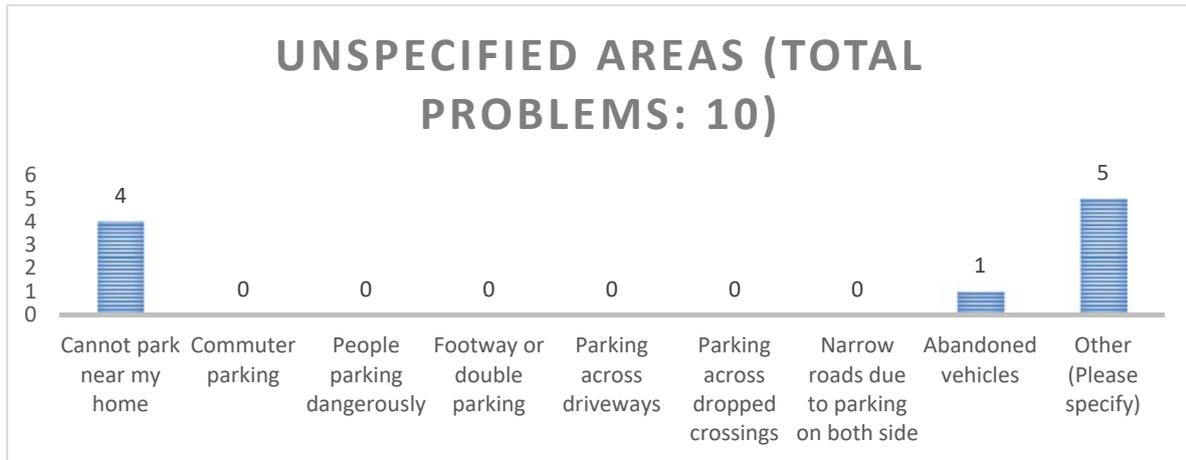
1.1.35 This was followed by 192 respondents who said Abandoned vehicles (15% of all respondents) was also a problem. 192 also stated that 'Other' problems were an issue in their area.

1.1.36 Below is a breakdown of each problem by the area respondents stated they were concerned with at the beginning of the survey:









1.1.37 Not being able to park near their home was the biggest issue respondents said they faced across all areas.

Abandoned vehicles is the second biggest problem across all areas (excluding Other), with the Pilrig area showing an abnormally high proportion of people selecting this problem relative to other areas.

Q14. When do you experience these parking problems?

1.1.38 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.

1.1.39 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.

Q13. Cannot park near my home (393 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
63%	64%	80%	60%	43%	50%	58%	48%	33%	38%	56%	47%

Q13. Commuter parking (71 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
80%	77%	76%	59%	39%	51%	54%	49%	35%	44%	55%	52%

Q13. People parking dangerous i.e. on corners and/or yellow lines (56 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
82%	80%	77%	70%	48%	55%	57%	59%	39%	48%	57%	61%

Q13. Footway or double parking (38 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
82%	79%	84%	74%	53%	58%	63%	61%	45%	53%	61%	61%

Q13. Parking across driveways (13 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
85%	85%	77%	69%	31%	31%	38%	46%	31%	31%	46%	62%

Q3. Parking across dropped crossings (16 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
88%	94%	88%	69%	69%	75%	63%	56%	50%	56%	63%	63%

Q13. Narrow road due to parking on both sides (40 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
80%	78%	75%	63%	40%	48%	48%	43%	33%	40%	48%	48%

Q13. Abandoned Vehicles (192 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
82%	81%	85%	70%	54%	55%	60%	52%	43%	44%	59%	56%

Q13. Other (192 responses)

Mon-Fri morning	Mon-Fri afternoon	Mon-Fri evening	Mon-Fri overnight	Sat morning	Sat afternoon	Sat evening	Sat overnight	Sun morning	Sun afternoon	Sun evening	Sun overnight
61%	61%	77%	59%	53%	60%	60%	52%	44%	48%	58%	52%

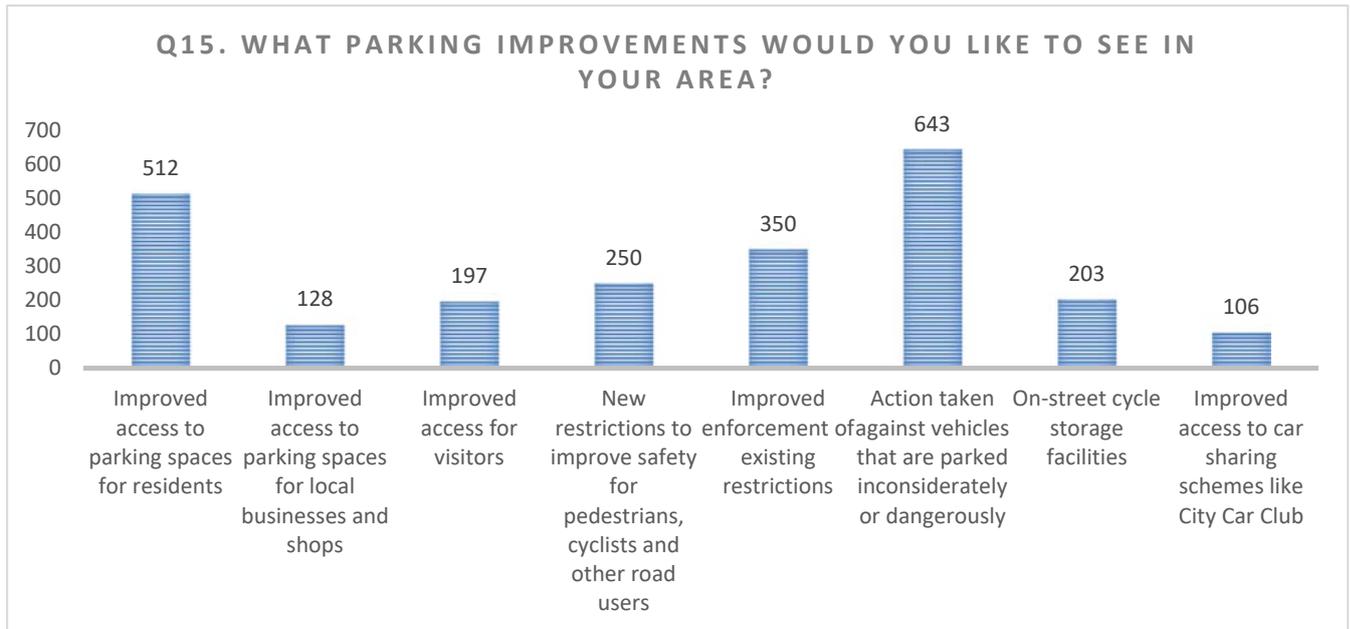
1.1.40 The majority of respondents said parking issues are experienced Mon-Fri throughout the day. Far fewer people selected the weekend as problematic, although Saturday and Sunday afternoon, evenings and overnight saw steady increases compared to mornings.

1.1.41 The biggest parking issue (Cannot park near my home) which had 393 responses, saw a significant divergence in Mon-Fri timeslots compared to other issues, indicating that this problem peaks during the evening.

Q15. What parking improvements would you like to see in your area?

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

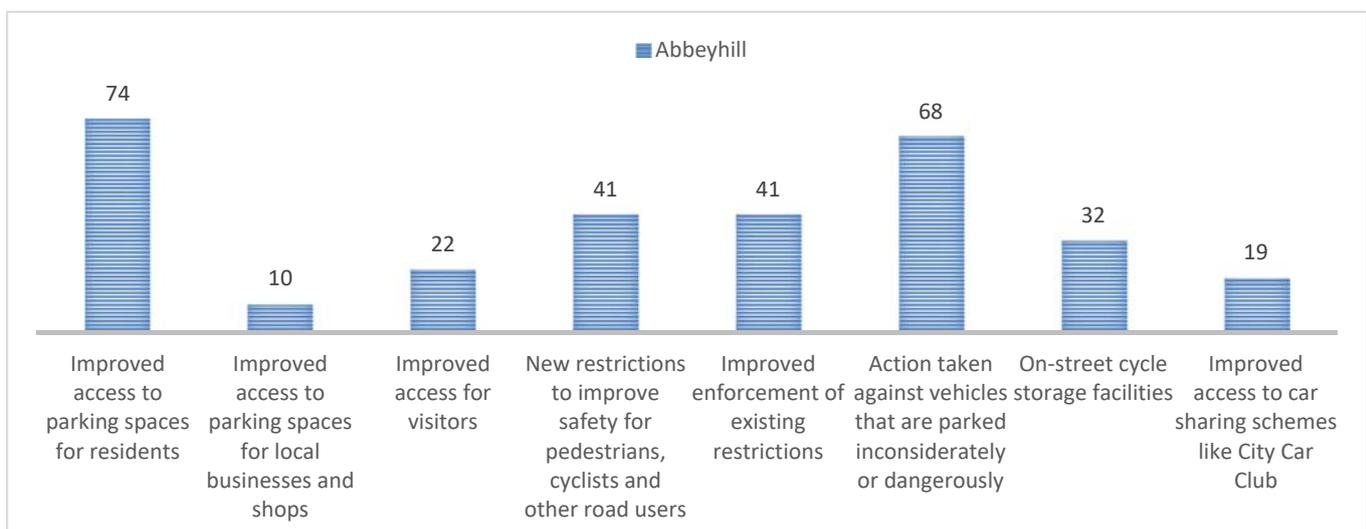
1.1.43 In total, 2,389 boxes were ticked by all respondents. Similar to the previous question, respondents were able to choose as many options as were applicable to them.

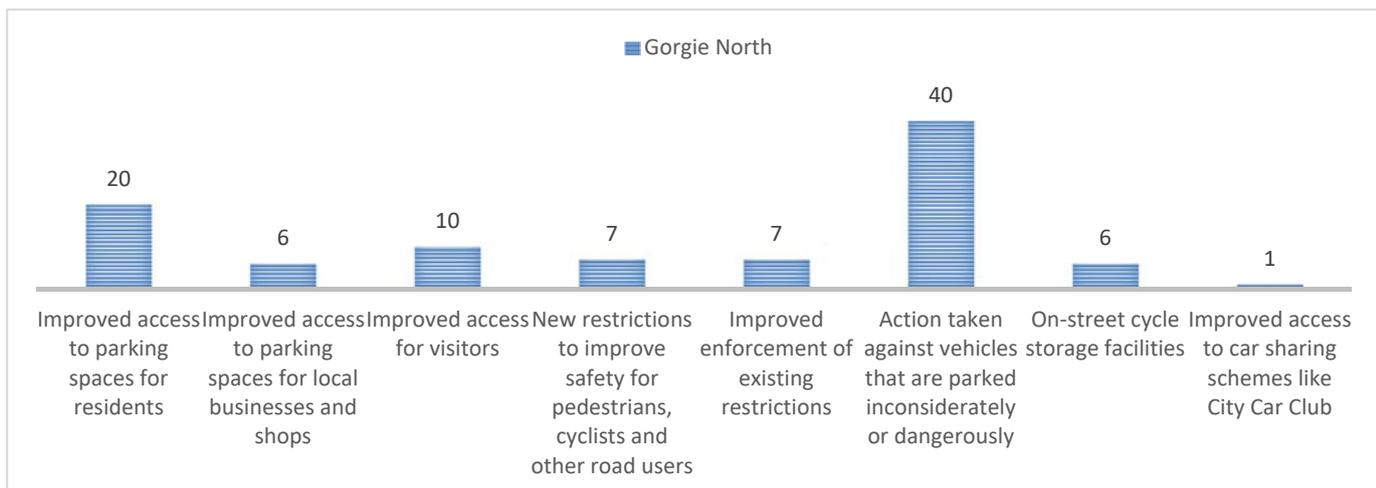
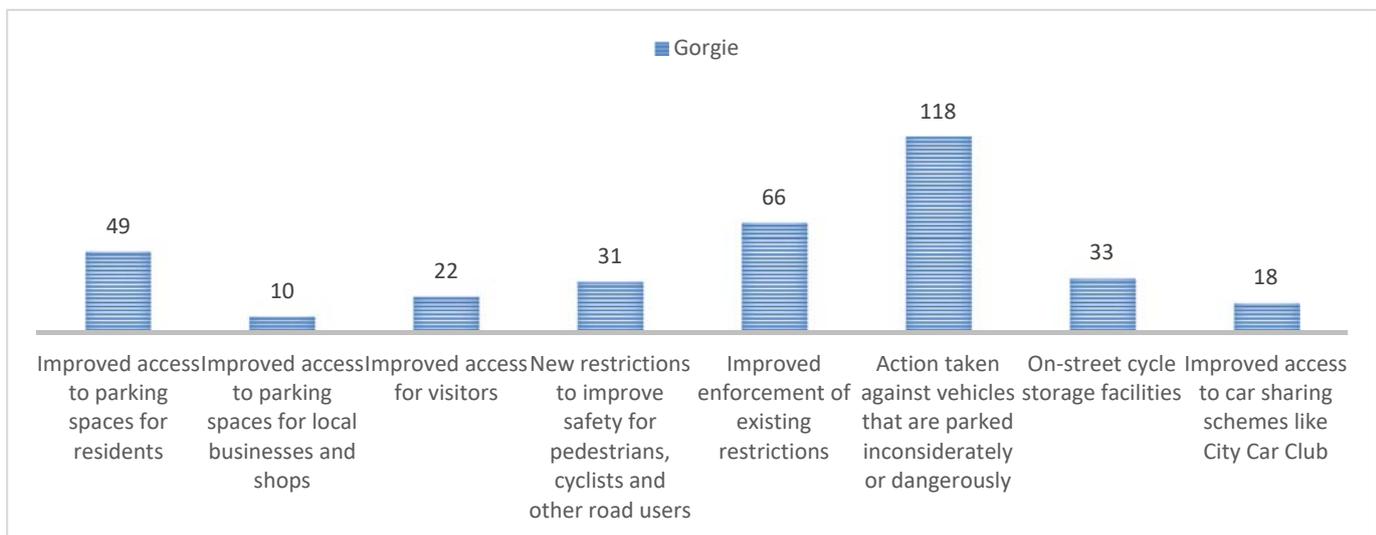
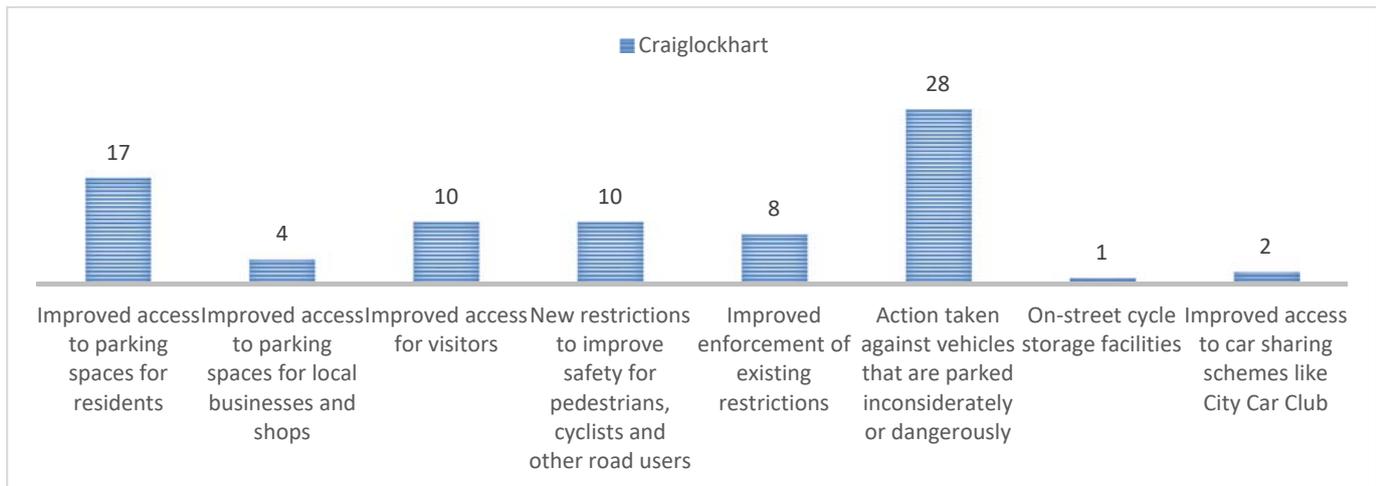


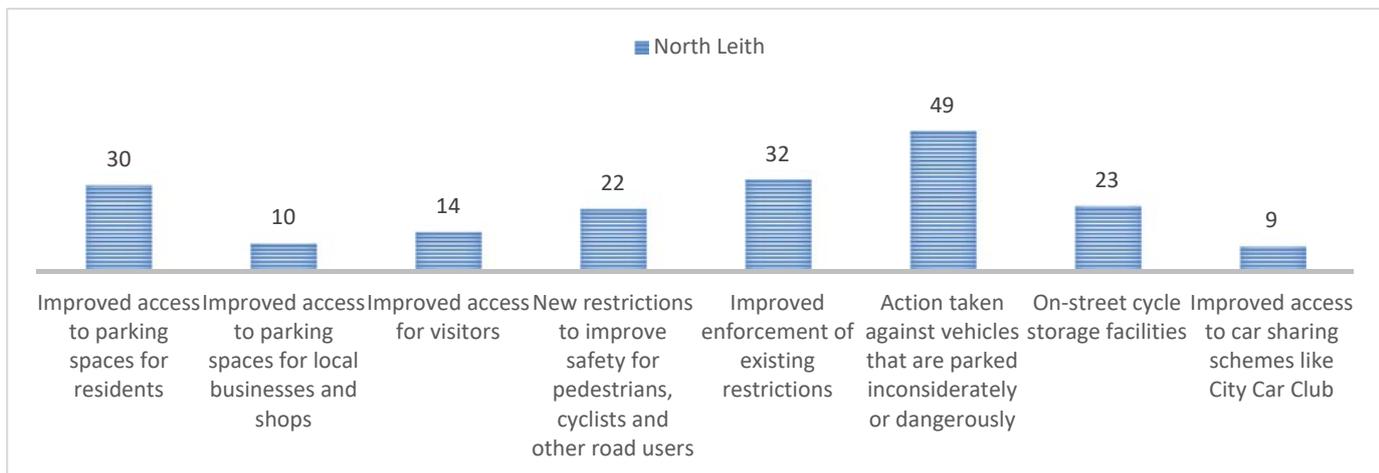
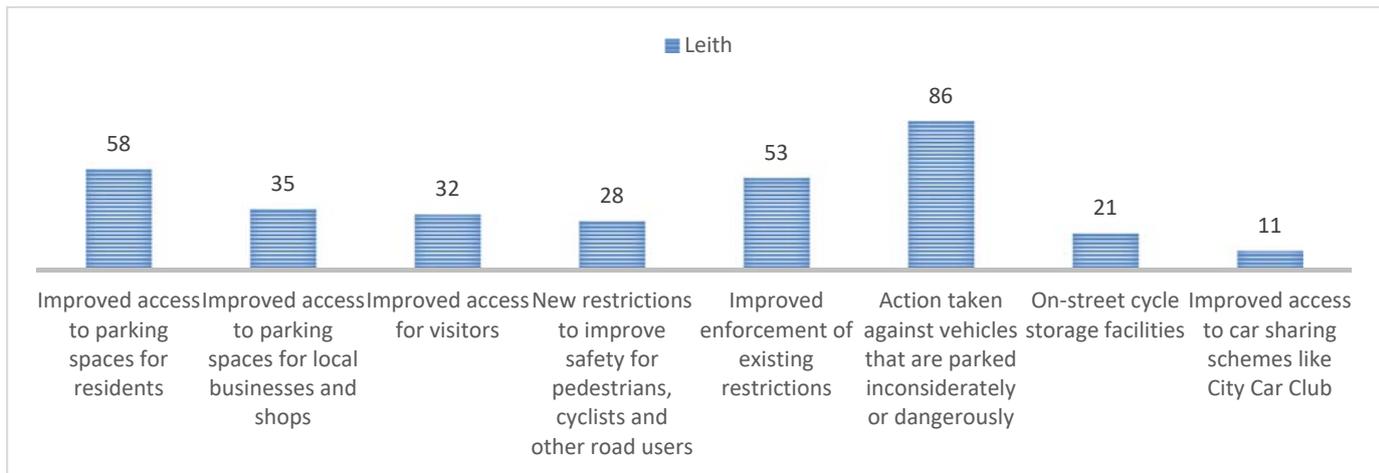
1.1.44 643 respondents (51%) believed action taken against vehicles that are parked inconsiderately or dangerously would improve the area.

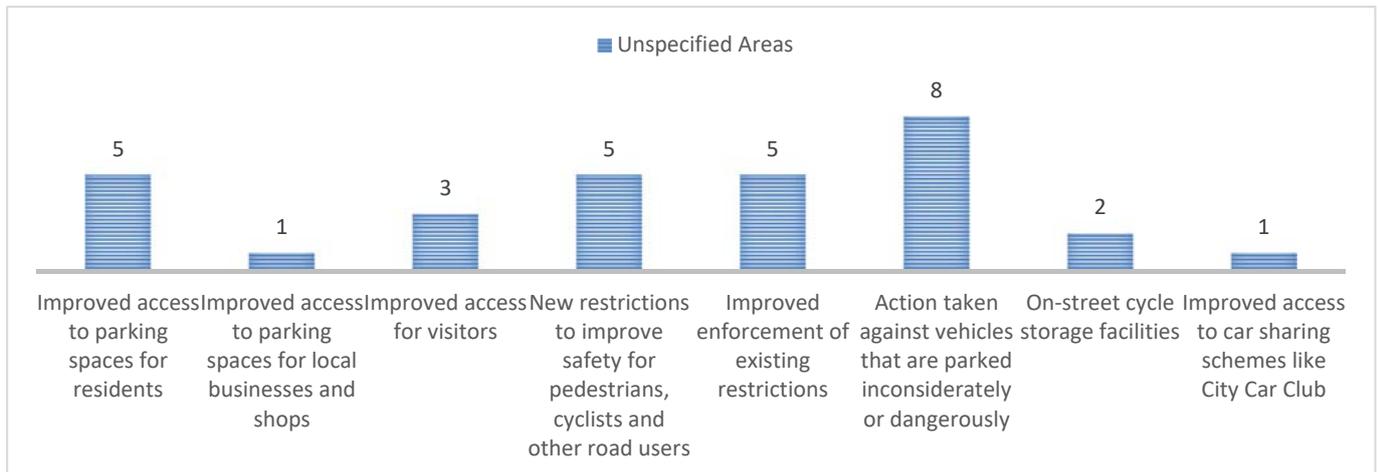
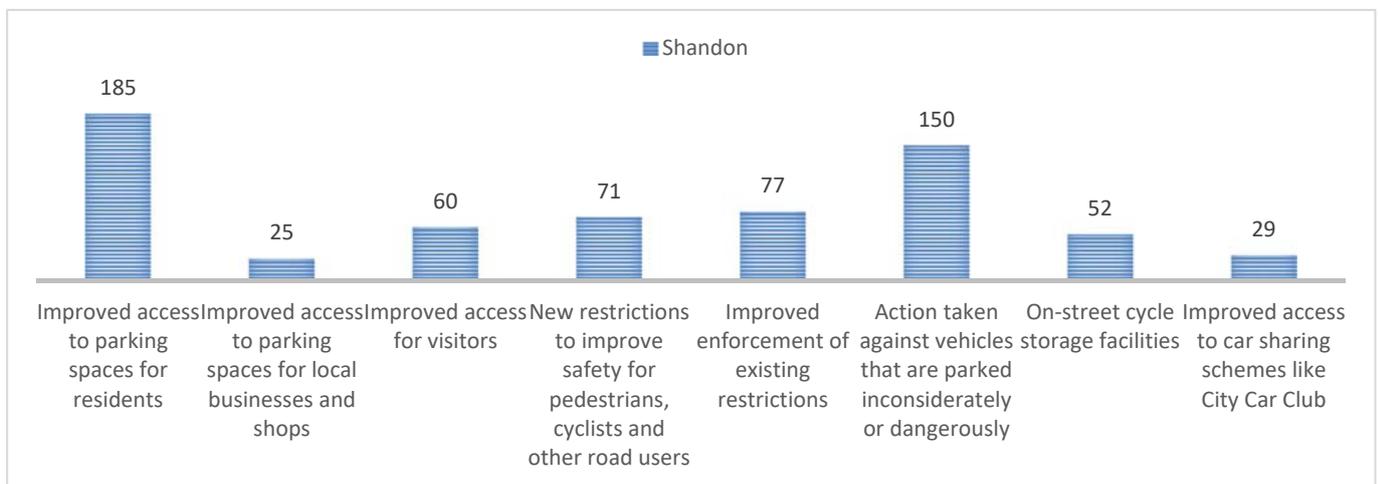
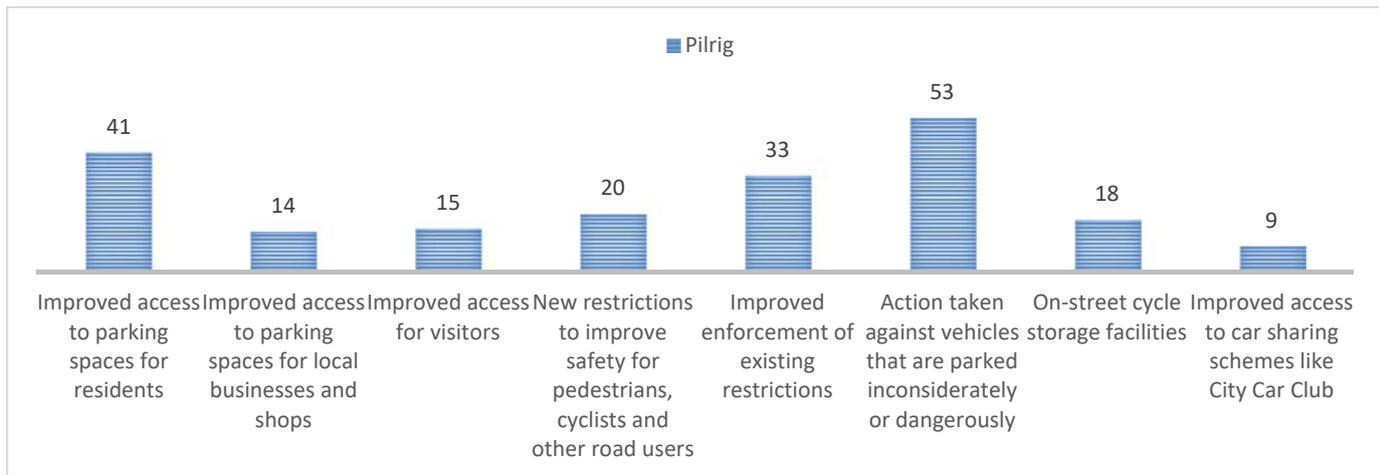
1.1.45 This was followed by 512 respondents (41%) who suggested improved access to parking spaces for residents would be helpful.

1.1.46 Below is a breakdown by each improvement divided by the area respondents stated they were concerned with.









1.1.47 The table below summarizes the responses above by the number of people which responded from each area. The percentage of respondents who selected each option in each area is provided.

Area	Improved access to parking spaces for residents	Improved access to parking spaces for local businesses and shops	Improved access for visitors	New restrictions to improve safety for pedestrians,	Improved enforcement of existing restrictions	Action taken against vehicles that are parked inconsiderately or dangerously	On-street cycle storage facilities	Improved access to car sharing schemes like City Car Club	Total respondents in each area
Abbeyhill	59%	8%	18%	33%	33%	54%	26%	15%	125
Craiglockhart	34%	8%	20%	20%	16%	56%	2%	4%	50
Gorgie	17%	4%	8%	11%	23%	42%	12%	6%	282
Gorgie North	30%	9%	15%	10%	10%	60%	9%	1%	67
Leith	36%	22%	20%	17%	33%	53%	13%	7%	161
Leith Walk	49%	19%	13%	22%	41%	63%	22%	10%	68
North Leith	30%	10%	14%	22%	32%	49%	23%	9%	99
Pilrig	48%	16%	17%	23%	38%	62%	21%	10%	86
Shandon	61%	8%	20%	23%	25%	50%	17%	10%	303
Unspecified Areas	28%	6%	17%	28%	28%	44%	11%	6%	18

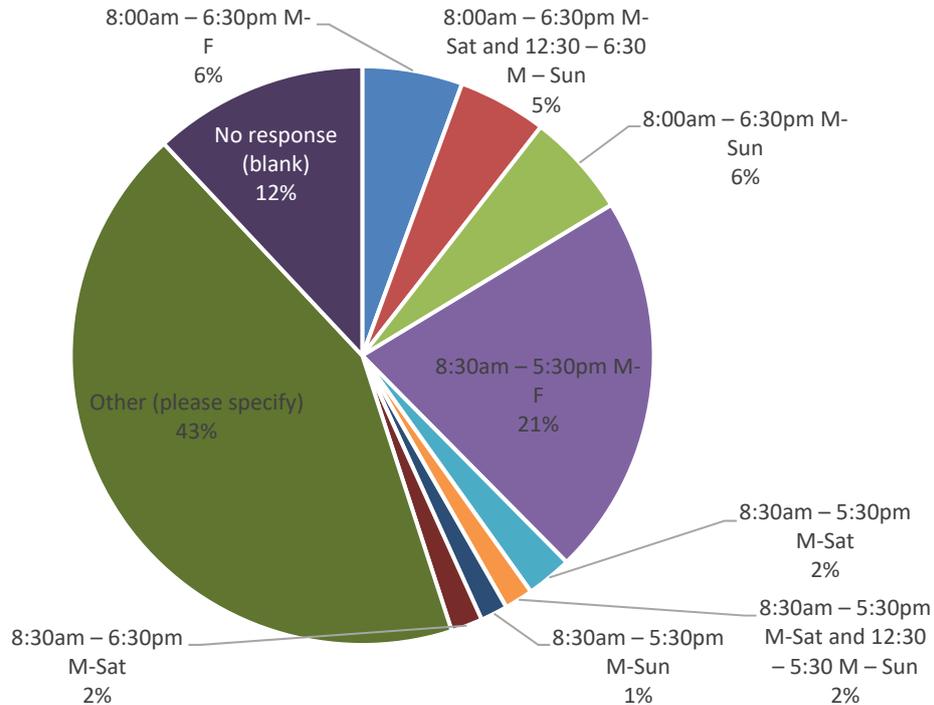
1.1.48 Action taken against vehicles parked dangerously has the highest percentage of responses from nearly all areas with the exception of Shandon and Abbeyhill. Regarding both these areas, respondents wanted to see improved access to parking spaces for residents slightly more. This was usually the second highest option for other areas.

1.1.49 Leith has the highest proportion of those who would like to see improved access for local businesses and visitors (22%). This was followed by respondents in Leith Walk (19%) and Pilrig (16%).

1.1.50 Over a quarter of Abbeyhill respondents (26%) would like to see on-street cycle storage facilities in the area. This was followed closely by North Leith (23%), Leith Walk (22%) and Pilrig (17%).

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

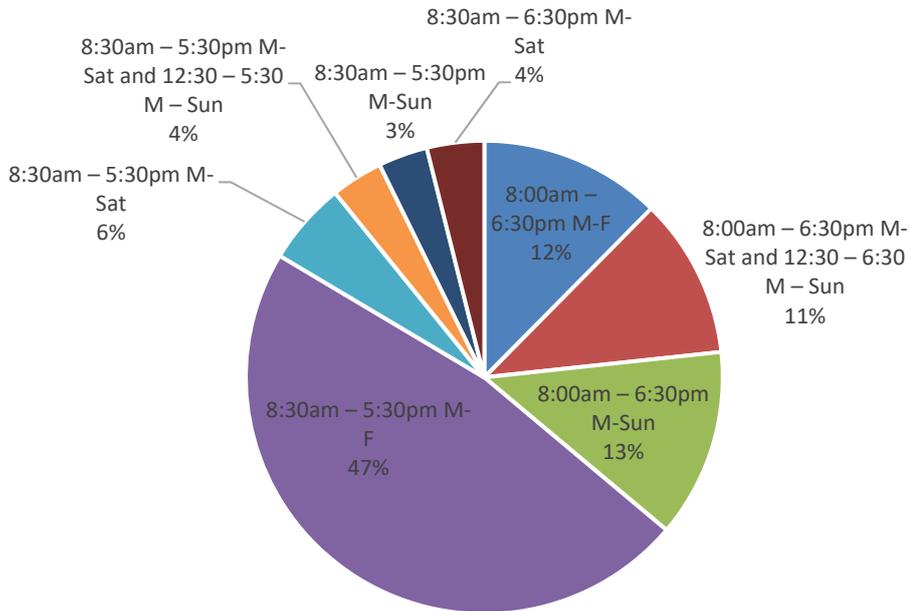
1.1.51 This question was asked to all respondents, asking what time they would like parking controls to be introduced – if they were being introduced. Only one selection could be made for each option.



1.1.52 43% (542) of all respondents made 'Other' comments. Similarly, 12% (150) of respondents left the question blank.

1.1.53 Just over one fifth of respondents suggested parking controls should be in place between 8:30am-5:30pm Mon-Fri.

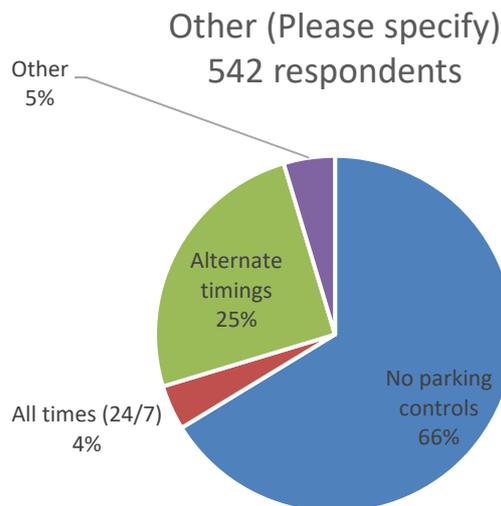
1.1.54 Below the pie chart looks at the given times without blank and 'Other' responses included in the data. In total, 567 people selected times listed on the survey.



Q16. If parking control were introduced..... (without blank and other responses)
Total responses: 567

1.1.55 When excluding blank and other responses, 47% (269 people) selected the 8:30-5:30pm M-F option. Second highest at 13% (73 people) was people who selected parking restriction times between 8:00am – 6:30pm M-Sun, this was followed closely by 8:00am – 6:30pm Mon-Fri option by 12% (70 people).

1.1.56 The chart below takes a look at the 542 ‘Other’ comments respondents provided. Respondents were free to type in whatever they wanted. Below is an in-depth breakdown of all the comments.



1.1.57 Two thirds of the comments (359) were respondents who said they did not approve of any parking controls. Almost a quarter of comments (136) were respondents who provided alternative timings, while 5% (25) made other comments unrelated to timings.

1.1.58 4% of respondents (22) wanted parking restrictions to apply at all times.

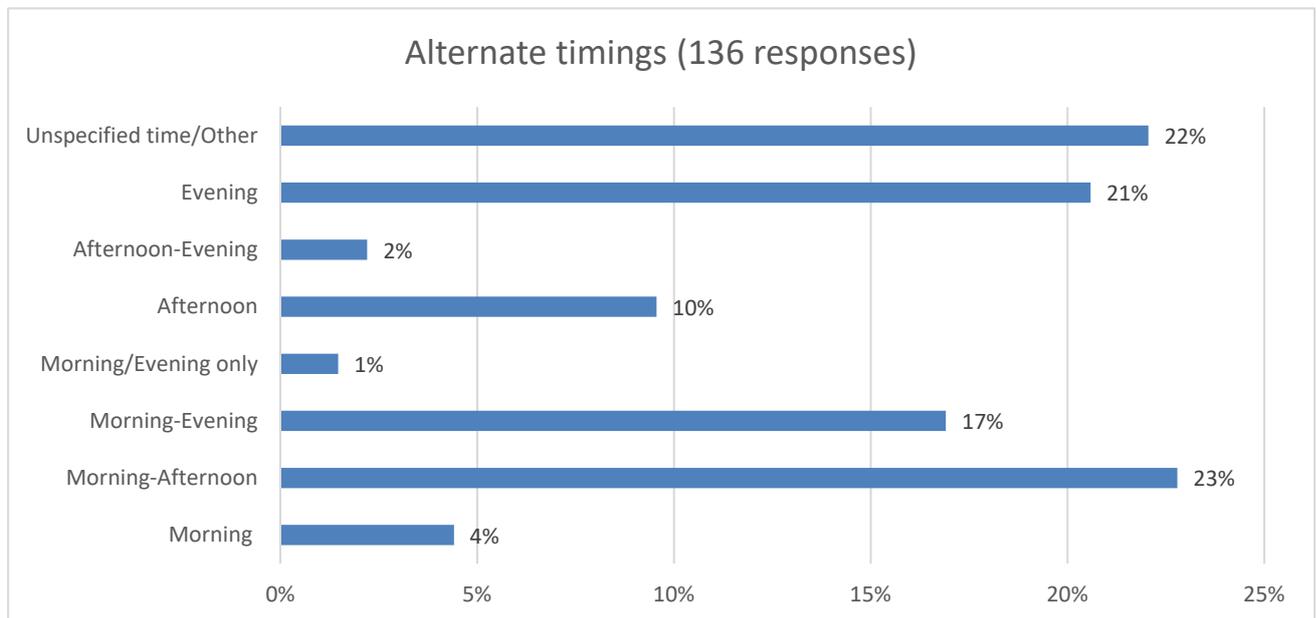
1.1.59 The table below summarizes the data for alternative and Other comments. In particular, specific days respondents said would like parking restrictions. Comments categorised as 'Alternative timings' (136 responses) and 'Other' categories (25 response). Together this accounts for a combined 161 responses.

Days mentioned	Days						Sportsday parking restriction
	Unspecified days	Weekday	Sat + Weekday	Everyday	Saturday	Weekend	
No. of Responses	61	37	10	9	2	1	24
Percentage of all comments	11%	7%	2%	2%	0.4%	0.2%	4%

1.1.60 61 comments (11% of total) which mention a time they would like parking restrictions do not give the specific days they would like them implemented.

1.1.61 24 comments (4% of total) specifically mentioned sports day parking controls during football and/or rugby matches.

1.1.62 2 comments mentioned Saturday only, while 1 mentioned the weekend only. No reference to football/rugby or any event or reason were mentioned as reasons in either case.



1.1.63 A breakdown of all alternative timings is represented in the chart below

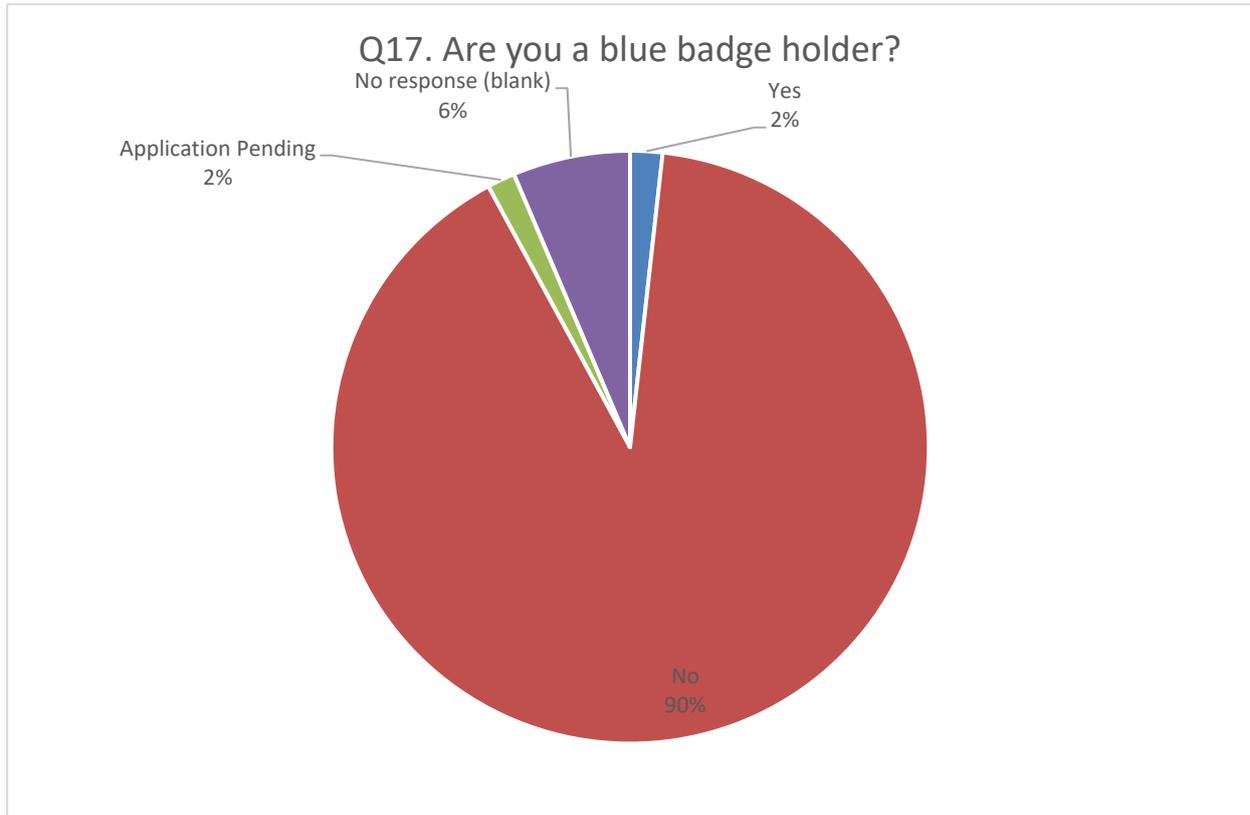
1.1.64 NOTE: Morning = 8am-12pm, Afternoon = 12pm-5pm, Evening = 5pm or later. When respondents mention times, which coincide with one of the three timeframes they are represented by both of them.

1.1.65 For example, 9am-2pm = Morning-Afternoon or 4pm-8pm = Afternoon-Evening, 10am-11am and 5pm-6pm = Morning/Evening only. Respondents saying 'overnight' were categorised as Evening.

1.1.66 As the graph above shows most respondents (31 people) preferred parking restrictions that included both morning and into the afternoon. Slightly less respondents (28 people) wanted evening parking restrictions only.

1.1.67 The 'Unspecified time/Other' category includes responses which range from those who mention they would like parking controls but gave no indication as to what time they would like restrictions to apply (e.g. short spell). Some mentioned football/rugby restrictions – but these respondents are represented in the table on the previous page above.

Q17. Are you a blue badge holder?



1.1.68 90% of respondents selected the No response. 2% said they were blue badge holder, while another 2% said their application was pending.

1.1.69 6% of respondents left the question blank.

Appendix 2 - Part B

Design Amendments and areas for further review

Arising From Engagement

Abbeyhill

- 1 Relocate the parking to the opposite side of the carriageway on Alva/Lady Menzies as residents are familiar with this set up.
- 2 Review Double Yellow Line (DYL) restrictions at southern end of Waverley Park Road and add more bays.
- 3 Check the public/private adoption records of Waverley Park Terrace parking area.
- 4 Consideration should be given to 'mews' parking for Abbeyhill Colonies. Amend design if required.

B8

- 5 Amend the restrictions on Craiglockhart Terrace to have Single Yellow Line (SYL) across driveways.

Gorgie North

- 6 Review DYL restrictions on Sauchiebank near junction with Russel Road to add more shared-use bays on the northern kerb.

Leith

- 7 Review the width of carriageway on Duncan Place and consider an increase in passing opportunities as the road is used as part of a bus route.
- 8 Amend the allocation of permit holder bays outside No. 2 to 6 Pattison Street to shared use.
- 9 Amend the allocation of shared-use parking outside No. 15 to 21 Pattison Street to permit holder.
- 10 Check the public/private adoption of carriageway and parking at Kirkgate House and amend design if required.

Leith Walk

- 11 For the motor repair business on Gordon Street who park customers vehicles on road prior to being taken into the workshop, separate consideration will be taken under the CPZ Phase 1 Industry Specific Parking Permits' analysis and report.
- 12 Remove end on bay outside No.9 Buchanan Street to create a turning head.
- 13 Amend the allocation of bays on Buchanan Street No. 19 to 23 from pay and display to permit holder.
- 14 Check public/private adoption of No. 6 to 8 Elliot Street parking bays and amend design if required.
- 15 Amend allocation of end on permit holder bays opposite No. 1 to 3 Elliot Street to shared use to allow access for resident with blue badge.
- 16 Amend the allocation of bays on Albert Street outside No. 160 from pay and display to permit holder.

North Leith

- 17 Make Hawthorn Bank Place a mews.
- 18 Remove parking bays opposite No.5 Largo Place to maintain access point to the park for emergency vehicles and maintenance vehicles.
- 19 Add additional permit holder and shared-use bays on Hopfield Terrace in place of some DYL.
- 20 Amend allocation of pay and display bays to shared use on Lindsay Road.
- 21 Amend DYL restrictions to additional permit holder bays 8 to 16 North Fort Street.

Pilrig

- 22 For the motor repair business on Spey Street and Spey Lane who park customers vehicles on road prior to being taken into the workshop, separate consideration will be taken under the CPZ Phase 1 Industry Specific Parking Permits' analysis and report
- 23 Check public/private adoption of Spey Street Lane, Springfield, Arthur Street Lane, Pilrig Heights and amend design if required.
- 24 Ensure the DYL's at Shaw Terrace and Shaw Place are returned around the junction radius.
- 25 Shorten the shared use bay and add DYL restrictions on Pilrig Gardens to accommodate access to and from private lane behind the properties on Pilrig Street.

Shandon

- 26 Introduce parking on both sides of Shandon Street and Shandon Road.
- 27 Review location of driveway at No. 4 Ashley Gardens and amend as required.
- 28 Review Ogilvie Terrace parking space provision and its location relative to the steps to canal.
- 29 Consider the addition of parallel bays behind the end on parking in Shaftsbury Park.
- 30 Review length of spaces between driveways on Ashley Drive with a view to replacing DYL restrictions with further permit holder and shared-use bays e.g., No. 2b, 7, 25.
- 31 Review DYL restriction lengths in the flower colonies with a view to reducing or removing these.
- 32 Consider Mews parking in Ivy Terrace and Daisy Terrace.
- 33 Check public/private adoption of Weston Gait and amend design if required.

Gorgie

- 34** Reduce length of permit holder bay opposite no.25 Hutchison Avenue to allow for driveway access/egress turning manoeuvre.
- 35** Reduce the length of DYL at C No.40 Hutchinson Avenue and add more permit holder parking.
- 36** Add permit holder bays perpendicular to the northern kerb on Chesser Crescent at the dead-end opposite the access to Pentland House, in place of DYL's.
- 37** Consider permit holder parking in place of DYL's outside No. 20 to 24 Chesser Crescent.
- 38** Introduce permit holder parking in place of DYL's along the south eastern kerblines at No. 65 to 67 Chesser Crescent.
- 39** Introduce permit holder bay at No. 27 to 29 Moat Street.
- 40** Check the public/ private adoption of Appin Place and amend design if required.
- 41** Introduce permit holder bays outside No.49 Eltringham Terrace in place of DYL's.
- 42** Remove the proposed Shared-use bay opposite No. 1 to 5 Eltringham Gardens and add permit holder bays between the driveway of No's. 1 to 11.
- 43** Change the proposed Permit Holder bay opposite No. 10-12 Eltringham Gardens to shared use.

Changes/Issues Identified Outwith Engagement

- 44** Amendments required due to Tram
- 45** Amendments required due to CBR
- 46** Amendments required due to cycle lockers
- 47** Amendments to accommodate any LTN/Active Travel schemes

Potential amendments identified/agreed by Council Officers

Abbeyhill

- 48 Detailed consideration to be given to potential mews status in Abbeyhill Colonies. To be undertaken prior to advertising of Order and outcome relayed to residents and Ward Councillors
- 49 Investigate potential for 9 hour parking provision in areas with lower residential demand
- 50 Add short stay parking in close proximity to local shops and businesses

B8

- 51 Add short stay parking (Craiglockhart Terrace and Colinton Road) to serve local shops and businesses.

Gorgie

- 52 Add short stay parking in close proximity to local shops and businesses

Gorgie North

- 53 Add short stay parking in close proximity to local shops and businesses

Leith

- 54 Add short stay parking in close proximity to local shops and businesses

Leith North

- 55 Add short stay parking in close proximity to local shops and businesses

Leith Walk

- 56 Add short stay parking in close proximity to local shops and businesses

Pilrig

- 57 Query regards Spey Street Lane. Confirmed as adopted road. No changes required.

Shandon

- 58 Amend design to accommodate parking on both sides of Shandon Road
- 59 Amend zone boundary with S4. New Zone to take part of Harrison Road and part of West Bryson Road in order to accommodate permit demand

Appendix 3: Phase 1 Proposal & Enforcement Options

This Appendix outlines the proposed parking controls for the Phase 1 area of the Strategic Review of Parking.

This Appendix is split into three parts:

- A. Proposal Outline
- B. Operational Recommendations – Report by The Project Centre
- C. Phase 1 Permit Holder Analysis – Report by The Project Centre

Part A – Proposal Outline

The described parking controls will apply to the following Review Areas:

Leith			Gorgie/Shandon		
Review Area	Rank	Parking Pressure	Review Area	Rank	Parking Pressure
Leith Walk	1	92	Shandon	3	89
Abbeyhill	4	86	B8	6	80
Leith	8	79	Gorgie North	13	75
Pilrig	12	75	Gorgie	22	62
North Leith	16	71			

1. Overview

- 1.1 The proposal for the Phase 1 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 Reference should be made to Part B of this Appendix, where there is further detail as to the reasons behind the proposed hours of control in each area.
- 1.3 Certain controls operate 24 hours a day. Those controls include:
 - Double yellow lines (with or without loading restrictions);
 - Disabled parking places; and
 - Car Club Parking 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.
- 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 (ie 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, 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; and
 - 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 The layout that was consulted upon in late 2019 is being amended to accommodate other Council initiatives, such as Tram, the Communal Bin Review and the rollout of cycle storage. Those plans will, in accordance with legislative requirements, be made available to view online.
- 2.5 In recognition of the ongoing advice regards limiting the spread of Covid-19, and in line with the decision of the Council's Policy and Sustainability Committee in April 2020, those plans will not be placed on public deposit at Council offices.

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; and
 - Trades Parking Permits.
- 3.2 Reference should also be made to Appendix 4 of this report, where details of the proposed permit for businesses offering garage services can be found. This permit will, therefore, be a new addition to the above list of permits that will be available in the new zones.

- 3.3 Garage-related permits aside, all other 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 zones. 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.
- 3.4 Details of the proposed charges for all permit types can be found in Appendix 10 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 Reference should be made to Part B of this Appendix, where further detail can be found in respect of our consultant's recommendations for pay-and-display lengths of stay.
- 4.3 Having considered our consultant's findings, 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; and
 - 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.
- 4.4 Charges for pay-and-display will mirror those in the Extended zones of the existing CPZ.
- 4.5 Example lengths of stay are shown in Appendix A to the report prepared by Project Centre. Those lengths of stay will form the basis of the proposal for Phase, but are subject to further change in order to provide parking opportunities that support local businesses by encouraging turnover of parking.

5. The Zones

- 5.1 Additional work has been carried out in order to determine the extents of the proposed zones. That work looked in detail at residential properties within the Phase 1 area, as well as vehicle ownership data taken from the 2011 census. It then applied anticipated permit uptake levels, based on existing uptake levels in the current zones.
- 5.2 The aim of that work was to ascertain whether further consideration was required to the initial Review areas in terms of ensuring (in as far as was possible) that there would be sufficient space in each zone to accommodate the likely demand from permit holders.
- 5.3 The findings of that work can be found in Part C of this Appendix.
- 5.4 That work indicated that there was merit in amalgamating some of the Review areas so as to ensure the best allocation of space and to allow for sufficient space within the Zone boundaries to provide for expected demand.
- 5.5 While it is largely intended to accept the results and recommendations from the work carried out by our consultants, there is one change that is proposed to the arrangement of the proposed new zones. That change affects the Shandon area, where there had been previous discussions relating to the possibility of amending the current boundary with the adjoining S4 Zone.
- 5.6 That amendment would see the following roads, or parts of roads, moved from the current S4 zone into the new S5 zone:
 - Harrison Road, (from the bridge over the footpath linking Harrison Place to Dundee Terrace to the junction with Polwarth Terrace);
 - West Bryson Road, (from Harrison Road to a point south-west of the car park access between numbers 31 and 37 West Bryson Road); and
 - Harrison Lane, the whole road.
- 5.7 This change would further enlarge the S5 Zone, creating a zone that was materially larger than any of the existing or proposed Zones of the CPZ. The justification for an S5 zone that encompassed Shandon, Gorgie and Gorgie North was predicated on the need to allow sufficient space, recognising the likelihood that Shandon in particular could be oversubscribed.
- 5.8 However, an assessment of the impact of amending the Zone boundary of Zone 4 shows that the such an amendment would have the effect of providing sufficient space for a standalone Shandon Zone, while the associated figures for a Zone comprised of Gorgie and Gorgie North would also have sufficient space within it to cater for anticipated demand.
- 5.9 The Zone boundary amendment outlined above would move approximately 121 shared-use and permit holder parking places from S4 into the new S5. A total of 37 permit holders would also move from S4 into S5. The ratio of permits to spaces in S5 would be 0.94 permits per space.

5.10 On that basis it is now proposed that the Zones arising from Phase 1 of the Review should be as follows:

Review Area	Proposed Zone Reference
Abbeyhill	N6
Pilrig	N7
Leith Walk	
Leith	N8
North Leith	
Shandon (as amended)	S5
Gorgie	S6
Gorgie North	
B8	S7

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. Recent months have seen further increases in cashless payments, with indications suggesting that more users are switching to options that do not involve handling coins.
- 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 work undertaken on our behalf by The Project Centre considered four ticket machine options:
- 1) Cash/cashless ticket machines in all areas.

- 2) Cash/cashless ticket machines in high demand areas only.
 - 3) Cash/cashless ticket machines in high demand areas and cashless machines in all other areas.
 - 4) No ticket machines.
- 6.6 The general finding from consideration of the available options was that greater emphasis should now be placed on cashless options.
- 6.7 With cashless payments now accounting for a significant majority of all transactions, it is proposed to generally adopt an approach that reduces the reliance on physical payments and recognises the growing move towards cashless options. It is considered that Option 2 is the most cost-effective option, whilst meeting the needs of those wishing or needing to park in the most popular areas.
- 6.8 Based on current levels of cashless payment and the potential savings in terms of infrastructure and ongoing costs, it is proposed that a cashless version of Option 2 be adopted across all of the areas in Phase 1. 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.
- 6.9 All locations supported by cashless ticket machines will allow payment to be made via card reader, with payment also being possible by Ringgo.

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.

Part B – Operational Recommendations – Report by The Project Centre



CPZ Phase 1 Operational Recommendations

Days and Hours of Enforcement and Ticket Machine Options

Client Name: City of Edinburgh Council

Reference: 6737

Date: November 2020

DOCUMENT CONTROL

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EXECUTIVE SUMMARY

The City of Edinburgh Council (CEC) has commissioned Project Centre to undertake a detailed analysis of the consultation responses from the Phase 1 Strategic Review of Parking (SRoP), which is currently being progressed, and to provide recommendations on parking controls and ticket machine requirements.

An investigation covering a survey of existing parking conditions, an assessment of potential need for parking controls across the city and a prioritised list of areas where new parking controls are to be considered was produced. From this strategic citywide review, areas were proposed for Controlled Parking Zones (CPZ) as part of Phase 1 and designs were developed.

The Phase 1 designs were taken to an engagement consultation to allow residents to review the proposed designs and provide their feedback.

The comments from the engagement consultation were analysed and any preferred time of operation for the parking controls was reviewed. As a result of the consultation analysis, proposed parking enforcement controls have been recommended for the following:

- Lengths of stay based on geographical needs (shops, businesses etc)
- Options for P&D rates based on likely demand, comparing to existing rates across CPZ
- Days of control
- Hours of control
- Number of ticket machines (three scenarios)

This report has reviewed each area of Phase 1 individually, providing an overview of the area, consultation results and then providing recommended parking enforcement controls and justifications for each proposal.

Cashless ticket machine opportunities have been reviewed, providing an introduction into cashless machines and why they are beneficial. The use of cashless payment opportunities will go towards helping CEC achieve its goal of zero carbon by 2030.

The proposed areas of Phase 1 will cause the existing CPZ of Edinburgh to extend. It is recommended that the parking enforcement controls of the existing areas are reviewed to ensure consistency throughout the proposed and existing zones.

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CLIENT REQUIRMENTS

1.1 Introduction

- 1.1.1 The City of Edinburgh Council (CEC) has commissioned Project Centre to undertake a detailed analysis of the consultation responses from the Phase 1 Strategic Review of Parking (SRoP), which is currently being progressed, and to provide recommendations on parking controls and ticket machine requirements.
- 1.1.2 The consultation analysis has been reviewed to determine the following parking control requirements:
- Lengths of stay based on geographical needs (shops, businesses etc.)
 - Options for P&D rates based on likely demand, comparing to existing rates across CPZ
 - Days of control
 - Hours of control
- 1.1.3 Proposed requirement for ticket machine numbers and costs, have been based on three potential scenarios:
- Option 1 - Cash/Cashless Machines in all areas
 - Option 2 - Cash/Cashless Machines in high demand areas only
 - Option 3 - Cash/Cashless Machines in high demand areas and Cashless only machines in all other locations
 - Option 4 – No ticket machine provisions
- 1.1.4 While the comments received during the Phase 1 engagement will act as a guide towards the most agreeable restrictions the recommendations will, as far as possible, align with existing CPZ restrictions.
- 1.1.5 The distance to a proposed ticket machine is no greater than 100 metres and other than on low speed and traffic volume roads, crossing the road to use a ticket machine has been avoided.

1.2 Background

- 1.2.1 The City of Edinburgh Council's Local Transport Strategy (LTS) recognises the importance of managing parking demand, particularly with respect to improving accessibility and supporting the needs of residents and local businesses.

- 1.2.2 The introduction of parking controls can help prioritise parking spaces for residents – determining who may park in a parking bay and for how long, assist disabled people or those who have reduced mobility, improve accessibility to shops and businesses, and in some cases reduce car ownership.
- 1.2.3 The location of the Phase 1 areas has been recommended in the Strategic Parking Review produced by Project Centre (see report ref 1000005209) which investigated and identified areas of parking pressure throughout the City of Edinburgh. The investigation included a survey of existing parking conditions, an assessment of potential needs for parking controls across the city and provided recommendations for areas of Edinburgh where formalised parking controls could benefit residents.
- 1.2.4 Proposed CPZ designs for Phase 1 were developed and then taken to a public engagement consultation over a four-week period from 16 October to 12 November 2019. The public engagement provided residents with an opportunity to view, comment and advise upon the proposed designs at an early stage of the development.
- 1.2.5 The responses and feedback from the drop-in sessions, questionnaires, interactive maps, and respondent’s location were analysed and the results were collected into a report ‘Strategic Review of Parking - Consultation and engagement on proposed changes to the operation of parking controls around Edinburgh City Centre – Phase 1’
- 1.2.6 The basis of the consultation review has allowed for resident’s feedback to be incorporated into the new proposed enforcement recommendations for Phase 1 of the CPZ design.
- 1.2.7 Furthermore, from the consultation review, additional reports regarding business permits (CPZ Phase 1 Industry Specific Parking Permits) and permit holder space analysis (CPZ Phase 1 Permit Holder Analysis) have been produced.

METHODOLOGY

1.3 Parking Controls and Ticket Machines

- 1.3.1 The consultation responses were analysed and used to determine if there were any preferred recommendations for parking controls outlined by the respondents.
- 1.3.2 A desktop assessment was carried out to review existing charges, length of stay, days, and hours of operation for the nearest existing CPZ to those being designed for Phase 1.
- 1.3.3 Where there was a correlation between the consultation response for enforcement preferences and nearest existing CPZ operation, consideration was given to replicating the existing CPZ restrictions.
- 1.3.4 When there was no correlation between consultation responses and existing restrictions, the parking controls aligned closely to the nearest existing CPZ restrictions, ensuring they were operationally viable, while still trying to meet the desires of consultation respondents.
- 1.3.5 The P&D prices align with neighbouring existing CPZ areas. The City of Edinburgh Council updated their P&D prices in April 2020, as such, we have used those as the basis of our analysis.
- 1.3.6 Data was collected on potential generators of parking pressure such as places of business or transport routes. The specific business operation were identified to determine what level of parking turnover was required to support the operation of the proposed parking bays. The turnover is managed through both the hours of stay available as well as the cost of parking, both of which align closely with existing CPZ operations.
- 1.3.7 Three options for ticket machine provision were determined through first providing ticket machines at locations that are accessible to all P&D and Shared Use bays. Where possible, the walking distance to a ticket machine is no greater than 100 metres and other than on low speed and low traffic volume roads, crossing the road to use a ticket machine has been avoided.
- 1.3.8 Once all the ticket machine locations had been established, the two other ticket machine options were designed:
- Option 2: Cash/Cashless Machines in high demand areas only
 - Option 3: Cash/Cashless Machines in high demand areas and Cashless only machines in all other locations

- 1.3.9 Shared Use and P&D bays located on roads which have many generators of parking pressure including shops, businesses, schools, churches and transport routes are assumed to be high demand.
- 1.3.10 High demand areas require cash/cashless ticket machines as varying users will occupy the bays during the proposed restrictions and not all users will use cashless payment options.
- 1.3.11 Cashless only machines have been proposed on low demand roads, that will mainly have residential parking only.
- 1.3.12 Tables showing the proposed length of stay, hours and days of control, charges and number of ticket machines required per street, across options 1 to 3, are shown in Appendix A.
- 1.3.13 The fourth option to be considered is that no ticket machines at all are provided. This option will be discussed in its own section.

ABBEYHILL

1.4 Existing Environment

- 1.4.1 Abbeyhill consists of numerous residential streets which lack access to off-street parking facilities, creating a high demand for parking spaces. In addition, Easter Road and London Road, have shops and businesses present, along with bus routes which operate regularly into the city centre, generating further parking pressure on the roads within the Abbeyhill area. Moreover, Abbeyhill neighbours existing CPZ N1.

1.5 Consultation Feedback

- 1.5.1 A total of 1,259 responses were recorded from the engagement consultation, with 125 respondents answering for Abbeyhill. The respondents were encouraged to pick when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.5.2 59 respondents stated that they cannot park near their home, with 47 (79%) selecting Monday – Friday morning and afternoon time periods, whilst 44 (74%) respondents chose Monday – Friday evening time.
- 1.5.3 32 respondents stated that they experience abandoned vehicles on their street, with 30 (93%) selecting Monday – Friday morning and afternoon time periods, whilst 29 (90%) respondents chose Monday – Friday evening time.
- 1.5.4 17 respondents stated that they experience commuter parking on their street, with 13 (76%) selecting Monday – Friday morning, 14 (82%) selected Monday – Friday afternoon, whilst only 10 (58%) respondents chose Monday – Friday evening time.
- 1.5.5 Monday to Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems mainly in the morning and afternoon time periods.

1.6 Proposed Enforcement Period

- 1.6.1 As Abbeyhill neighbours CPZ N1 and is mainly a residential area with limited access to off-street parking facilities, the maximum stay for Shared Use and P&D bays is 4 hours. These timings align with CPZ N1 and the shorter maximum stay for the bays will help deter any commuter parking and allows for permit holders to get parked.
- 1.6.2 Abbeyhill, Spring Gardens, London Road, Kirkwood Place and Lower London Road consist of a small number of residential properties, reducing the demand for permit holders. However, these roads have

generators of parking pressure present such as bus routes to the city centre. As such the maximum stay for these roads have been increased to 6 hours. This timing allows for bays to be used longer whilst still discouraging commuter parking.

- 1.6.3 CPZ N1 which neighbours Abbeyhill has its current parking restrictions from Monday – Friday, 8:30am – 5:30pm. After reviewing the engagement consultation results, residents expressed that they mainly experience parking problems between Monday – Friday morning and afternoon time periods. On this basis, the enforcement period for Abbeyhill will be Monday – Friday, 8.30am – 5.30pm aligning with CPZ N1 and consultation results.
- 1.6.4 As Abbeyhill is neighbouring CPZ N1, the ticket prices have been set at £2.40 per hour.

1.7 Ticket Machines

- 1.7.1 For Abbeyhill, the requirement number of machines for Option 1 (machines in all areas) would be 44.
- 1.7.2 Roads such as London Road, Rossie Place, Kirkwood Place, Lower London Road and Royal Park Terrace have been assumed as high demand as they have many generators of parking pressure in the vicinity. These generators include shops, businesses, bus routes or schools and churches so parking in the bays may not be mainly residential.
- 1.7.3 In total, 28 ticket machines would be required for the high demand areas (Option 2) in Abbeyhill.
- 1.7.4 Cashless ticket machines are required on streets such as Dalgety Avenue, Milton Street, Moray Park Terrace and Marionville Road as these are mainly residential with few to no generators of parking pressure nearby. Parking on low demand streets will mainly be by permit holders so 16 cashless machines are required for Option 3 with the other 28 accepting cash.

B8 (CRAIGLOCKHART)

1.8 Existing Environment

- 1.8.1 Craiglockhart Terrace and Meggetland Terrace are residential streets within B8 which have limited access to off-street parking facilities. Furthermore, Colinton Road also has residential properties present which have limited access to off-street parking. However, small businesses present and bus routes which operate regularly to the city centre, are located on Colinton Road.

1.9 Consultation Feedback

- 1.9.1 The total number of survey respondents for B8 was 50. Each of the respondents were encouraged to choose when they experience parking problems to various scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.9.2 12 respondents stated that they cannot park near their home, with 11 (91%) respondents selecting Monday – Friday morning, whilst all 12 (100%) respondents for this scenario chose Monday – Friday afternoon. Only 5 (41%) selected Monday- Friday evening time.
- 1.9.3 6 respondents stated that they experience abandoned vehicles on their street, with 5 (83%) selecting Monday – Friday morning time. Monday – Friday afternoon period received 100% of votes, whilst 3 (50%) respondents chose Monday – Friday evening time.
- 1.9.4 Generally, Monday – Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems the most in the afternoons, with mornings being an issue as well.

1.10 Proposed Enforcement Period

- 1.10.1 B8 consists of residential streets with limited access to off-street parking which neighbours CPZ S3, Colinton Road also has bus routes present which operate regularly to the city centre. On this basis, the maximum stay for Shared Use and P&D bays is 4 hours. This maximum stay period aligns with CPZ S3 parking restrictions and will reduce the commuter parking that appears to be an issue.
- 1.10.2 However, the P&D bay located on Colinton Road, is outside a small supermarket, so its maximum stay will be 1 hour.
- 1.10.3 The new days and timings for the parking controls of B8 align with neighbouring CPZ S3, which are Monday – Friday, 8:30am – 5:30pm.

Additionally, these controls also align with the consultation review, as residents voted mostly for Monday – Friday, afternoons.

1.10.4 B8 is neighbouring CPZ S3 so the ticket prices are £2.40 per hour.

1.11 Ticket Machines

1.11.1 For B8, only 6 ticket machines would be required for Option 1.

1.11.2 Colinton Road is the main road within B8 which has generators of parking pressure present including bus routes and shops. On this basis, Colinton Road has been assumed as high demand and requires 2 cash/cashless ticket machines (Option 2).

1.11.3 Parking on Craiglockhart Terrace and Meggetland Terrace will mainly be residential and as a result, the 4 cashless machines would be required for Option 3 with the other 2 accepting cash.

GORGIE

1.12 Existing Environment

- 1.12.1 Gorgie is primarily a residential area, with roads having varying access to off-street parking facilities. Slateford Road and Gorgie Road have many generators of parking pressure including shops, businesses, and bus routes which operate regularly to the city centre. Gorgie also neighbours existing CPZ S4.

1.13 Consultation Feedback

- 1.13.1 Total number of survey respondents for Gorgie was 282. Respondents were invited to choose when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.13.2 39 respondents stated that they cannot park near their home, with 17 (43%) selecting Monday – Friday mornings and 18 (46%) selected Monday – Friday afternoons. However, 29 (74%) respondents voted for Monday – Friday evenings.
- 1.13.3 16 respondents acknowledged that they experience abandoned vehicles on their street, with 9 (56%) respondents selecting Monday – Friday mornings and 8 (50%) choosing Monday – Friday afternoons. Although, 13 (81%) chose Monday – Friday evenings.
- 1.13.4 Monday – Friday evenings seems to be when respondents experience parking problems the most within the Gorgie Area.

1.14 Proposed Enforcement Period

- 1.14.1 As Gorgie neighbours CPZ S4 and is mainly a dense residential area with limited access to off-street parking facilities, the maximum stay for majority of the Shared Use and P&D bays is 4 hours. Offering shorter maximum stay hours will deter commuters and allow permit holders to have spaces as there is a high demand for parking in the area.
- 1.14.2 Slateford Road is the only road in Gorgie which has its maximum stay for Shared Use and P&D bays set at 2 hours. This enforcement period complies with the rest of the main road which falls within CPZ S4. Additionally, there are bus routes which operate regularly to the city centre, generating parking pressure.
- 1.14.3 CPZ S4 which neighbours Gorgie has its current parking restrictions from Monday – Friday, 8:30am – 5:30pm. After assessing the consultation results, respondents voiced that they mostly experience

parking problems Monday – Friday. On this basis, the days and timings of parking restrictions are Monday – Friday, 8.30am – 5.30pm.

- 1.14.4 As Gorgie is neighbouring CPZ S4, the ticket prices are £2.40 per hour.

1.15 Ticket Machines

- 1.15.1 With many Shared Use and P&D bays proposed in Gorgie, a total of 41 ticket machines would be required for Option 1.
- 1.15.2 Roads including Slateford Road, Stewart Terrace, Wardlaw Place, Moat Drive and Newton Street have been assumed as high demand as they have many generators of parking pressure in the vicinity. These generators include shops, businesses, bus routes or schools and churches so parking in the bays may not be mainly residential.
- 1.15.3 In total, 17 ticket machines would be required for the high demand areas (Option 2) in Gorgie.
- 1.15.4 Cashless ticket machines have been provided on streets that are mainly residential with few to no generators of parking pressure nearby, such as Hutchison Place, Hermand Street, Hermand Terrace and Appin Street. Parking on low demand streets will mainly be by permit holders so 24 cashless machines and 17 cash accepting machines would be the requirement for Option 3.

GORGIE NORTH

1.16 Existing Environment

- 1.16.1 The area of Gorgie North has a high demand for parking as there are numerous generators of parking pressure and many streets consist of residential properties with no access to off street parking facilities. Generator of parking pressure include Tynecastle Stadium, bus routes which operate regularly to the city centre, local shops and schools.

1.17 Consultation Feedback

- 1.17.1 The overall number of survey respondents for Gorgie North was 67. Each of the respondents were encouraged to select when they experience parking problems to various scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.17.2 13 respondents said that they cannot park near their home, 5 (38%) voted Monday – Friday mornings, 6 (46%) selected Monday – Friday afternoons, whilst 9 (69%) chose Monday – Friday evenings.
- 1.17.3 Only 3 respondents selected the scenario about experiencing abandoned vehicles on their street. 2 (66%) voted for Monday – Friday mornings, 1 (33%) selected Monday – Friday afternoons, whilst all 3 (100%) respondents chose Monday – Friday evenings.
- 1.17.4 The scenario regarding whether respondents experience commuter parking on their street, was not answered by the respondents from Gorgie North.
- 1.17.5 Generally, Gorgie North received varied votes, with Monday – Friday receiving the most votes and all timings through the day being selected.

1.18 Proposed Enforcement Period

- 1.18.1 As Gorgie North is neighbouring CPZ S4 and proposed CPZ area Gorgie, the enforcement restrictions align closely to both areas, while considering the consultation results.
- 1.18.2 As majority of the roads in Gorgie North are residential, the maximum stay of the Shared Use and P&D bays for majority of the area is 4 hours. This time allows for usage of the bays but will deter commuter parking, as there are many bus routes present on Gorgie Road and Westfield Road.
- 1.18.3 Wheatfield Road and Russell Road have maximum stay restrictions of 9 hours. These two roads consist of P&D bays, so there is no need to

allow spaces for permit holder parking. Having a long maximum stay on Wheatfield Road will provide parking facilities for customers visiting the shops and businesses present on Gorgie Road. Additionally, the longer maximum stay on Russell Road will provide parking facilities for users of the industrial estates.

- 1.18.4 CPZ S4 which neighbours Gorgie North has its current parking restrictions from Monday – Friday, 8:30am – 5:30pm. After assessing the consultation results, respondents voiced that they mostly experience parking problems Monday – Friday. However, no time suggestions received a significant vote.
- 1.18.5 On this basis, the days and timings of parking restrictions are Monday – Friday, 8:30am – 5:30pm. These restrictions align with CPZ S4 and consultation review.
- 1.18.6 As Gorgie North is neighbouring CPZ S4, the ticket prices are set at £2.40 per hour for bays which have maximum stay 4 hours. Bays which have maximum stay of 9 hours, their ticket prices will be £1 P/h for 4 hours thereafter £4 up to 9 hours, aligning with CPZ S4.

1.19 Ticket Machines

- 1.19.1 The total number of required ticket machines for Option 1 in Gorgie North would be 18.
- 1.19.2 Many roads within the area that have been assumed as high demand including Wheatfield Road, Wheatfield Place, Smithfield Street and Mcleod Street are all located within the vicinity of Tynecastle Stadium and Gorgie Road.
- 1.19.3 In total, 12 ticket machines would be required for the high demand areas (Option 2) in Gorgie North.
- 1.19.4 Cashless ticket machines have been provided on streets that are mainly residential with few to no generators of parking pressure nearby, such as Stevenson Road, Westfield Avenue, Westfield Road and Alexander Drive. Parking on low demand streets will mainly be by permit holders so 6 cashless machines and 12 cash accepting machines would be the requirement for Option 3.

LEITH

1.20 Existing Environment

- 1.20.1 Leith has several generators of parking pressure on Great Junction Street and Constitution Street consisting of bus routes which run regularly to the city centre, and shops and businesses. Additionally, Leith Links Park will generate extra parking pressure. However, the majority of the roads in Leith are residential with limited access to off-street parking.

1.21 Consultation Feedback

- 1.21.1 From the consultation review, a total of 161 responses from 1,259, were in relation to Leith. The respondents were encouraged to pick when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.21.2 37 respondents stated that they cannot park near their home, 29 (78%) voted Monday – Friday mornings, 30 (81%) selected Monday – Friday afternoons, whilst 28 (75%) chose Monday – Friday evenings.
- 1.21.3 16 respondents selected the scenario about experience abandoned vehicles on their street. 14 (87%) voted for Monday – Friday mornings, 15 (93%) selected Monday – Friday afternoons, whilst 13 (84%) chose Monday – Friday evenings.
- 1.21.4 Only 5 respondents stated that they experience commuter parking on their street, with 4 (80%) selecting Monday – Friday mornings. Monday – Friday afternoons was chosen by all 5 (100%) respondents, whilst Monday – Friday evenings was selected by 2 (40%) respondents only.
- 1.21.5 Generally, Leith received varied votes, with Monday – Friday morning and afternoon time periods receiving more votes over the evenings.

1.22 Proposed Enforcement Period

- 1.22.1 Leith does not neighbour any existing CPZ's, however, the closest CPZ is N1 and Leith also neighbours two other investigation areas, Leith North and Leith Walk. To align closely with CPZ N1 and neighbouring areas, the parking restrictions for maximum stay for majority of Shared Use and P&D bays is 4 hours. Furthermore, as Leith is mainly residential, these restrictions will suit residents and deter any commuter parking.

- 1.22.2 However, the maximum stay for Taylor Gardens is 2 hours. The P&D bays can only accommodate 6 vehicles at a time, as there are many generators of parking pressure located on Great Junction Street, shorter maximum stay hours will allow for more usage and turnover of the bays.
- 1.22.3 Roads in Leith which have very few residential properties present including Duncan Place, Johns Place, Links Gardens, Bath Road and Salamander Street have parking restrictions of maximum stay 6 hours. These roads have longer maximum stay hours as there is not a high demand for parking spaces by permit holders. However, keeping the maximum stay at 6 hours, will deter commuter parking.
- 1.22.4 As the results of the consultation review varied and no major concerns were outlined from the responses, the days and timings of the enforcement period is Monday – Friday 8:30am – 5:30pm. These restrictions align with Leith North and CPZ N1.
- 1.22.5 Leith is neighbouring Leith North and Leith Walk, so the ticket prices have been set at £2.40 per hour.

1.23 Ticket Machines

- 1.23.1 Leith is a large area in comparison to the other areas with many Shared use & P&D bays, therefore for Option 1, 39 ticket machines would be required.
- 1.23.2 Roads which have been assumed as high demand include Duncan Place, Salamander Street, Henderson Street, Taylor Gardens and Academy Street. These roads have many generators of parking pressure present which include bus routes, businesses, schools, and churches. In total, 26 ticket machines would be required for Option 2.
- 1.23.3 For roads within Leith which have a lower demand and will mainly be used by permit holders, have cashless machines only provided. Pattison Street, Mitchell Street, Cables Wynd and Pillans Place consist mainly of residential properties and so are assumed as low demand. In total, 13 cashless machines and 26 cash accepting machines would be required for Option 3.

LEITH NORTH

1.24 Existing Environment

- 1.24.1 Leith North located near the Albert Dock Basin, comprises of residential streets with many having limited access to off-street parking facilities. Many generators of parking pressure are present in the area including Leith Public Library, Leith Theatre and The Scottish Government Building. Additionally, Commercial Street, North Junction Street and Ferry Road have several bus routes operating on them regularly to the city centre.
- 1.24.2 Leith North does not neighbour an existing CPZ, however the closet zone is CPZ N1. The neighbouring areas of Pilrig and Leith both have parking restrictions, so Leith North will align closely to the neighbouring areas.

1.25 Consultation Feedback

- 1.25.1 North Leith received a total of 99 responses from the consultation review. The respondents were encouraged to pick when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.25.2 18 respondents had indicated that they cannot park near their home, 10 (55%) voted Monday – Friday mornings, 7 (38%) selected Monday – Friday afternoon, whilst 11 (61%) chose Monday – Friday evenings.
- 1.25.3 7 respondents stated that they experience abandoned vehicles on their street, with 5 (71%) selecting Monday – Friday morning and afternoon time periods, whilst 6 (85%) respondents chose Monday – Friday evenings.
- 1.25.4 The scenario based on if respondents experience commuter parking on their street, only received two votes. Monday – Friday morning, afternoon and evening time periods all received one vote each.
- 1.25.5 Overall, North Leith received the highest responses for each scenario over Monday – Friday.

1.26 Proposed Enforcement Period

- 1.26.1 As Leith North is mainly a residential area with limited access to off-street parking facilities, together with main roads which have bus routes present, the maximum stay for Shared Use and P&D bays is 4 hours for majority of the area. These restrictions align with Pilrig and Leith. The shorter maximum stay for the bays will help deter any commuter parking.

- 1.26.2 North Leith Mill has Shared Use bays located at the north west end of the road. These bays are located near North Junction Street and Commercial Street which have bus routes businesses and residential properties present. As such to discourage commuter parking, the maximum stay of these bays is 2 hours.
- 1.26.3 Commercial Street mainly consists of businesses which have private parking facilities and there are bus routes also present which operate regularly to the city centre. However, as there are few residential properties present, the maximum stay restrictions for the Shared Use bays is 9 hours.
- 1.26.4 Victoria Quay consist of P&D bays outside the entrance of the Scottish Government Building. As this building has its own private car park and there are no residential properties nearby, the maximum stay for these bays is 9 hours.
- 1.26.5 After reviewing the consultation review, residents expressed that they mostly experience parking problems between Monday – Friday. However, the time periods generally received the same number of votes for each day. On that basis, the days and timings of parking restrictions are Monday – Friday, 8:30am – 5:30pm. These timings align with Leith and similarly to CPZ N1.
- 1.26.6 The ticket prices are set at £2.40 per hour which aligns with neighbouring areas of Pilrig and Leith.

1.27 Ticket Machines

- 1.27.1 Regarding Leith North, the requirement number for ticket machines for Option 1 would be 35.
- 1.27.2 Roads including Commercial Street, Lindsay Road, Shore and North Fort Street have been assumed as high demand as they have many generators of parking pressure nearby. These include bus routes, shops, businesses, churches, and schools. In total, 20 ticket machines would be required for Option 2.
- 1.27.3 Cashless ticket machines are required on streets which will mainly be used by residents. These streets include Portland Street, Prince Regent Street, Admiralty Street and Nichollfield. In total, 15 cashless machines and 20 cash accepting machines would be required for Option 3.

LEITH WALK

1.28 Existing Environment

- 1.28.1 The majority of Leith walk area consists of terraced residential streets which have no access to off-street parking facilities, creating a high demand for parking spaces. Additionally, there are numerous generators of parking pressure located on A900 Leith Walk and Easter Road, including shops, businesses and bus routes which operate regularly into the city centre. Also, Leith Walk neighbours existing CPZ N1.

1.29 Consultation Feedback

- 1.29.1 From the consultation review, 68 responses were recorded for Leith Walk. The respondents were encouraged to pick when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.29.2 23 respondents stated that they cannot park near their home, with 16 (69%) selecting Monday – Friday mornings, 17 (73%) selected Monday – Friday afternoons, whilst 20 (86%) chose Monday – Friday evenings.
- 1.29.3 13 respondents stated that they experience abandoned vehicles on their street, with 13 (100%) selecting Monday – Friday mornings, 12 (92%) selected Monday – Friday afternoons, whilst 11 (84%) chose Monday – Friday evenings.
- 1.29.4 Additionally, 10 (76%) respondents stated that they experience abandoned vehicles on their street on Saturday mornings and 9 (69%) respondents selected Saturday afternoons.
- 1.29.5 Only three respondents stated that they experience commuter parking on their street. However, all three respondents selected Monday – Friday, morning, afternoon, and evening time periods.
- 1.29.6 Overall, Monday – Friday, morning, afternoon and evening time periods and Saturday mornings and afternoons received high votes from the respondents for Leith Walk.

1.30 Proposed Enforcement Period

- 1.30.1 As the area of Leith Walk is highly residential with no access to off-street parking, there is a high demand for parking spaces. As a result, the maximum stay for Shared Use and P&D bays is 4 hours. Having maximum stay set at 4 hours for the bays, allows for permit holders to

have access to bays and will deter commuter parking as there is many bus routes present in the area, along with shops and businesses.

- 1.30.2 Crown Place, Jameson Place and Smith's Place are small narrow residential streets located off A900 Leith Walk. As these streets have a very high demand for parking spaces, the maximum stay for the bays has been reduced to 2 hours.
- 1.30.3 The period of enforcement for Leith Walk is Monday – Friday, 8:30am – 5:30pm. These restrictions align with neighbouring CPZ N1, Leith and Pilrig.
- 1.30.4 As Leith Walk is neighbouring CPZ N1, Leith, and Pilrig, the ticket prices are £2.40 per hour.

1.31 Ticket Machines

- 1.31.1 In total, Leith Walk would require 29 ticket machines for Option 1.
- 1.31.2 Majority of the roads in Leith Walk such as Albert Street, Easter Road, Lorne Street, and Iona Street have been assumed as high demand due to the generators of parking pressure present. As a result, 24 ticket machines would be required for Option 2.
- 1.31.3 Cashless ticket machines are needed on streets which are mainly residential and are away from generators of parking pressure including Buchanan Street, Halmyre Street and Dickson Street. Parking on these streets will mainly be permit holders so 5 cashless machines and 24 cash accepting machines would be required for Leith Walk.

PILRIG

1.32 Existing Environment

- 1.32.1 Pilrig which is located close to the city centre and is adjacent to Leith Walk, is primarily a residential area, with very limited access to off-street parking facilities. A900 Leith Walk consists of many shops and businesses and has bus routes present which run regularly into the city centre. Pilrig Street also has bus routes present, generating additional parking pressure. Jane Street Industrial Estate is in Pilrig, which will generate additional parking pressure to surrounding roads.

1.33 Consultation Feedback

- 1.33.1 A total of 1,259 responses were recorded from the engagement consultation, with 86 respondents responding for Pilrig. Each respondent was encouraged to pick when they experience parking problems to scenarios from Monday to Sunday. Between morning, afternoon, evening, and overnight time periods.
- 1.33.2 The first scenario asked respondents to express when they cannot park near their homes, which received 31 responses in total. 25 (80%) selected Monday – Friday morning, 28 (90%) respondents out of the 31 voted Monday – Friday afternoon. Furthermore, Monday – Friday evenings was selected by 21 (67%) respondents.
- 1.33.3 In total, 24 respondents answered the scenario based on whether they experience abandoned vehicles on their street. 20 (83%) respondents selected Monday – Friday mornings, 22 (91%) selected Monday – Friday afternoons, whilst the evening time between Monday – Friday had a lower selected with 19 (79%) respondents.
- 1.33.4 The third scenario asked respondents if they experience commuter parking, which 6 answered for Pilrig. 6 (100%) selected Monday – Friday morning and afternoon time periods. 5 (83%) respondents chose Monday – Friday evenings.
- 1.33.5 Generally, Monday to Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems mostly in the morning and afternoon time periods.

1.34 Proposed Enforcement Period

- 1.34.1 As access to off-street parking is limited in Pilrig, the maximum stay for Shared Use and P&D bays is 4 hours for the majority of the bays, aligning with CPZ N1.

- 1.34.2 The 4-hour maximum stay restrictions on Pilrig Street will help deter commuter parking, but this could potentially have an impact on B&B's which do not have access to private parking. To help support the B&B's a combination of 4-hour and 9-hour maximum stay restrictions could be provided, however, this would be confusing for motorists.
- 1.34.3 Jane Street and Tennant Street located through Jane Street Industrial Estate, consists of P&D bays. These bays have a longer maximum stay of 6 hours, as there is little requirement for residential parking for permit holders. The longer hours allow for users of the industrial estate to attend for longer in a designated space.
- 1.34.4 However, as Jane Street and Tennant Street are close to Leith Walk which as bus routes present to the city centre, the maximum stay hours are kept at 6, to deter many commuter parking.
- 1.34.5 CPZ N1 which neighbours Pilrig, currently has parking restrictions from Monday – Friday, 8:30am – 5:30pm. As residents expressed highly that they mostly experience parking problems between Monday – Friday afternoons, the days and timings of the enforcement period for Pilrig are Monday – Friday 8:30am – 5:30pm.
- 1.34.6 Ticket Prices are set at £2.40 per hour which aligns with neighbouring areas of Leith Walk, Leith North and CPZ N1.

1.35 Ticket Machines

- 1.35.1 If ticket machines were to be placed in all areas of Pilrig, then 41 would be the requirement. This means that there is a ticket machine within 100m distance of each Shared Use and P&D bay.
- 1.35.2 Within Pilrig, a selection of roads including Pilrig Street, Spey Street, Junction Place and Casselbank Street have been assumed as high demand due to the generators of parking pressure surrounding each road. These generators include businesses, shops, schools, churches, and bus routes.
- 1.35.3 In total, 18 ticket machines would be required for the high demand areas (Option 2) in Pilrig.
- 1.35.4 Cashless ticket machines have been located mainly on residential streets including Arthur Street, Cambridge Avenue, New Orchardfield, Springfield Street and Spey Terrace. Residential streets require cashless machines as users of the bays will generally be permit holders, so 23 cashless machines and 18 cash accepting machines are required for Option 3 for Pilrig.

SHANDON

1.36 Existing Environment

- 1.36.1 Shandon is a highly residential area which has a high demand for parking due to lack of off-street parking availability for the majority of the roads. Slateford Road is likely generating additional parking pressure in the area as there are bus routes present, which operate regularly to the city centre. Shandon neighbours existing CPZ S3 and S4.

1.37 Consultation Feedback

- 1.37.1 303 responses from the consultation review were made concerning Shandon. The respondents were encouraged to select when they experience parking problems to scenarios from Monday to Sunday, between morning, afternoon, evening, and overnight time periods.
- 1.37.2 In total, 157 respondents stated that they cannot park near their home, with 84 (53%) selecting Monday – Friday morning, 82 (52%) voted for Monday – Friday afternoons. However, 143 (91%) respondents chose Monday – Friday evenings.
- 1.37.3 74 respondents indicated that they experience abandoned vehicles on their street. 58 (78%) selected Monday – Friday mornings, 56 (75%) voted for Monday – Friday afternoons, whilst 66 (89%) respondents chose Monday – Friday evenings.
- 1.37.4 37 respondents confirmed that they experience commuter parking on their street. Monday – Friday evenings received the highest number of votes with 32 (86%) respondents selecting this period. 29 (78%) selected Monday – Friday mornings, whilst 25 (67%) chose Monday – Friday afternoons.

1.38 Proposed Enforcement Period

- 1.38.1 As Shandon is mainly a residential area with limited access to off-street parking facilities and neighbours existing CPZ S3 and S4, parking controls will align closely with these areas, while considering the consultation responses.
- 1.38.2 The maximum stay for Shared Use and P&D bays in Shandon is 4 hours for the majority of the bays. These restrictions align with neighbouring CPZ S3 and S4 and with the Gorgie investigation area. As the majority of the streets consist of terraced residential properties with no access to off-street parking, the shorter maximum stay for the bays will help deter commuter parking and allows time for permit holders to get parked.

- 1.38.3 Ashley Drive consists of residential properties which have access to off-street parking facilities. As the only generator of parking pressure in the area is Craiglockhart Primary School, the maximum stay for the Shared Use bays on Ashley Drive is 6 hours.
- 1.38.4 Ogilvie Terrace and Harrison Gardens are the only two roads in Shandon which have maximum stay restrictions of 9 hours. The Shared Use bays on Ogilvie Terrace and Harrison Gardens are located along Harrison Park. These restrictions align with the same restrictions present on Harrison Road in CPZ S4.
- 1.38.5 CPZ S3 and S4 which neighbour Shandon, currently has parking restrictions from Monday – Friday, 8:30am – 5:30pm. After reviewing the consultation results, residents voiced highly that they mostly experience parking problems between Monday – Friday. On this basis, the enforcement period is Monday – Friday, 8.30am – 5.30pm.
- 1.38.6 As Shandon is neighbouring Gorgie and CPZ S3 and S4, the ticket prices are £2.40 per hour for P&D.

1.39 Ticket Machines

- 1.39.1 For Option 1, if cash/cashless machines were to be placed in all areas of Shandon, then the requirement would be 20.
- 1.39.2 As the majority of the roads are mainly residential, only a few have been assumed as high demand. Merchiston Grove, Ivy terrace, and Primrose Terrace are roads included as high demand because they are located near Slateford Road which has bus routes operating regularly and shops and businesses present. In total, 9 ticket machines would be required for the high demand areas of Option 2.
- 1.39.3 Cashless ticket machines are required on streets which are mainly residential and are away from generators of parking pressure including Ashley Drive, Ashley Grove and Shandon Crescent. Parking on these streets will mainly be permit holders or visitors so 11 cashless machines and 9 cash accepting machines are needed for Option 3.

TICKET MACHINE COSTS

1.40 Overview

- 1.40.1 The cost of the ticket machines based on the three potential scenarios have been calculated.
- 1.40.2 The cost of an individual ticket machine which also includes installation is £4,100. The price of the machine remains the same, no matter what type of machine is required.

1.41 Option 1

- 1.41.1 Option 1 was based on a scenario of placing Cash/Cashless ticket machines everywhere within the Phase 1 enforcement areas. As a result, a total of 273 Cash/Cashless Machines would be required for the areas of Phase 1.
- 1.41.2 The cost of needing Cash/Cashless Machines everywhere is £1,119,300.

1.42 Option 2

- 1.42.1 Option 2 was offered as a scenario where Cash/Cashless Machines would only be placed in high demand areas within the Phase 1 enforcement areas. In total, 156 ticket machines would be required for Option 2.
- 1.42.2 The cost of providing Cash/Cashless Machines in high demand areas only is £639,600

1.43 Option 3

- 1.43.1 The scenario for Option 3 was based on Cash/Cashless Machines being placed in high demand areas only. In addition, Cashless Machines only, would be applied to low demand areas. As a result, 117 Cashless Machines and 156 Cash/Cashless machines would be required for Option 3.
- 1.43.2 The cost for providing Cashless Machines in low demand areas is £479,700. Whilst the total cost of providing Cash/Cashless Machines in high demand areas is £639,600

1.44 Option 4

- 1.44.1 Option 4 is based on providing no ticket machines at all and only providing signs for RingGo payments. Offering RingGo only payments provides considerable cost savings as the cost of placing poles and signs is significantly cheaper than placing ticket machines.

CASHLESS TICKET MACHINES OPPORTUNITIES

1.45 Introduction

- 1.45.1 The UK is at the tipping point of huge developments in cashless payments and finance technology by turning towards an entirely cashless economy. Many individuals are now using contactless cards or mobile payments as this is the most convenient way to pay prompting people to not carry cash.
- 1.45.2 Buying, emptying, and maintaining cash parking machines is no longer cost efficient for local authorities and private operators, with many looking to remove the option entirely.

1.46 Opportunities

- 1.46.1 As of 2019, Edinburgh has two of the top six most polluted streets in Scotland (Nicolson Street and St John's Road) (Friends of the Earth, 2020), and as a result, changes need to be made to target carbon neutrality by 2030.
- 1.46.2 CEC has a great opportunity to utilise the excellent mobile phone coverage that is across Edinburgh and the entire Lothian region. All wards that make up the City of Edinburgh have good 2G, 3G, 4G network coverage with EE now providing 5G network coverage in central Edinburgh. Having access to this high level of coverage across the city will help support mobile payments and cashless ticket machines.
- 1.46.3 CEC's currently cashless provider RingGo could help to reduce traffic congestion caused by cars circulating looking for a space as RingGo shows motorists where parking is being offered. It highlights places where empty spaces are most likely to be found and then allows motorists to navigate to their chosen location with spoken directions.
- 1.46.4 The Coronavirus has fast-tracked the development of contactless payments and mobility. Authorities are looking to keep citizens safe now that cash ticket machines are no longer the best choice. Removing the cash ticket machines eliminates a vector for infections, not just of the coronavirus but several colds and flus.

1.47 Benefits

- 1.47.1 As cards and mobile payments are replacing cash payment, moving to digital payments will save time and money. Reducing or removing cash ticket machines will help local authorities save money, because it cuts costs of maintenance, upgrades, vandalism, and theft of cash from ticket machines.

- 1.47.2 Additionally, using cashless payments provides a single source of enforcement data, leading to enforcement efficiencies and increased opportunities for ANPR usage.
- 1.47.3 Cashless machines allow for detailed reporting capabilities for all parking activity in the City, with meta-data such as vehicle type, fuel type, point of origin, and dwell time. In addition, these detailed reports can be used for future parking/transport policy decision making.
- 1.47.4 Using cashless payment options allows for the availability of emissions-based parking to amend paid parking charges based on factors such as fuel type. This can help improve the air quality of Edinburgh by encouraging cleaner transport choices, as well as providing additional income if a surcharge on higher polluting vehicles is implemented.

1.48 Case Study

- 1.48.1 RingGo has encouraged councils to digitise parking operations and save resources by removing or reducing their machine fleets. RingGo customers have the benefit of using by far the UK's largest cashless parking solution.
- 1.48.2 London Borough of Hammersmith & Fulham (H&F) has declared a Climate and Ecological Emergency and is committed to being carbon neutral by 2030. The biggest contributor to greenhouse gases in the borough is road traffic.
- 1.48.3 The borough is comprehensively covered in controlled parking zones (CPZ) and they have been focused on building a scheme to prioritise parking for local people and reduce commuter parking usually during the 9am – 5pm times.
- 1.48.4 The number of motorists opting to pay for parking in H&F using P&D ticket machines has significantly reduced in recent years and current data shows that around 96% of payment are made through RingGo. The remaining 4% that use P&D machines are almost entirely made using credit/debit cards with less than 1% using cash.
- 1.48.5 Civil Enforcement Officers use existing systems to determine if payment has been made through the RingGo system. No special enforcement equipment is required and no change in enforcement procedures are necessary to enforce emission-based parking charges.

- 1.48.6 Cashless parking will provide H&F council with more options to control vehicle behaviours, and it is expected that a change to emission-based charging with a diesel surcharge will naturally move users over to cashless parking as it would provide them with the best price.

NO TICKET MACHINE PROVISION

1.49 Introduction

- 1.49.1 A future without P&D machines could become a new reality as a vast majority of payments are now being completed using cards or online payments. With 95% of adults now owning a mobile phone, there has been a rapid increase in the use of Apple, Android and Samsung Pay.
- 1.49.2 Even before Coronavirus, cash usage was in a decline. Now more than ever, there is a reduced desire to touch shared surfaces, as even cashless machines require you to press a button. These factors will contribute to a lower usage of both cash and cashless machines.
- 1.49.3 Using no ticket machine options such as RingGo provides many benefits including cost savings, improving street appearance and increases data and knowledge.

1.50 Benefits

- 1.50.1 No ticket machine options provide significant cost saving opportunities for local councils. There are no longer high installation fees as the cost of installing a signpost and sign is significantly cheaper than installing a cash or cashless machine. Additionally, in some circumstances, existing posts may be able to be used, further reducing costs, as a sign may only be required in certain areas.
- 1.50.2 Additionally, costs can be saved using no ticket machine options as there is no longer a need to maintain the ticket machines. The costs associated with cash collections, processing and banking, along with vandalism and theft are also removed.
- 1.50.3 Removing ticket machines from streets and providing signposts and signs has the potential to reduce street clutter, helping improve the overall aesthetics of a street. However, streets will not be totally clutter free as signposts and posts are still being placed.
- 1.50.4 Where no ticket machines are provided, it is still possible for motorists to pay by cash by visiting local businesses who are part of the PayPoint scheme. Local businesses hold electronic terminals that digitally record the vehicle registration and parking location. This in turn can help to increase footfall into local businesses.

1.51 Challenges

- 1.51.1 It is important to note that cashless payment options rely heavily on connectivity for use, either network errors or server faults could

cause a significant issue in providing a service, creating an issue to pay.

- 1.51.2 Additionally, maintaining a cash option is important for accessibility and social inclusion as not everyone will own a smartphone or use it for online payments.
- 1.51.3 Edinburgh is a major tourist destination. Due to mobile phone roaming charges, some tourists may be discouraged from using their mobile phones while abroad.

1.52 Conclusion

- 1.52.1 Providing no ticket machines has many benefits, with the main one being cost savings for local Councils. However, there are several other factors that a Council would need to take into consideration before removing ticket machines such as who is anticipated to use the area, are there local shops in the vicinity and mobile phone coverage.
- 1.52.2 Some areas where it would be possible to introduce parking controls with no ticket machines include high demand areas where there are shops nearby to the parking bays so that they can provide some facility for people to pay with cash or by card.
- 1.52.3 Areas would need to be considered on an individual basis on whether they are suitable or not. Prior to implementing any scheme that had no ticket machines, an equalities impact assessment should be undertaken.

RECOMMENDATIONS

- 1.52.4 Moving forward, parking in Edinburgh will benefit greater from cashless payment options. Cashless ticket machines are best suited over cash ticket machines as they cost less to run and operate compared to cash ticket machines. The costs of running cash ticket machines include, resourcing personnel to collect the cash, maintenance and upgrades of ticket machines, theft, and vandalism, which can cause a loss of income.
- 1.52.5 Cashless payment options allow for councils to save money and provides touch free parking, creating a safer and healthier environment for users.
- 1.52.6 Switching to cashless payment options and cutting cash ticket machines provides environmental benefits as:
- Reduced journeys for collections and banking of the cash
 - Reduced journeys for machine maintenance, vandalism, and repair
 - Reduced electricity usage
 - Save on administrative costs
- 1.52.7 The criteria for high demand areas requiring cash ticket machines could be reassessed so that the proposed requirement of cash ticket machines could be reduced. The proposed requirement for cash ticket machines could be narrowed down to areas that would require them the most e.g. where there is more elderly (churches/community centres) and in tourist areas.
- 1.52.8 It is recommended that the existing CPZ and new CPZ areas of Edinburgh have an in-depth review of all enforcement controls.
- 1.52.9 With the introduction of several new CPZ areas, becoming increasingly distance from the existing CPZ, a wholesale review of parking charges would be beneficial. This could create a staggered pricing strategy across the CPZ areas, with higher prices in the city centre and lower prices outside the city centre zone. Additionally, parking prices in higher demand areas such as Leith Walk could be reviewed, and charges could be set to match the demand of the area.
- 1.52.10 Furthermore, times of enforcement periods should be reviewed for all CPZ areas. Current timings of restrictions are from 8:30am – 5:30pm. However, some areas including Leith Walk, Gorgie and Shandon would benefit from varying timings to make sure the desires of

residents are met. In some cases, this may require an extension to existing operating times.

CONCLUSION

- 1.52.11 The primary aim of the project was to review the engagement consultation results and to propose parking enforcement recommendations for Phase 1.
- 1.52.12 Through reviewing the consultation results and completing desktop assessments of the existing CPZ's within Edinburgh, suggestions for parking restrictions regarding maximum stay, days, timings, and prices have been provided for each area in Phase 1. The results have considered both consultation results and neighbouring CPZ, making sure there is a link between both.
- 1.52.13 The requirement number of ticket machines was based on three scenarios and all ticket machines are within a 100m walking distance. The number of ticket machines required ranges from 2 to 44 dependant on the Option chosen.
- 1.52.14 Through a desktop assessment, cashless ticket machines have many benefits and many local authorities are now switching to cashless payment options, and these should be prioritised within Edinburgh. It is recommended that the criteria of high demand streets be reviewed, to reduce the number of cash machines.
- 1.52.15 The recommended pricing structure is based on current on-street pay and display prices which is correct at the time of analysis. At the time of implementation of any CPZ areas these prices would need to be reviewed and amended to ensure that they are still reflective of the current operations.
- 1.52.16 Additionally, it is recommended that there should be an in-depth review of all CPZ enforcement controls in Edinburgh to make sure restrictions are set correctly for each area and that there is a varying difference between the city centre zone and surrounding areas with parking demand taken into consideration.

Appendix A

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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Part C – Phase 1 Permit Holder Analysis – Report by The Project Centre



CPZ Phase 1 Permit Holder Analysis

Client Name: City of Edinburgh Council

Reference: 6754

Date: November 2020

DOCUMENT CONTROL

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1. INTRODUCTION

- 1.1.1 The City of Edinburgh Council (CEC) has commissioned Project Centre (PCL) to undertake analysis on Phase 1 of the Strategic Review of Parking (SRoP) in order to understand the level of vehicle ownership in each of the areas listed in Table 1. Phase 1 of the SRoP proposed the introduction of controlled parking zones, a formalised approach to parking through the use of permit holder parking, shared use bays and pay and display amongst other controls.
- 1.1.2 Based on the level of vehicle ownership data collected for the areas, PCL have identified locations where demand is likely to be high for proposed permit parking and determined the likely uptake in permits.
- 1.1.3 Recommendations have been provided for changes in zone boundaries and/or reallocation of parking bays to accommodate the likely uptake or permits.
- 1.1.4 This report deals only with the anticipated permit holder uptake. It does not include detailed analysis on the level of visitor or commuter parking that will also take place in these areas, which will have an impact upon the availability of space for residents through the reduction in available shared-use space. However, it is considered that this will have minimal impact as it is likely that the highest demand time for share-use spaced will be between 8am-6pm during which time there will also be greater movement of residents vehicles.
- 1.1.5 As this report deals solely with the availability of permit holder spaces and does not consider visitor or commuter parking, it is not a reflection of the overall parking demand in an area and hence the need to implement controls.

Table 1: List of Phase 1 Areas

Area	
Leith Walk	Shandon
Leith	Gorgie North
North Leith	Gorgie
Pilrig	B8
Abbeyhill	

2. METHODOLOGY

- 2.1.1 The vehicle ownership level data for each area within Phase 1 of the Strategic Review of Parking has been collated from the Official Scottish Government Census Data (2011) using postcodes. Postcodes in the census data were cross-referenced with the boundaries for the analysed areas that had been proposed as part of the initial design phase for CEC's SRoP.
- 2.1.2 The census data provided specific postcode data ranging from one to 5 different postcodes per block, these roughly equated to groups of no more than 150 residents. In areas where the data covered more than one street an average was used.
- 2.1.3 The information provided by the census data included number of households within the postcode area and the percentage of car/van ownership. The ownership level was split into four categories; no car or van, 1 car or van, 2 car or vans and 3 or more car and vans.
- 2.1.4 In order to account for the increase in vehicle ownership since 2011 when the Census data was last collected, a 10% increase has been applied to replicate the inflation in population and vehicle uptake. The figure of 10% has been established from Department for Transport data on licensed cars at the end of the year by keepership, specifically statistical data set TSGB09 and table VEH0204 which was last updated on 30th April 2020. This data shows there were 2,264 licensed cars at the end of 2011 and 2,525 at the end of 2019.
- 2.1.5 In the existing CPZs, permit uptake is roughly at 60% of households with vehicles. As such this has been used as the basis for the permit uptake in the study areas.
- 2.1.6 The final figure of vehicle ownership had an assumed permit uptake ratio per area applied which varied depending on the predicted resident need for permits. The assumed permit uptake ratio figures vary from 0.5-0.6 and are ranked by area in low, medium and high. Low being 0.5, medium being 0.55 and high being 0.6. These figures are multiplied against the 2019 vehicle ownership figures per post code and from this the permit to design space ratio is calculated. It has been assumed that where there is low access to off street parking, similar to existing CPZ zones, there will be a higher demand for parking so an uptake ratio of 0.6 has been applied. Low uptake ratios of 0.5 are assumed to be areas where there is more access to off-street parking

facilities, either through driveways, garages or undercroft parking or the vehicle ownership levels are likely to be lower i.e. Leith.

Table 2: Area Specific Permit Uptake Ratios

Area	Uptake ratio
Shandon	0.60
B8	0.60
Leith Walk	0.60
Pilrig	0.55
North Leith	0.50
Gorgie	0.50
Gorgie North	0.50
Abbeyhill	0.55
Leith	0.50

3. RESULTS

- 3.1.1 The results of the level of vehicle ownership analysis and corresponding demand for permit uptake are shown in Table 3. Based on the results of the analysis there are three areas where the permit uptake ratio is above 1.0 meaning the demand for a permit will be higher than the number of parking spaces available. These areas are Gorgie North, Leith, and Shandon. There are no areas with an overall ratio lower than 0.86. The average permit uptake ratio across all phase 1 areas is 0.97.
- 3.1.2 In order to visualise the data the calculated permit uptake ratio has been mapped on to the individual streets in the areas based on the following categories; Green (0-0.74) low demand, Orange (0.75-0.99) medium demand and Red (1+) high demand area. This data is presented in heatmaps which can be found in Appendix A.
- 3.1.3 The permits to design space ratio is based on all shared-use spaces being available for use. However, a number of these will be utilised by visitors and commuters. As such the permits to design ratio presented, in practice, will be higher than shown in table 3

Table 3: Calculated Permit to Design Space Ratio Table

Area	Permit holder Spaces	Shared Use Spaces	No. of Permits Required	Permits to Design Space Ratio
Abbeyhill	793	426	1053	0.86
B8	67	55	118	0.97
Gorgie	944	403	1271	0.94
Gorgie North	236	127	376	1.03
Leith	620	406	1097	1.07
Leith Walk	831	198	922	0.90
North Leith	473	21	745	0.99
Pilrig	696	280	855	0.88
Shandon	487	229	750	1.05

3.2 Abbeyhill

3.2.1 Overview

Map 1 in the appendix displays the ratio of permits required against available spaces. Overall the Abbeyhill area requires a medium demand for permits with a permit uptake ratio of 0.86. Breaking the area down into street specific data outlines possibilities for strain on specific streets. Areas of green and orange on the heat map indicate there is more spaces provided than potential permits required.

3.2.2 High Demand Areas

The high demand area between Lower London Road and Stanley Place currently has no proposed parking restrictions in place as the area is under review to be prospectively adopted. In this instance if parking enforcement was introduced it would reduce the parking pressures within this particular cluster of streets as these addresses have been included within the analysis. Another high demand area concerns Dalgety Street, Dalgety Avenue and Dalgety Road which are highlighted in red in Map 1 of appendix A. The availability of parking on Marionville Road and Wishaw Terrace can provide relief for over capacity streets, as well as, Dalgety Road having private parking for properties on the north side. These factors reduce the overall strain on the individual streets and provide adequate parking facilities for residents.

3.3 B8

3.3.1 Overview

B8 area consists of three streets which overall maintain a 0.97 permit uptake ratio. The area of concern is Meggetland Terrace which has 2.08 permits required per space provided. A factor which has not been included within the calculation of demand is the availability of driveways for residents. The majority of homes have the capacity to park a minimum of one vehicle off-street, which will reduce the demand on parking spaces provided in the initial design. As such, in reality, the space provided across the area is likely to be sufficient to meet resident demand when visitor/commuter parking is considered. Map 2 in the appendix outlines the demand on the streets in the area.

3.4 Gorgie

3.4.1 Overview

Gorgie has a permit uptake ratio of 0.94 and has the potential to be grouped together with Shandon and Gorgie North to reduce parking pressures on all areas. The majority

of streets within Gorgie are flats which means a greater residential density resulting in more permits being required per street than individually housed streets, such as the properties on Hutchison Road. This information is displayed in Map 4 of the Appendix.

3.4.2 High Demand Area

The high demand areas in Gorgie are predominantly on the southeast boundary of the area. The streets of high demand such as Hermand Crescent, Hermand Street and Hermand Terrace which are cul-de-sac roads accessed directly off Slateford Road have private parking facilities for some residents within the street. The availability of private parking for residents here will result in less permit holder uptake on these streets which will reduce the pressure on the area. It's likely that some residents on Slateford Road will also use the publicly available parking in these streets.

Appin Place, Appin Street and Appin Lane have similar arrangements where there is a mix of public and private parking. The demand for parking on Slateford Road here can be split between the Appin roads and on Moat Drive and Hutchison Crossway which are predicted to be underutilised due to vehicle ownership levels. The high demand for permits predicted on Chesser Crescent also does not factor in the availability of off-street parking like driveways for the residents in the area.

As overall the predicted permits required to spaces provided ratio is below 1.00 above only highlights some apparent individual street issues and notes mitigating factors as the area as a whole can cope with the demand.

The data shown in Gorgie is represented as 0.5 uptake ratio, this results in an overall demand for permit uptake below 1.0. The area is regularly busy with commuters visiting local shops and the data does not represent this it only presents figures concerning the predicted permit holder uptake from permanent residents.

3.5 Gorgie North

3.5.1 Overview

Gorgie North is over capacity for permit holder uptake at 1.03. Main areas of high demand include Stevenson Avenue, Stevenson Road, Stevenson Terrace and Stevenson Grove which are located at the north west of the area. These can be seen in red on Map 3 in the appendix. This area is heavily populated with households which have access to driveways. This can help reduce the demand on the area as it is not accounted for within the demand analysis.

Other areas of high demand are Wheatfield Road and Gorgie Road, which can be supported by areas of lower capacity of permit holder uptake.

3.6 Leith

3.6.1 Overview

Leith has a permit uptake ratio greater than 1, this is due to the densely populated areas on the west side of the area. Combining Leith with North Leith to make one larger Zone is an option to reduce demand on the area. The east side of the area which surrounds the Leith Links parks such as Links Gardens and Duncan Place have available spaces within the streets to allow for overflow of nearby streets.

3.6.2 High Demand Areas

Mill Lane, Cables Wynd and Yards Head located on the west of Leith are areas of high demand and have further demand from residents living on Great Junction Street which has no spaces available. Maritime Lane and Maritime Street are also areas of high demand both surpassing 2 permits required per space provided. There is availability of nearby streets within the area to reduce demand on them. As the area around Maritime Street and Maritime Lane has private parking for residents this will also reduce the demand for on-street spaces.

3.7 Leith Walk

3.7.1 Overview

Leith Walk has more spaces than permits required at a ratio of 0.90. The majority of streets are highlighted in green on Map 5 in the appendix, with only a minority having pressures. Gordon Street has high demand, however there is capacity in neighbouring streets. Lorne Street also has high demand for parking, however like Gordon Street the demand in surrounding streets allows the neighbouring streets to adopt some of the parking pressures.

As this is a busy commercial area and commuter route into the City, it is likely that there will be a high demand for the shared-use spaces in this area which will impact upon the availability of space for residents.

3.8 North Leith

3.8.1 Overview

North Leith has a permit uptake ratio of 0.99. The north west side of the zone has the least demand for parking permits as can be seen in Map 6 of appendix A.

3.8.2 High Demand Areas

The streets adjacent to Coburg Street have the highest demand for parking. The limited parking availability on Coburg Street, Couper Street and Sandport Place create

the largest strain on the area. Coburg Street requires parking from side roads to accommodate residents as it is the street with the highest demand in North Leith. The neighbouring streets provide some relief for residents.

Portland Street requires 1.08 permits per space provided. However, the surrounding streets as seen in Map 6 of appendix A, have the capacity to accommodate overflow from Portland Street.

3.9 Pilrig

3.9.1 Overview

Similar to Leith Walk, Pilrig has less of a demand for permit spaces. The permits required to spaces provided ratio is 0.88. The areas of high demand to the west of the zone which include Dryden Gait and Hawthorne Place are private parking for residents, with capacity for overflow on Dryden Street. Springfield Street and Jane Street which are highlighted in red on Map 8, found in the appendix, are only just over 1.00 permits required to spaces provided and have nearby streets supporting the parking demand.

3.10 Shandon

3.10.1 Overview

Parking permit demand for Shandon is high, as seen in Map 9 of appendix A. The predicted permit holder uptake to spaces provided ratio is 1.05. By combining the area with Gorgie and Gorgie North there is the option to reduce overall parking demands in the enlarged Zone. Shandon has been allocated a 0.6 permit uptake ratio. The area could have a higher uptake ratio, however, an average of 0.6 has been agreed due to the differing property types in the area. There is a split of residential flats and houses with homeowners on Ashley Gardens, Ashley Drive, Ashley Grove and Cowan Road having access to driveways and garages. These streets make up a large portion of the area.

3.10.2 High Demand Areas

The five streets which extend off Shaftsbury Park are all deemed to be high demand, however, Shaftsbury Park has no residential properties. The over capacity of the streets can be dispersed into Shaftsbury Park which has 31 parking spaces available to residents. This will reduce the demand on the area and assist to reduce parking pressures.

The parking demands on Ashley Drive and Cowan Road are deemed as high upon initial analysis of census data, however, this does not account for the availability of driveways and off-street parking available to residents. With these factors and the capacity on Ashley Gardens the pressures may be reduced.

4. RECOMMENDATIONS

- 4.1.1 The findings of the results have shown the need to address areas such as Gorgie North, Leith and Shandon due to the demand exceeding a permit uptake ratio of 1. The recommended changes to the boundaries of the Phase 1 areas have been outlined below.
- 4.1.2 To reduce the high levels of demand in the areas above a required permit ratio of 1 the boundaries of Shandon, Gorgie and Gorgie North have been merged to create one large area named Zone S5. The merging of the boundaries reduces the permit uptake ratio to 1 as shown in Table 4 below.

Table 4: Proposed New Zone S5

Zone S5	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Shandon	487	229	750	1.05
Gorgie	944	403	1271	0.94
Gorgie North	236	127	376	1.03
Area	1667	759	2427	1.00

- 4.1.3 The proposed Zone S5 has a much larger coverage than the other areas in Phase 1, however, combining the areas will allow underutilised permit holder and shared use spaces in Gorgie to be used by residents in the Gorgie North and Shandon area. Currently residents would not be able to park their vehicle in a neighbouring area so the amalgamation of Zone S5 would disperse the high demand for parking space in Gorgie and Shandon as residents within Zone S5 are able to park their vehicle anywhere in the larger area if their street is over capacity. It is anticipated that an overall permit ratio of 1 will be sufficient to accommodate residents needs when it is considered that private parking availability has not been measured within this analysis. Recommendations for future could include combining Shandon area with the neighbouring CPZ zone S4 which will reduce pressure further in the potential S5 area.

Table 5: Proposed New Zone S6

Zone S6	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
B8	67	55	118	0.97

4.1.4 Zone S6 consists of B8 alone, this is due to currently there being no neighbouring controlled parking zone to link the area with. There is potential for this to be combined with forthcoming areas of study such as Craiglockhart, should it progress. The two areas are similar in terms of demand for parking and are of similar distance to the city centre. The expected demand for permits within the area falls below 1.0.

Table 6: Proposed New Zone N6

Zone N6	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Abbeyhill	793	426	1053	0.86

4.1.5 Abbeyhill like B8 stands alone and has no proposed CPZ areas close by. However, with future areas of consideration there is potential for neighbouring controlled parking zones such as Willowbrae North which borders the Abbeyhill boundary to be merged to form one zone. There is low demand for parking permits in the area with a permit ratio uptake of 0.86.

Table 7: Proposed New Zone N7

Zone N7	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Leith Walk	831	198	922	0.90
Pilrig	696	280	855	0.88
Totals	1527	478	1777	0.89

4.1.6 Zone N7 is made up from Leith Walk and Pilrig. The demand in the area of Leith Walk and Pilrig is low which can be due to a number of factors such as proximity to the city centre and ample availability of bus routes. A total permit uptake ratio of 0.89 for the zone has been calculated which provides capacity for a potential future increase in demand for permit uptake in the area.

Table 8: Proposed New Zone N8

Zone N8	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
North Leith	473	281	745	0.99
Leith	620	406	1097	1.07
Totals	1093	687	1842	1.03

4.1.7 North Leith and Leith are combined to make the final area Zone N8. There is a high demand for parking permits within these areas with a permit uptake ratio of 1.03 combined. Despite the final figure for Zone N8 being higher than 1.0 it is unlikely uptake will be as high. Factors that could contribute to this include proportions of the zones not being adopted by the CPZ and being deemed as private parking for residents.

5. CONCLUSION

- 5.1.1 Following the analysis of permit holder spaces required for the Controlled Parking Zone area 1, it is clear the distribution of spaces aligns well with the number of predicted permits required by residents based on number of vehicles per household.
- 5.1.2 While some areas are showing a permit uptake ratio of above 1, this is not any reason for particular concern as the analysis undertaken has not measured the availability of private off-street parking. Should further work be undertaken to establish the level of off-street parking available and factor this into the analysis, it is likely that the parking ratios will fall below or closer to 1.
- 5.1.3 For the few areas which have a higher demand the introduction of larger zones by combining nearby areas reduces strain. This works best for Zone S5 as it reduces two areas which have a higher demand to a ratio of 0.99. The zones also provide assistance for streets which are close to the boundary and open up further parking opportunities if the street they are trying to park is at capacity.

Appendix A

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;
1. Ensure projects are completed to programme and within budget;
2. Improve productivity by having consistent procedures;
3. Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
4. Continually improve the standard of service we provide internally and externally;
5. 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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Appendix 4 – Industry Specific Parking Permits

This appendix provides detail on the issues relating to the operation of certain types of business within the CPZ.

1. Introduction

- 1.1 During the informal consultation exercise carried out in late 2019, concerns were raised by a number of businesses offering garage or vehicle maintenance-related services within the general Leith Walk/Leith area.
- 1.2 Through discussions with several such businesses it became apparent that further consideration was required in terms of how the proposed parking controls would impact on the ability of those businesses to continue to operate and whether there was scope to offer a solution that both served to manage the use of the space whilst offering the opportunity for those businesses to continue to have vehicles parked on-street whilst awaiting work and/or collection.
- 1.3 A report was commissioned through our Consultants, to consider the information gathered as a result of the discussions with affected businesses, to look at other examples of solutions used by other local authorities and to suggest a solution tailored to Edinburgh.
- 1.4 This appendix is, therefore, split into two constituent parts:
 - 1) The report commissioned by the Council
 - 2) The conclusions and recommendations arising from consideration of that report.

Appendix 4 – Industry Specific Parking Permits

Part One: Report prepared by The Project Centre



CPZ Phase 1 Industry Specific Parking Permits

Client Name: City of Edinburgh Council

Reference: 6736

Date: December 2020

DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from 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.

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EXECUTIVE SUMMARY

In response to City of Edinburgh residents' concerns about the lack of parking control near their homes, the City of Edinburgh Council (CEC) appointed Project Centre Limited (PCL) to undertake a citywide assessment of parking pressures. This parking pressure assessment was then analysed to identify the potential need for parking controls in different areas of the City.

Phase 1 Controlled Parking Zone Designs were developed to address some of the areas most affected by parking pressure. Public engagement on the layouts was undertaken over a four-week period, from 16 October to 12 November 2019.

During the engagement exercise, the introduction of parking controls in close proximity to mechanic garage businesses was considered to have the potential to significantly impact local businesses. Due to the nature of these businesses, vehicles are parked in close proximity to the working areas and this facility is crucial to the continued viability and operation of these local businesses. CEC are looking into addressing this issue through the possibility of providing garage businesses with industry specific parking permits.

The purpose of this report is to undertake a study to identify ways to mitigate the impact that the extended CPZ may have on mechanic garage businesses. The report identifies and analyses relevant case studies, provides an overview of CEC's existing operational parking permits and examines, through qualitative assessment, the business owners' concerns. The study identifies four options to help mitigate the impact of CPZ implementation on garage businesses and further considers these options in 2 sample areas that have a number of these business types within the areas.

Whilst this study confirmed the suitability of options within the areas explored, the study also recommends that area specific consideration is essential in order to ensure the most appropriate option is developed and deployed.

The information contained within this report was accurate at time of writing, however, it should be noted that CEC are currently introducing changes to their permits, charging structures and prices as part of the Parking Action Plan (PAP).

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1. CLIENT REQUIREMENTS

1.1 Brief

1.1.1 The City of Edinburgh Council (CEC) commissioned Project Centre Limited (PCL) to:

- Undertake research to determine if there are any local authorities that operate an industry specific business parking permit. Should any other schemes be identified these will be presented as case studies.
- Identify how other authorities, if any, manage industry specific business permits and how this could be specifically applied to mechanics garages.
- Provide an overview of how business parking permits operate generally across other local authorities.
- Undertake a qualitative assessment of the business responses that CEC have been provided with to determine what the businesses' current parking requirements are.
- Examine, through this report, four options for the implementation of an industry specific parking permit scheme. Discuss whether each option is operationally achievable and will align with existing parking operations within CEC.

1.2 Tasks

1.2.1 In order to provide the information, the following study was split into the following tasks:

Table 1 Tasks for PCL to undertake Work

Task	Detail
Task 1- Market Research	<ul style="list-style-type: none"> ● Identify, where possible, local authorities with Garage Business Parking Permits (GBPP). ● Identify local authorities that have industry specific business parking permits and what type of industry specific parking permits are in place (e.g. retail and trade). ● Review the current operational business parking permit schemes for other local authorities.

<p>Task 2- Analyse business responses</p>	<ul style="list-style-type: none"> ● Qualitative assessment of the business responses. ● Establish the key constraints of the different permit parking schemes identified during the desktop analysis including industry specific permits structure, how the business needs will correlate with the number of permits given per business, etc. ● Identify shared concerns by businesses with permits
<p>Task 3- Develop 4 options</p>	<ul style="list-style-type: none"> ● Based on the market research undertaken and consideration of the results of the qualitative assessment, PCL will provide four options, with reference to the specific items from the brief, for the implementation of an industry specific permit scheme. ● Each option will be operationally achievable and will align with existing parking operations within CEC. ● Gather evidence-based information about performance, effectiveness and limitations for the applicability of the different options proposed. ● Identify the potential for compatibility of the system with other uses such as permit holder bays, shared use bays and pay and display bays. ● Strategic fit or how well the options meet the agreed objectives ● Provide a model for number of parking permits allocated per business. ● Qualifying criteria for premises to be issued with permits ● Operational details for GBPPs ● Permit Prices/structure of rates.

Task 4- Report

- Identification of key features
- Recommendation of favourable option
- How well this addresses the business concerns

2. BACKGROUND

- 2.1.1 Residents of the City of Edinburgh have expressed their concerns to CEC about the lack of parking control and the accompanying issues it causes by non-residential parking which impacts their ability to find parking places near their homes.
- 2.1.2 In response to those concerns, the Council appointed PCL to undertake a citywide assessment of parking pressures. The city was divided into areas and surveys were carried out to measure parking pressure on every street. Each area was then assessed to identify its potential need for parking control.
- 2.1.3 Areas most impacted by parking pressure were to see parking controls proposed in a phased manner. The Phase 1 Controlled Parking Zone Design was developed, and public engagement was undertaken over a four-week period, from 16 October to 12 November 2019.
- 2.1.4 It was suggested that mechanic garage businesses would be significantly impacted should parking controls be introduced around their businesses. Due to the nature of the business, they require vehicles to be worked on to be parked in close proximity to the premises. As few of the businesses, if any, have forecourt or private parking available, the ability to park vehicles on street in the vicinity of the premises is crucial to their operation and viability. As a result, CEC were asked to explore this issue with the possibility of providing garage businesses with industry specific parking permits.

3. DESKTOP ANALYSIS OF RELEVANT CASE STUDIES

3.1 Overview

3.1.1 A desktop analysis was carried out to identify parking schemes that are industry specific, in other local authorities throughout Scotland specifically and, the UK in general. Furthermore, an overview of the existing parking schemes in Edinburgh was provided to emphasise the structure of permit holder allocation in terms of number of spaces per business, property, tradesman etc and associated fees.

3.2 Leicester City Council

3.2.1 Leicester City Council supply eligible businesses with the opportunity to apply for an industry specific parking permit under the name 'Garage Customer Parking Permits'.

3.2.2 Residents' Parking Schemes (RPS) were introduced in Leicester in 2007 as a response to the residents' needs for reasonable access to premises. An experimental phase of the scheme was rolled out and a public consultation was held that resulted in the scheme becoming permanent.

3.2.3 Through time, it emerged, through business owner complaints, that mechanical garage businesses were negatively impacted, with the parking restrictions having a detrimental effect on their business. Leicester City Council responded with an Industry Specific Parking Permit for the said mechanical garages.

3.2.4 A garage business may apply for two types of parking permits in Leicester:

3.2.4.1 Business Parking Permit

- This permit is bound by a Vehicle Registration Number (VRN) and used by staff. Business permits allow the permit holder to park in residential bays within the zone they are eligible for. A permit is valid for 12 months and costs £100 per permit.

3.2.4.2 Garage Customer Parking Permit

- This type of permit does not rely on the VRN and is for use on customers' vehicles only. Garage customer permits are eligible to park on residential bays within the zone specified on the permit. They are valid for 12 months and cost £150 per permit.

3.2.5 A garage may apply for a maximum of 4 parking permits only and in any combination of the two types. Furthermore, a business may not apply for visitor scratch cards for their customers if they need more parking spaces. Visitor scratch cards are exclusively for residents.

- 3.2.6 The criteria put forth for a garage customer parking permit consists of four main factors:
- Anyone with a garage business within an RPS is eligible to apply for a parking permit.
 - Parked vehicles must be properly insured and taxed.
 - Parked vehicles must always be secured to prevent theft.
 - Any works done on the vehicle must be carried out in the garage and not on the road and when the vehicle is moved to the parking bay, it must be in a safe state.
- 3.2.7 A garage business owner is responsible for a customer's vehicle when parked using their issued permit. Once a customer parks their vehicle, they have 5 minutes to walk into the establishment, acquire the appropriate permit and walk back to their vehicle before an enforcement officer issues a Penalty Charge Notice (PCN). The garage business owner must ensure that the vehicle is parked appropriately and in the correct bay within the white markings and specified zone.
- 3.2.8 The permit must be displayed on the vehicle's windscreen, so that the details of the permit are easily visible from the front of the vehicle windscreen. A permit will have 3 main pieces of information on it:
1. Expiration Date- a civil enforcement officer uses the permit's validity to identify whether a vehicle is parked legally in a bay as no VRN is associated with the vehicle.
 2. Eligible Zone- each business will be bound by the zone its business is in.
 3. Permit Reference Number- used by civil enforcement officers to issue PCNs. The council then uses the Permit Reference Number on the PCN to identify the business associated with it and issue them a fine.
- 3.2.9 Garage customer parking permits are issued on an annual basis and are valid 365 days per year, 24 hours per day. They allow a permit holder to park on any residential bay within the specified zone and within the white markings on the road. Garage customer parking permits cannot be used in pay and display or disabled bays.
- 3.2.10 There are 2 levels of charges for PCNs in Leicester Residential Permit zones as shown below: Lower Level Contraventions (LLC) and Higher Level Contraventions (HLC). LLCs such as parking for longer than restrictions permit are issued a fine of £50, whereas HLCs such as parking on double yellow lines are issued £70 fine. The parking fine is reduced by 50% if it is paid within 14 days.

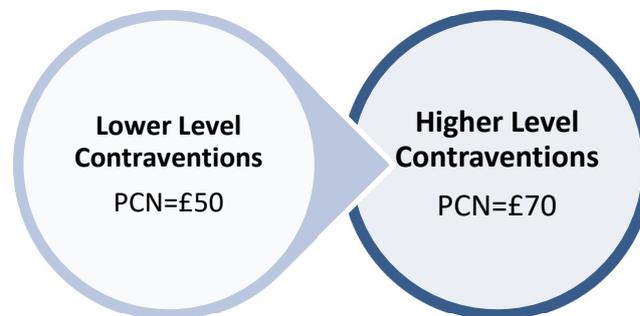


Figure 1 Levels of PCN Charges in Leicester City

3.3 Alternative Approaches

3.3.1 Leicester City Council was the only local authority identified that have garage customer parking permit schemes in operation. However, local authorities throughout the UK have responded to a variety of similar parking issues associated with different industries. Through review, two of these solutions (Business Visitor Permits and Hotel/Guesthouse Permits) were similar to the garage customer parking in that they do not require the permit to be bound by the VRN.

3.4 Permits that do not Require a VRN

Permits that do not rely on the VRN are transferable and may be used by any vehicle where that permit is valid. Some local authorities require the business name and address to be displayed on the permit where others identify the permit holders through a permit reference number.

3.4.1 General Business Parking Permits

3.4.1.1 In Aberdeen City, these types of non-VRN specific permits are called Flexible permits, whereas VRN-specific permits are called Fixed permits. In zones A to G, only fixed permits are issued with a maximum of one per resident. In all other zones either two fixed or one fixed and one flexible permit may be purchased. Each permit costs £135 for 3 months, £260 for 6 months and £500 for 12 months.

3.4.1.2 The Highlands Council issues one Business Visitor Permit (BVP) to each business in a residents parking zone or street. This permit will include the name of the zone and, in some cases, the street name that the vehicle can park in. BVPs are valid for 12 months and cost £185.

3.4.1.3 Business Customer Permits are issued by Winchester City Council to businesses in parking permit zones. Businesses in the Inner Area may apply for only one customer permit where businesses in the Outer Area may apply for up to 5 customer permits. Customers are not permitted to park longer than 4 hours in any one day. The cost of a customer permit is £75 each per year.

3.4.1.4 Bristol City Council uses the same calculations to allocate Customer Parking Permits as they do for Hotel/Guesthouse Parking Permits as shown in section 3.4.2.1 below. If a business has a premise in a Residential Parking scheme area, they can apply for business and customer parking permits. The council allows for a maximum of 7 parking permits in total in any combination with Business Parking Permits.

3.4.2 Hotel and Guesthouse Parking Permits

3.4.2.1 The hospitality sector in Clifton Village, Bristol, specifically hotels, can apply for parking permits for their customers. The number of permits they can apply for can be based on either of the following:

- Number of permits equivalent to 40% of the number of bedrooms available for guests or
- Number of permits on the same basis as larger organisations

The number of permits for large organisations, depends on a number of factors:

1. Parking Capacity

The area within which the premises are located are investigated to identify the available space for parking. The council allows 35% of the total nearby parking bay length to be allocated for large organisations. That number is then divided by 5 metres per car to establish the number of permits.

2. Full time equivalents (FTEs)

Larger organisations can apply for one permit for every five FTEs and up to a maximum of 30 permits per organisation.

Finally, the parking capacity and FTE result are added together to decide how many permits can be granted to an organisation.

3.4.2.2 In York, owners of guest houses and small hotels can apply for guest house parking permits which are also known as 'guest house authorisation cards'. Permits allow guests to park in the residents' priority parking zone where the guest house is located. The number of permits depends on both the number of guest rooms and the number of off-street

parking spaces the establishment already has. The table below is a representation of the fee structure for such permits.

Table 2 Fee Structure for Hotel and Guesthouse Parking Permits in York

Number of Months	Permit Cost
3 months	£107.50
6 months	£215.00
9 months	£322.50
12 months	£430.00

- 3.4.2.3 In Gloucestershire, there is a Hotel Voucher scheme which allows hotels to book on-street parking for their guests. There is a charge per day per vehicle and the vouchers are limited to one vehicle per hotel room.
- 3.4.2.4 Bath and North East Somerset Council allow registered hotels or guest houses located within a residents' parking zone to apply for a Hotel/Guest House Permit. The number of permits issued will depend on the number of rooms and off-street parking places available. Eligible establishments can apply for up to a maximum of 15 permits per property.

Table 3 Bath and North East Somerset Council Fee Structure for Hotel/Guesthouse Parking Permits

Number of Permits	Price per Permit
1 to 5	£80
5 to 10	£105
11 to 15	£160

Hotels and guesthouse parking permits are industry specific and require permits that are not bound by the VRN. Such permits are transferable but are also connected with the business they belong to.

3.5 Permits that Require a VRN

Permits that do require a VRN are not transferable and may not be used by any vehicle that does not have its VRN on the permit.

3.5.1 Industrial Zone Permits

3.5.1.1 Newham Council have designated industrial parking zones (IPZ) for which industrial parking permits are issued to eligible businesses. The council had introduced 5 IPZs as a response to issues regarding parking in what were uncontrolled areas near industrial premises. This parking permit can be used in any shared use bay in the IPZ. The purpose of this scheme was to reduce the number of commuter and visitor vehicles that park within those areas during the hours of operation.

3.5.1.2 Newham Council operates both Industrial Zone and Business permits. The ‘shared use’ bays allow visitors to park for up to 4 hours whereas both Industrial Zone and Business permits allow parking for an unlimited time. IPZ permits are valid only in their designated IPZs whereas Business Permits are valid in Residential Parking Zones (RPZ) as well as IPZs. Table 4 below shows the permit fee structure for both permit schemes. Both permit schemes are vehicle specific and require Vehicle Registration Number to be displayed on the permit.

3.5.1.3 The City of Westminster issues trade parking permits to be used in paid-for parking and shared use bays within the zone specified between the hours of 8:30 a.m. and 6:30 p.m. Vehicles displaying a trade parking permit may be parked in a resident’s bay within the specified zone only, between the hours of 8:30 a.m. and 5:30 p.m. This permit is VRN specific and not transferable. The charge ranges from £17-£49 per day depending on the zone.

Table 4 Newham Council's Fee Structure for Industrial Parking Zones Permits

Permit Scheme	Industrial Zone Parking Permit	Business Parking Permit
3 months	£75	£175
6 months	£150	£350
12 months	£300	£600

4. CEC CURRENT OPERATIONAL PARKING PERMITS AVAILABLE

4.1 Residential Parking Permits

- 4.1.1 A residents' parking permit may only be issued to a qualifying resident in possession of a qualifying vehicle. A 'qualifying resident' is defined as:
- a) A person who is solely or mainly resident at a premises; or
 - b) A medical practitioner with consulting rooms the postal address of which is in such a road described in a road specified in the Order; or
 - c) Any person who owns or leases, on a long-term basis, any residential property the postal address of which is in a road described in a road specified in the Order, where the said property is not the sole or main place of residence and is used as a second home or holiday home;
 - d) A mews resident.
- 4.1.2 Each resident is entitled to one residents' permit. There is a maximum limit of two permits per household. However, in situations where the residential property is not the sole or main place of residence and is being used as a second home, only one permit will be issued for said property.
- 4.1.3 A maximum of two vehicles can be registered to any permit (a merged permit), where both vehicles must be registered to qualifying residents at the same address. Both vehicle registration numbers will be provided on one permit only.
- 4.1.4 Charges for residents' parking permits are based on either the vehicle's CO2 emissions (g/km) or cylinder capacity (cc). This depends on when the vehicle was registered. If the vehicle was registered before 1 March 2001, the cylinder capacity is used. If the vehicle was registered on or after 1 March 2001, the CO2 emissions is used. There is an additional charge on second permits in a household.
- 4.1.5 A residents' permit is only valid for parking in permit holders only or shared use parking places within the zone or sub-zone, numbered parking place or Priority Parking Area referenced on the permit.

4.2 Qualifying Vehicle Requirements

4.2.1 A qualifying vehicle is defined as:

- a) A passenger vehicle constructed or adapted solely for carrying no more than 12 passengers (excluding the driver), and their effects and not drawing a trailer,
- b) A goods vehicle, not drawing a trailer,
- c) A motorcycle,
- d) An invalid carriage, not drawing a trailer.

In all cases, no permits shall be issued for any vehicle the height of which exceeds 2.5m.

4.3 Visitor's Parking Permits

4.3.1 Visitors' parking permits can be applied for online by residents if the applicant lives in:

- Zone 7 - Dumbiedykes area only
- N1 to N5
- S1 to S4
- Priority Parking Areas (PPA) B1 to B10.

However, Visitor's Parking Permits will be introduced in all areas in early 2021.

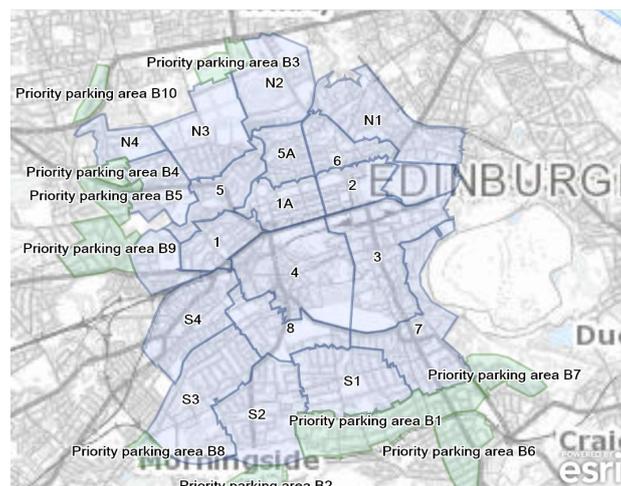


Figure 2 City of Edinburgh Council's Zone Map for Residents' Parking

4.3.2 Blue Badge holders can apply for more permits at a cheaper price.

4.3.3 Visitors' parking permits do not guarantee the holder a parking place. Current Visitors' prices per permit can be found in the table below.

However, it should be noted that these charges are about to change as part of a review under the Parking Action Plan.

Table 5 City of Edinburgh Council's Fee Structure for Visitors' Parking Permits

Permit Type	Price
Peripheral (Zone 7 - Dumbiedykes and Pleasance area only)	60p
Extended Zones (N1-N5 & S1-S4)	£1.45
Extended Zones - blue badge holders	72p
Priority Parking Areas (B1-B10)	£1.00
Priority Parking Areas - blue badge holders	60p

4.3.4 Permits are sold in books of ten. One permit provides 90 minutes of parking in permit holders' or shared use parking places or for the full controlled period in a PPA. Permits cannot be used in mews areas.

4.3.5 If an applicant lives in Zone 7 or an extended zone, they can purchase 150 permits per year. Blue badge holders may buy 300 permits per year. Residents in a PPA can buy 30 permits per year, equal to 30 days of parking.

4.3.6 To use visitors' parking permits scratch out:

- The hours and minutes to the next nearest five minutes
- Day, date, month and year.

4.3.7 Six boxes on each permit must be scratched out to validate parking: hours and minutes to the nearest five minutes, day, date, month and year. If a visitor is staying for longer than 90 minutes, in N1 to N5 and S1 to S4, the same six boxes on each permit are to be completed. One permit in a PPA is required as the controls only last 90 minutes.

4.4 Retail Parking Permits

4.4.1 To qualify for a retail parking permit a 'business' is defined as having a business premise which undertakes a Class 1 retail activity as specified in the Town and Country Planning (Use Classes) (Scotland) Order 1997. Only businesses located within a Peripheral Parking Zone (Zones 5 to 8) are entitled to a retailers' parking permit.

4.4.2 There is a limit of one permit per business premise. A single retailers' permit may be used by several vehicles, however, only one vehicle may

use the permit at any given time. The business name will be printed on the permit. Annual retailers parking permits for a Peripheral Controlled Parking Zone cost £450.

4.4.3 There are specific vehicle requirements to qualify for a retail parking permit, these are:

- Be permanently liveried (business name and contact details must be clear and legible from 20m).
- Be essential to the daily operation of the business.
- Be insured for business use.

4.4.4 The retailers' permit is only valid for parking in Residents' or Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force. Retailers' permits do not allow parking in any other designated parking bays or restricted areas and vehicles must always obey the relevant parking restrictions. A retailers' permit does not guarantee the holder a parking space.

4.5 Business Parking Permit

4.5.1 To qualify for a Business Parking Permit, a 'business' is defined as having a business premise which undertakes a Class 2 business activity as specified in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

4.5.2 Only businesses located within an Extended Parking Zone (Zones N1 to N5 & S1 to S4) are entitled to a business parking permit. There is a limit of two permits per business premise. A maximum of two vehicles can be registered to any permit. The vehicle registration numbers will be printed on the permit. Annual business permits for an Extended Controlled Parking Zone cost £350.

4.5.3 The applicant must pay non-domestic rates for the business premises. Any business claiming small business relief should indicate this on the application form in the space provided. The business must undertake a Class 2 business activity as specified in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

4.5.4 The vehicle must:

- Be less than 3.2m high, less than 6.5m long and less than 5 tonnes in weight.

- Not be built to carry 12 or more passengers and cannot be drawing a trailer when using a business permit.
- Be owned or hired/leased to the business or applicant.
- Be insured for business use.
- Be essential to the daily operation of the business.

4.5.5 The business permit is only valid for parking in Residents' or Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force. Business permits do not allow parking in any other designated parking bays or restricted areas and vehicles must obey the relevant parking restrictions at all times. A business permit does not guarantee the holder a parking space.

4.6 Trade Parking Permits

4.6.1 To qualify for a Trade Parking Permit, a 'business' is defined as a trade involving workers who are engaged in activities such as, decorating, plumbing, kitchen and bathroom installations etc, which require their attendance for lengthy periods at premises which are not their permanent place of employment, and for which their vehicle is an essential base for materials and equipment throughout the working day. There is no restriction as to the location of the business or the number of trades' permits that a business may apply for.

4.6.2 Monthly Trades Permits that are applied for from 1 to 9 months inclusive cost £125 per month. Annual Trade Permits that are valid from 10 to 12 months inclusive cost £1,300 per annum.

4.6.3 Any vehicle displaying a Trade Parking Permit must be permanently liveried (business name and contact details must be clear and legible from a distance of 20m), be essential to the daily operation of the business, be less than 3.2m high, less than 6.5m long and less than 5 tonnes in weight, not be built to carry 12 or more passengers and cannot be drawing a trailer when using a retailers' permit, be owned or hired/leased to the business or applicant and be insured for business use.

5. QUALITATIVE ASSESSMENT OF BUSINESS RESPONSES

5.1 Response source

5.1.1 CEC was provided with responses that were collated by one individual business owner through discussions with other business owners. This information has been supplied to PCL to analyse.

5.1.2 PCL were only provided with the content of the replies and no information linking those responses to individuals or businesses was included. However, the content did, in some cases, indicate the location of the business.

5.1.3 As the information collected was not a formal survey, the data available is limited and provided in varying degrees of detail. Responses have been provided from 9 garage business owners.

5.1.4 A qualitative assessment was carried out and several key factors and patterns were identified.

5.2 Concerns

5.2.1 All 9 business owners have expressed concerns about the proposed restrictions near their businesses. Words like “worried”, “unviable business” and “seriously detrimental” were evident throughout the responses.

5.2.2 Over 87% of the responses have shown concerns and expressed that the proposed restrictions will have a negative impact on their business’s. The remaining businesses did not comment on the impact of the proposed plans.

5.3 Suggested Solutions

5.3.1 Some solutions were suggested by three of the business owners. One owner recommended at least one space to be designated for the business near its entrance whereas two owners had suggested that 2 spaces be allocated for a garage near its entrance.

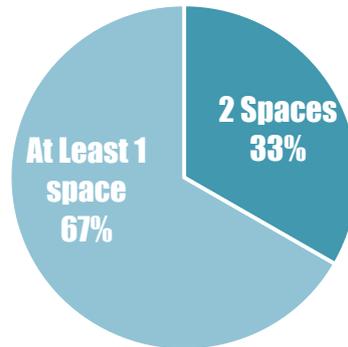


Figure 3 Suggested Solutions from Garage Business Owners' Survey Responses

5.4 Services Offered by Garages

5.4.1 The garage businesses cover a range of services from general vehicle repairs, body work, servicing, welding and diagnostics to M.O.T work and M.O.T testing.

5.4.2 A variety of specific services offered by the garages were categorized into the aforementioned general groups. Car Repairs may cover anything from exhaust, clutches and breakdowns. Garages may offer more than one specific service.

5.4.3 As seen from the image below, most garages offer services that cover general car repairs, M.O.T preparation work and servicing. One garage specializes in body works and only one garage runs M.O.T testing on site.

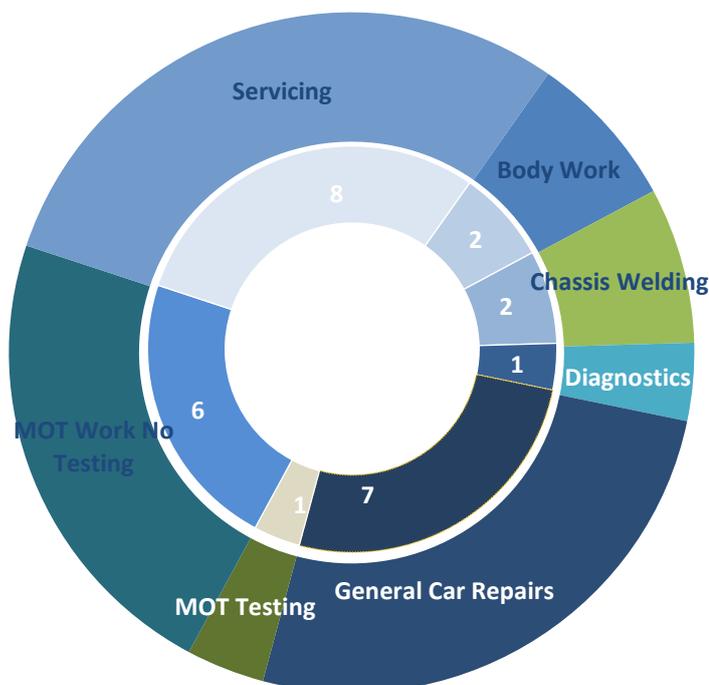


Figure 4 Services Offered by Garage Business Owners' Survey Responses

5.5 Customer Cars Parked per Day

5.5.1 An assessment of the responses has shown that 4 of the businesses have 6 or less customer cars parked during any given day while 4 of the businesses may each have anywhere from 7 to 15 cars being worked on per day.

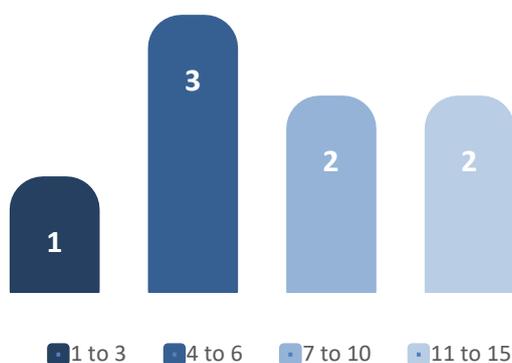


Figure 5 Customer Cars Parked per Day from Garage Business Owners' Survey Responses

5.5.2 It is not clear from the responses whether these cars remain parked in the vicinity of the garage all day or if they are parked in shifts as the cars are worked on inside the garage and customers pick them up.

5.5.3 For example, 1 of the garages has disclosed that they can see 7-10 vehicles on any given day and up to 15 vehicles on busy days. A review of the street the garage is located on, shows that the street is narrow and vehicles are parked half on the footway. There are other businesses and some residential flats on the same street and some of these vehicles would naturally belong to them. As such, at this stage it is assumed, that the number of vehicles seen per day are most likely at the premises in shifts, where some vehicles are worked on in the garage while others are parked outside and then a rotation of the vehicles carries on throughout the day based on the needs of customers, time to complete works and the availability of parts.

5.6 Overnight Parking

5.6.1 In some instances, more than a day’s work may be required on a vehicle. This may be due to a garage waiting on a part or the vehicle requiring extensive works.

5.6.2 In these cases, a vehicle may need to be parked in the vicinity of the garage overnight. The likelihood of this is provided in responses from 5 businesses as shown below.

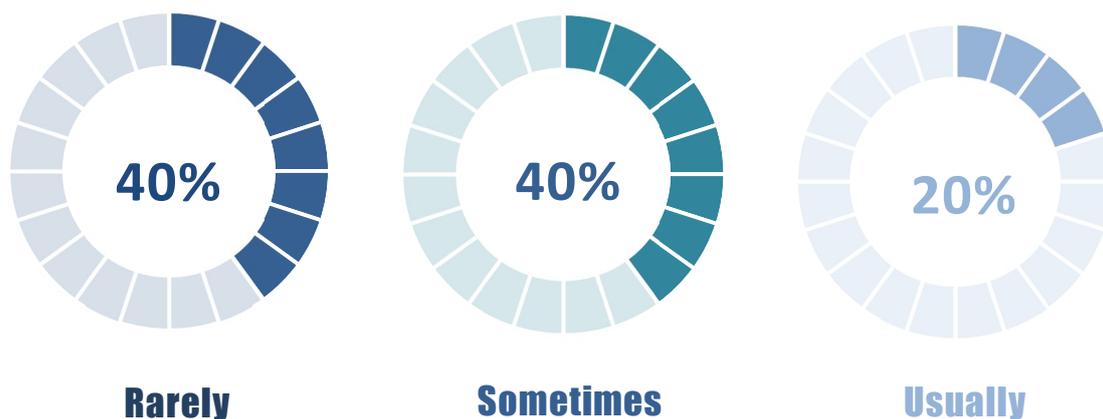


Figure 6 Overnight Parking from Garage Business Owners' Survey Responses

5.7 Car Pick up & Drop Off Hours

5.7.1 5 Businesses have responded with usual drop off and pickup hours. 60% of vehicles are dropped off around 8:30 a.m., 20% are dropped off earlier at 7:30 a.m. and 20% are dropped off at 8:00 a.m. 40 % of vehicles are usually picked up at 5:30 p.m. and the remaining 60% is shared equally with cars being picked-up at 4:30 p.m., 5:00 p.m. and 7:00 p.m.

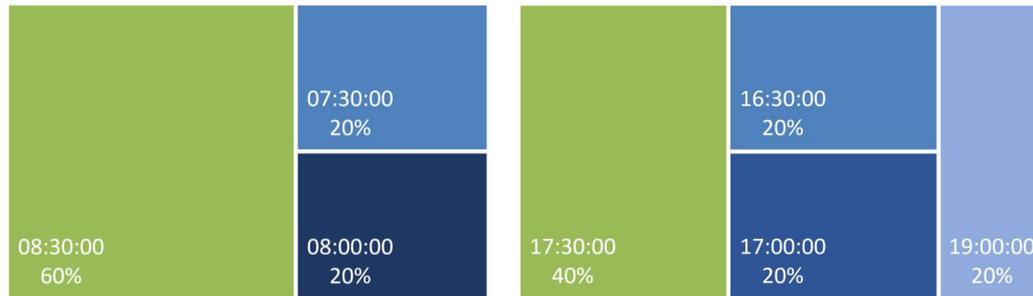


Figure 8 Car Drop-off Hours

Figure 7 Car Pick-up Hours

5.7.2 These hours suggest that vehicles are usually dropped off before work and picked up after work. This suggests that most of these cars may be booked and not brought in on an ad hoc basis.

5.8 Identification of Locations of Areas with Garages in Edinburgh

5.8.1 A few locations of mechanics garages were identified through Phase 1 of the Strategic Review of Parking. Two of these locations have been used as examples for the development of options. These locations have several mechanics garages that would be collectively affected by the proposed extended Controlled Parking Zone.

5.8.2 This study focuses on Arthur Street and Manderston Street. They were used as models for the assessment of the proposed options and an analysis was carried out to measure the effectiveness of each proposal.

6. OPTIONS FOR GARAGE CUSTOMER PARKING PERMITS

- 6.1.1 Four Options are provided below as a response to the garage business owner's unique situation. Garage businesses naturally require vehicles to be parked near their establishments and businesses see different cars each day, hence permits issued to these businesses will not be VRN specific.
- 6.1.2 The 4 options are:
1. Specific Allocated Parking Spaces.
 2. Parking Permits that allow the use of Shared Use Parking Spaces.
 3. Parking Permits that allow the use of Permit Holder bays and Shared Use bays.
 4. Specific allocated parking spaces and use of Shared Use Parking Spaces.
- 6.1.3 None of the options presented are intended to provide spaces specifically for business employees. The intention is to provide space for vehicles that are to be worked on.

6.2 Proposed Parking Restrictions Overview

- 6.2.1 Arthur Street, in the Pilrig area, is a side street that extends northeast from Pilrig Street to Leith Walk.
- 6.2.2 Manderston Street, in the Leith Walk area, is a side street that extends east from Leith Walk and feeds into Gordon Street.
- 6.2.3 Arthur Street and Manderston Street were both used as case studies to reflect how each option could react with the proposed options. Design and analysis based on the option's criteria were carried out and presented in this report as a visual tool.
- 6.2.4 For this study, it has been necessary to create a basis for Garage Business Parking Permit (GBPP) demand to be measured against. As such, the number of accesses that a garage has, has been used for this purpose as described below.
- 6.2.5 If it were assumed that garages with one door have 2 workstations and garages with two doors have 4 workstations, then the demand for Garage Business Parking Permits (GBPP), based on two spaces per workstation, is calculated as seen in the next two sections. The assumption that there is correlation between the garage door and number of workstations has been used purely to provide some basis for analysis. If any system were implemented, this information would need to be captured by way of application form or some other means.

6.2.6 Arthur Street

6.2.6.1 Arthur Street has 3 mechanical garage businesses lined up on its East side, two of which have two garage doors. Therefore, Arthur Street’s demand for GBPPs was assumed to be 10.

6.2.6.2 The street’s proposed plan includes 3 Shared Use bays, one running 26 metres, another 35 metres and a third 27 metres long, or 17 parking spaces. It also includes a collective 108 metres of Permit Holder parking bays, or 21 parking spaces as seen below.

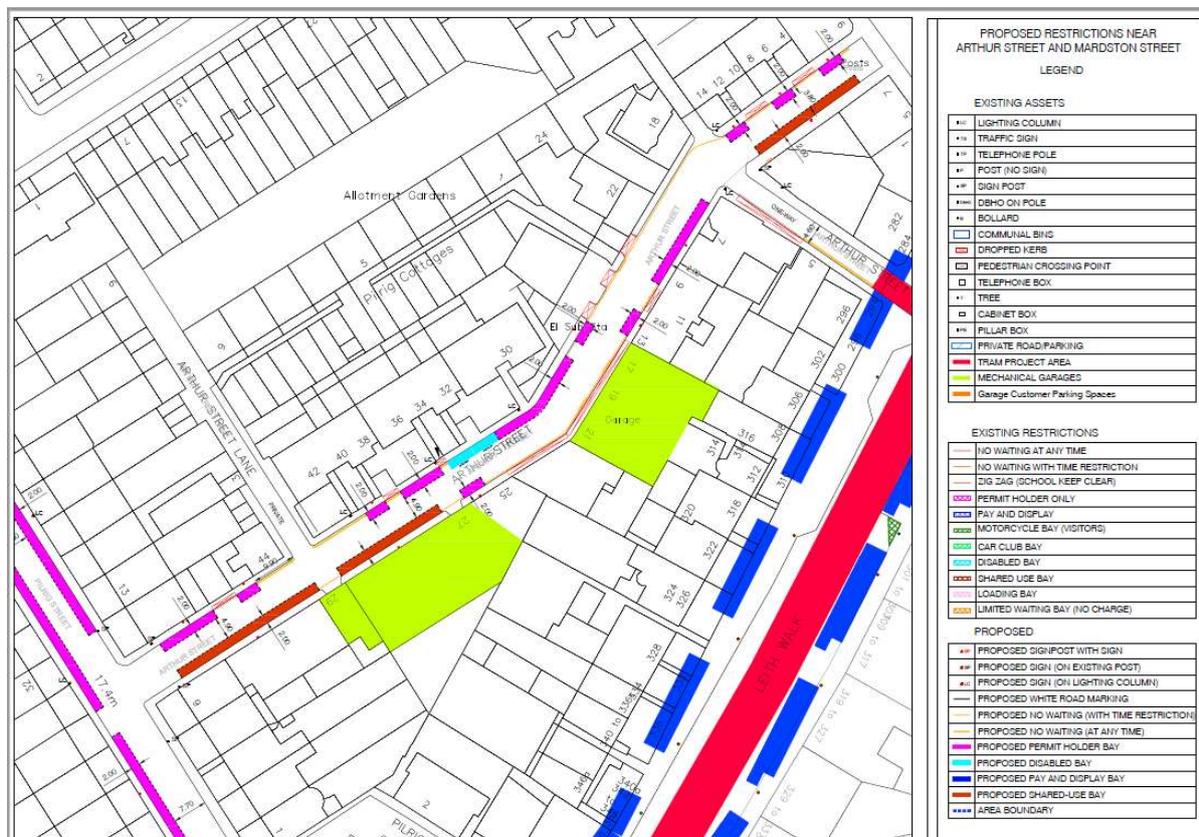


Figure 9 Proposed Plans for Arthur Street

6.2.7 Manderston Street

6.2.7.1 Manderston Street has around 12 mechanical garage businesses lined up on its South side; 11 of which have single access and one business has a double access. Therefore, Manderston Street’s demand for GBPPs was assumed to be 26.

6.2.7.2 The street’s proposed plan includes two Shared Use bays, one running 20 metres and another 23 metres long, or 8 parking spaces in total. It also includes 3 Permit Holder parking bays, one 47 metres and another 34 metres long, or 15 parking spaces and a third with 16 perpendicular parking places as seen below bringing the total to 31 parking spaces.



Figure 10 Proposed Plans for Manderston Street

6.3 Option 1: Specific Allocated Parking Spaces

6.3.1 The first option involves the allocation of specific parking spaces for garage businesses. These parking spaces will be solely for the use of garage business customers.

6.3.2 An analysis of proposed or existing restrictions, on Arthur Street and Manderston Street, was carried out to better understand how to re-allocate road space and how these changes would affect residents, visitors and existing businesses.

6.3.3 The proposed plans show that there are two possible solutions for the allocation of spaces:

1. Converting the required amount of permit holder and/or shared use parking bays in the vicinity of the garage, to garage customer parking bays.
2. Removing Single Yellow Lines (SYL), where safe to do so ensuring this doesn't introduce an obstruction to traffic flow or access, and/or replacing SYL's across business accesses with dedicated bays.

6.3.4 Arthur Street

6.3.4.1 The first solution, to convert bays, can be applied to both the shared use bay outside 27 Arthur Street and the permit holder bay across the street from 17 Arthur Street. This conversion allocates 10 garage parking spaces by reducing the amount of proposed permit holder spaces by 5 and proposed shared use spaces by 5.

6.3.4.2 However, if garage customer parking bays were put in place of the SYL across the garage accesses, this would increase the number of potential available spaces for garage businesses by 9. By utilising this solution, only one of the bays (the permit holder bay north of the northern garage) would be required to convert to garage business spaces.

6.3.4.3 Combining solution 1 and 2 as described in 6.3.3 will allow supply to meet assumed demand with minimal changes to the proposed plans and permit/shared use holders bays as seen in Figure 11 below.

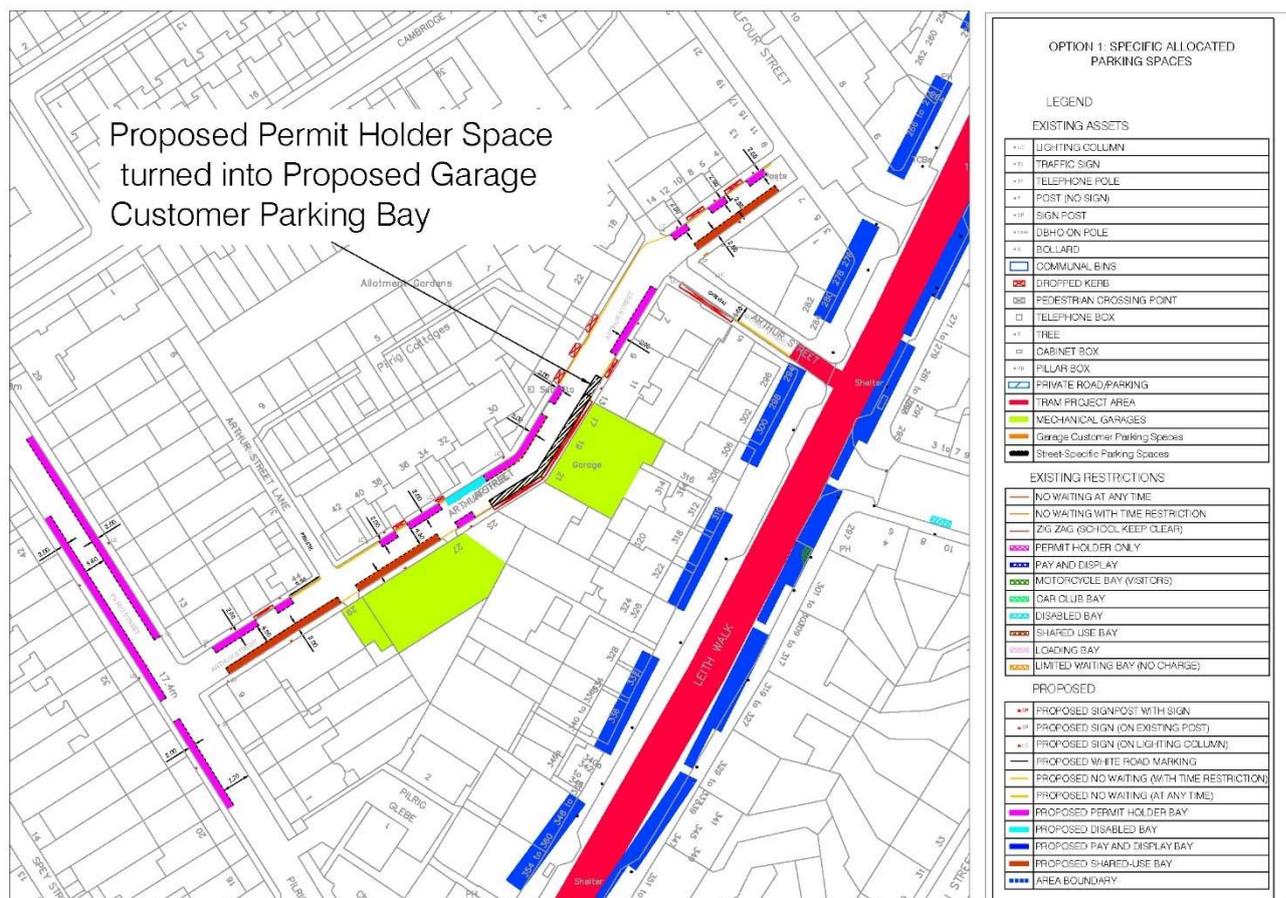


Figure 11 Option 1 for Arthur Street

6.3.5 Manderston Street

6.3.5.1 Solution 1, to convert bays could provide 26 spaces but would reduce the number of spaces available to Permit and Shared Use bay holders by 26.

6.3.5.2 Solution 2, to utilise SYL's can be used to good effect in Manderston Street. There are proposed SYL restrictions on the southern side of Manderston Street that can be safely converted to parking spaces. This would introduce 54 potential parking spaces as shown in Figure 12 below. This alone would provide more than double the assumed number of spaces required.

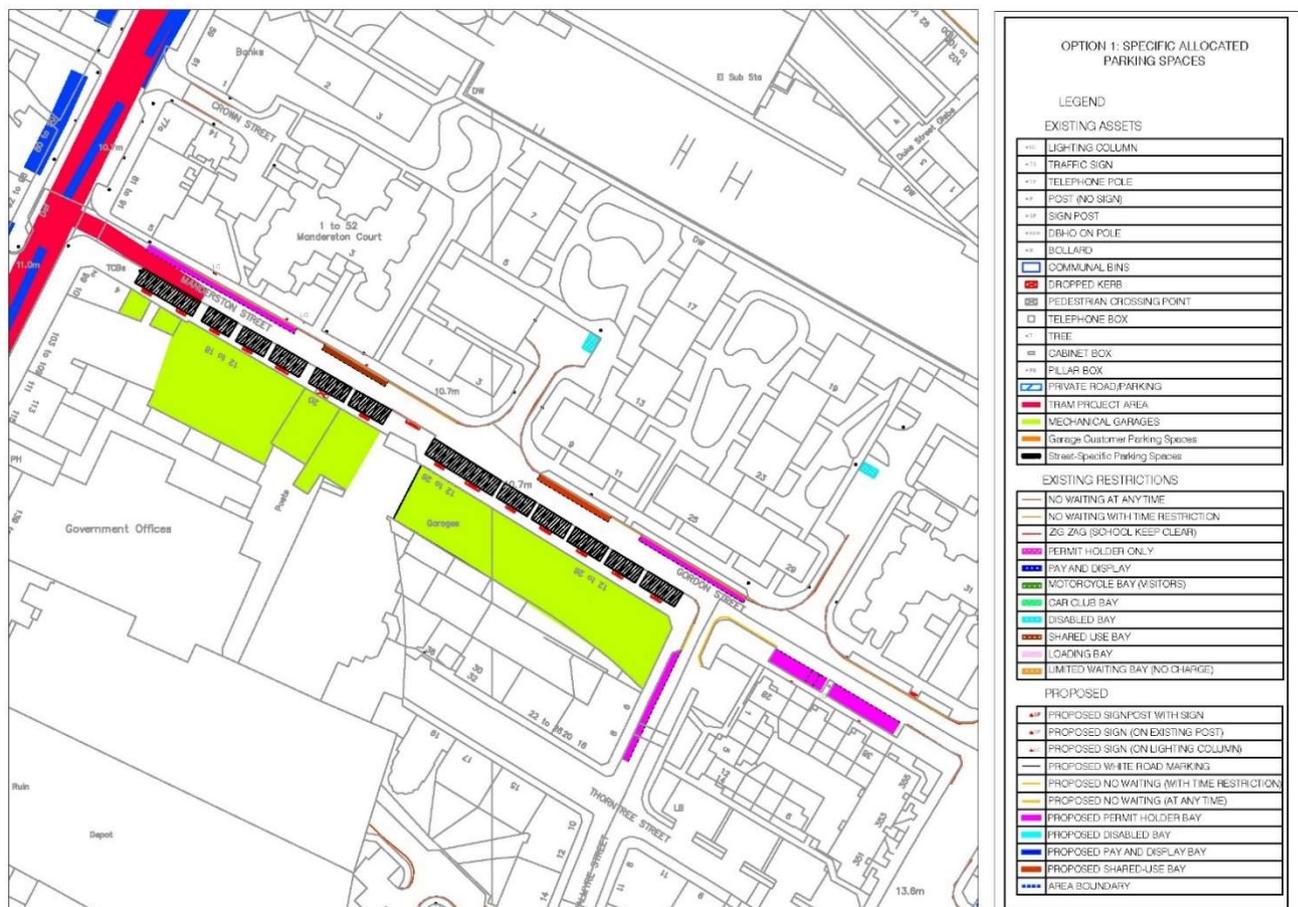


Figure 12 Option 1 for Manderston Street

6.4 Option 2: Parking Permits Valid to Use in Shared Parking Spaces Only

6.4.1 Option 2 allows garage customers to park in shared use bays. The proposed plans show that there are two steps for the allocation of spaces for Option 2:

1. Calculating the supply and demand of shared use parking bays on the street the garage business is on.
2. Convert, if required, proposed SYL's, where safe to do so ensuring this does not introduce an obstruction to traffic flow or access, to Shared use bays, and/or Permit Holder Spaces.

6.4.2 Arthur Street

6.4.2.1 There are 17 proposed Shared Use bays on Arthur Street and 21 permit holder spaces. The number of shared use spaces available exceeds garage business parking spaces' assumed demand by 7 spaces.

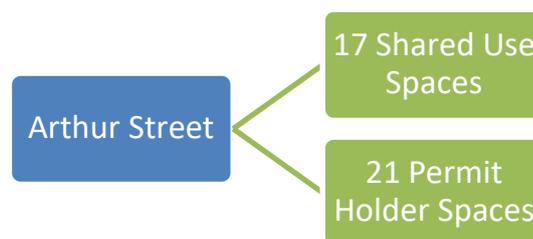


Figure 13 Proposed Bays Available Spaces for Arthur Street

6.4.2.2 As the number of proposed Shared Use bays exceeds the assumed demand by garage businesses, the proposed design meets the business requirements, should the garage businesses be allowed to utilise the Shared Use bays.

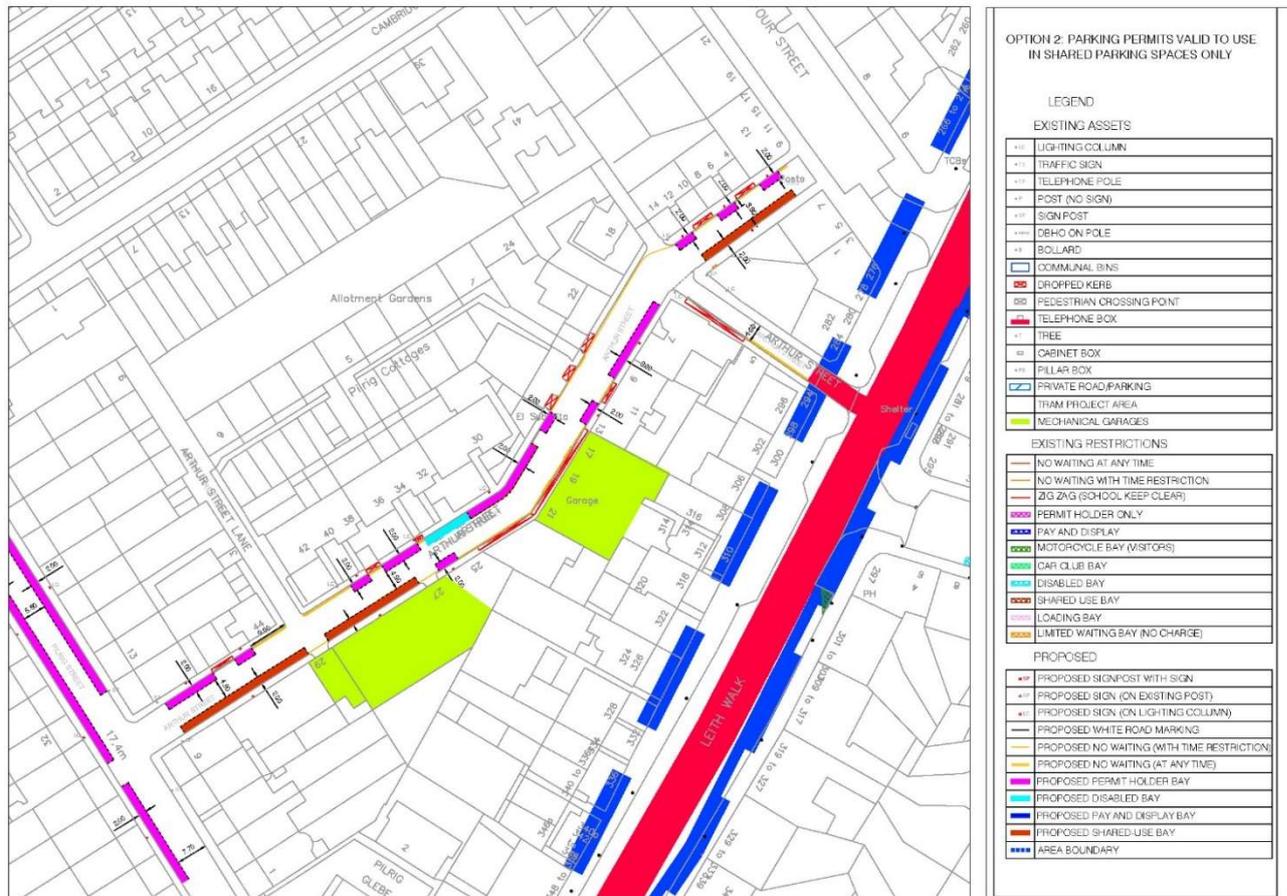


Figure 14 Option 2 for Arthur Street

6.4.3 Manderston Street

6.4.3.1 There are 8 proposed Shared Use bays on Manderston Street and 31 permit holder spaces.

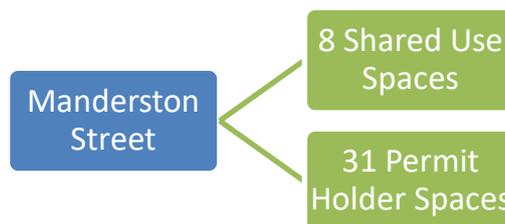


Figure 15 Proposed Bays Available Spaces for Manderston Street

6.4.3.2 This option on the proposed plans will see a shortfall of 18 shared use parking spaces based on the assumed garage demand. In order to cater for garage demand, 15 permit holder spaces adjacent to the business frontages could be converted to Shared Use spaces, which would still leave a shortfall of 3 spaces based on assumed demand.

6.4.3.3 This would reduce the availability of dedicated spaces for residents from 31 spaces to 16. The impact on residents is discussed further in Section 8.2.

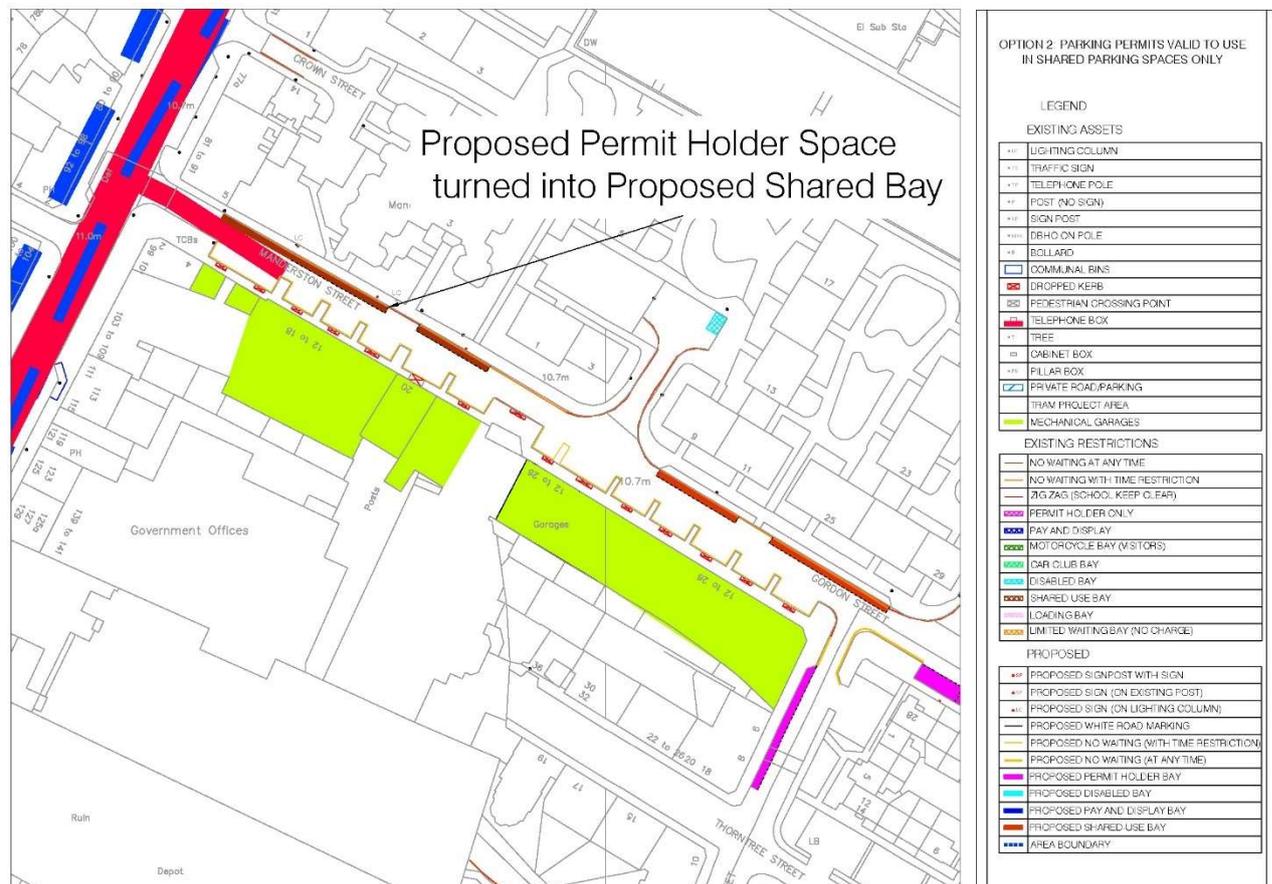


Figure 16 Option 2 for Manderston Street

6.5 Option 3: Parking Permits Valid to use in Shared Use Parking Spaces and Permit Holder Parking Spaces

6.5.1 The third option allows garage customers to park in both permit holder and shared use bays. The proposed plans show that there are two steps for the allocation of spaces for Option 3:

1. Calculating the supply and demand of permit holder and shared use parking bays on the street the garage business is on.
2. Adjusting, if required, proposed Single Yellow Lines (SYL), where safe to do so ensuring this doesn't introduce an obstruction to traffic flow or access, to increase the number of Permit Holder and/or Shared Use bays to meet the demand by residents, businesses and garages.

6.5.2 Arthur Street

6.5.2.1 Arthur Street has 38 proposed parking bays available for Option 3 formed of 17 Shared Use bays and 21 permit holder spaces. The assumed demand would take up almost 27% of the available spaces.

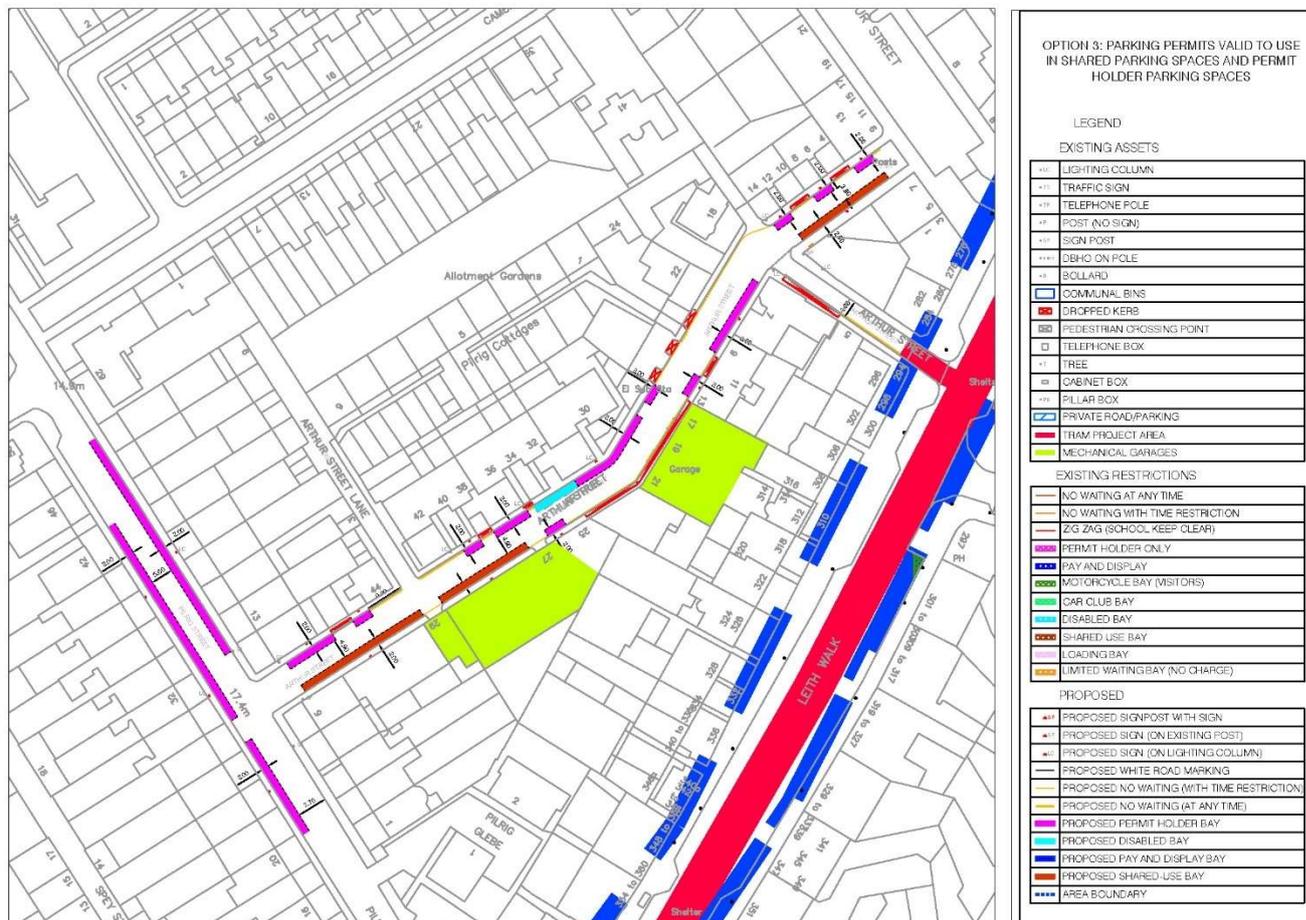


Figure 17 Option 3 for Arthur Street

6.5.3 Manderston Street

6.5.4 The current proposal introduced 8 Shared Use spaces and 31 Permit Holder spaces for Manderston Street. With 26 GBPPs required and 39 permits available across all bays to be shared with the GBPP holders, 67% of available spaces would be taken up by the GBPP holders.

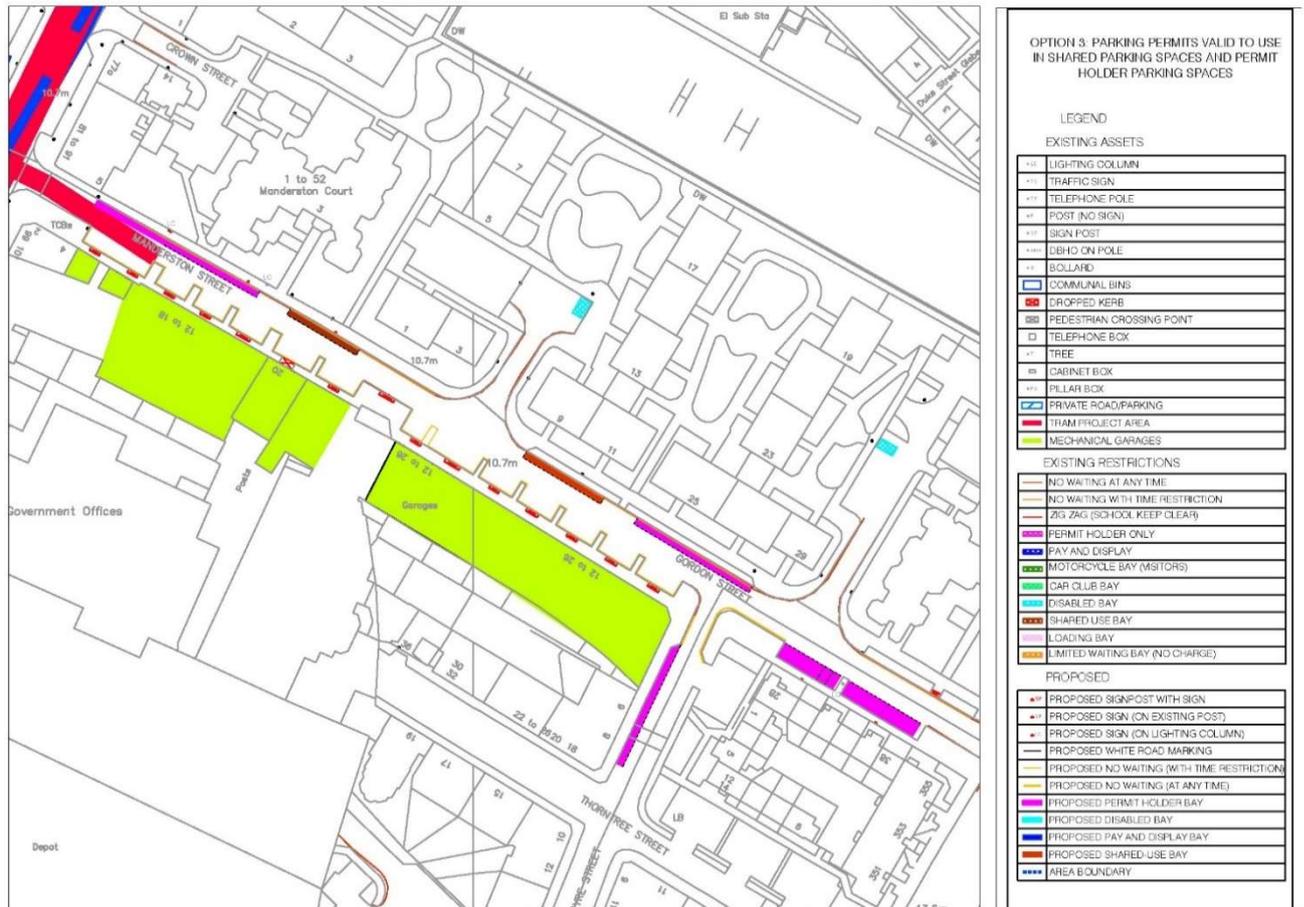


Figure 18 Option 3 for Manderston Street

6.6 Option 4: Parking Permits Valid to use in Shared Use and Specific Allocated Parking Spaces

6.6.1 The fourth option involves the allocation of specific parking spaces as well as the use of Shared Use parking bays for garage businesses.

6.6.2 Option 4 is a combination of Options 1 and 2 where GBPP allow garage customers to park in both specific spaces and shared use spaces as seen below.

6.6.3 Arthur Street

6.6.3.1 As detailed in Option 1 in section 6.3.4 above, providing dedicated bays in Arthur Street resulted in a shortfall of 1 space based on assumed demand. Previously, to accommodate this shortfall, a Permit Holder bay was converted to a dedicated bay.

6.6.3.2 However, should GBPP's allow the use of dedicated bays and Shared Use bays, there will be no need to make changes to any of the currently proposed bays. The shortfall is catered for across the 17 Shared Use bays as seen in Figure 19 below.

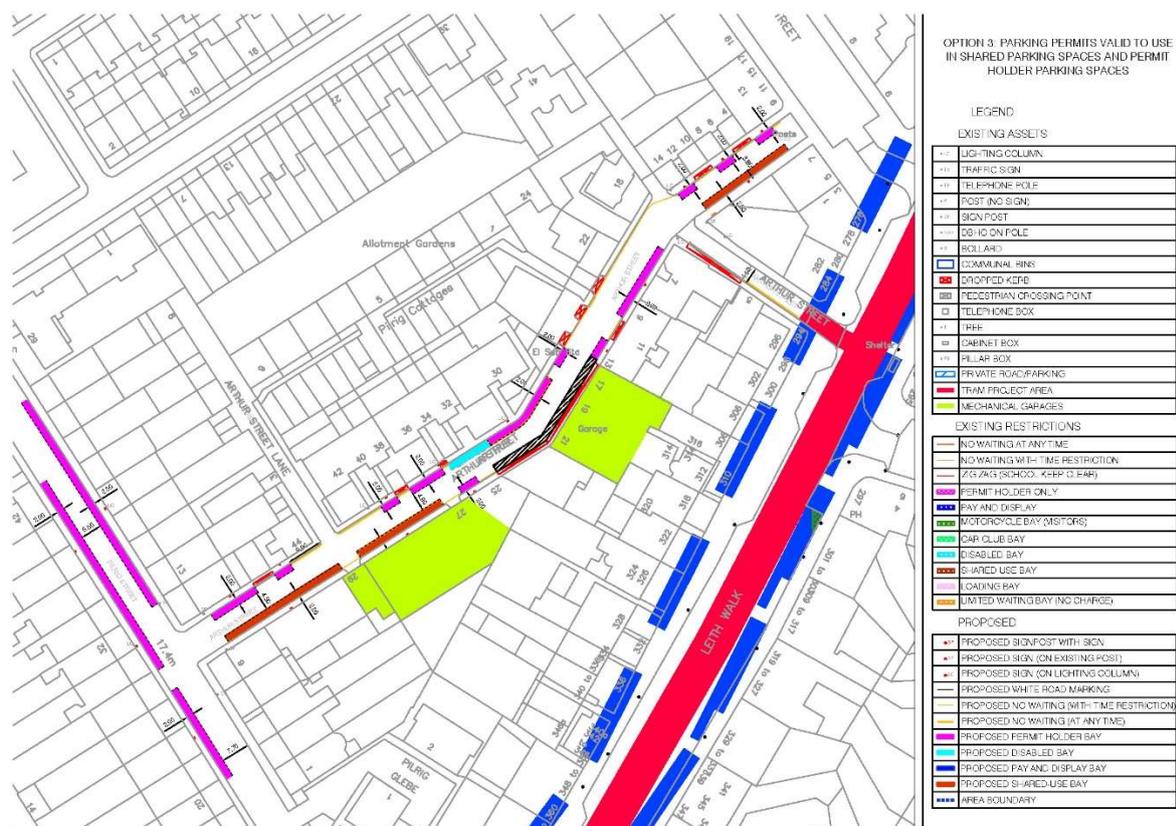


Figure 19 Option 4 for Arthur Street

6.6.4 Manderston Street

6.6.4.1 As identified in Option 1 above in 6.3.5, providing dedicated space on Manderston Street was able to deliver 54 spaces where demand was only assumed to be 26.

6.6.4.2 Allowing GBPP's to use both dedicated and Shared Use bays would provide businesses in Manderston Street with access to a total of 62 bays.

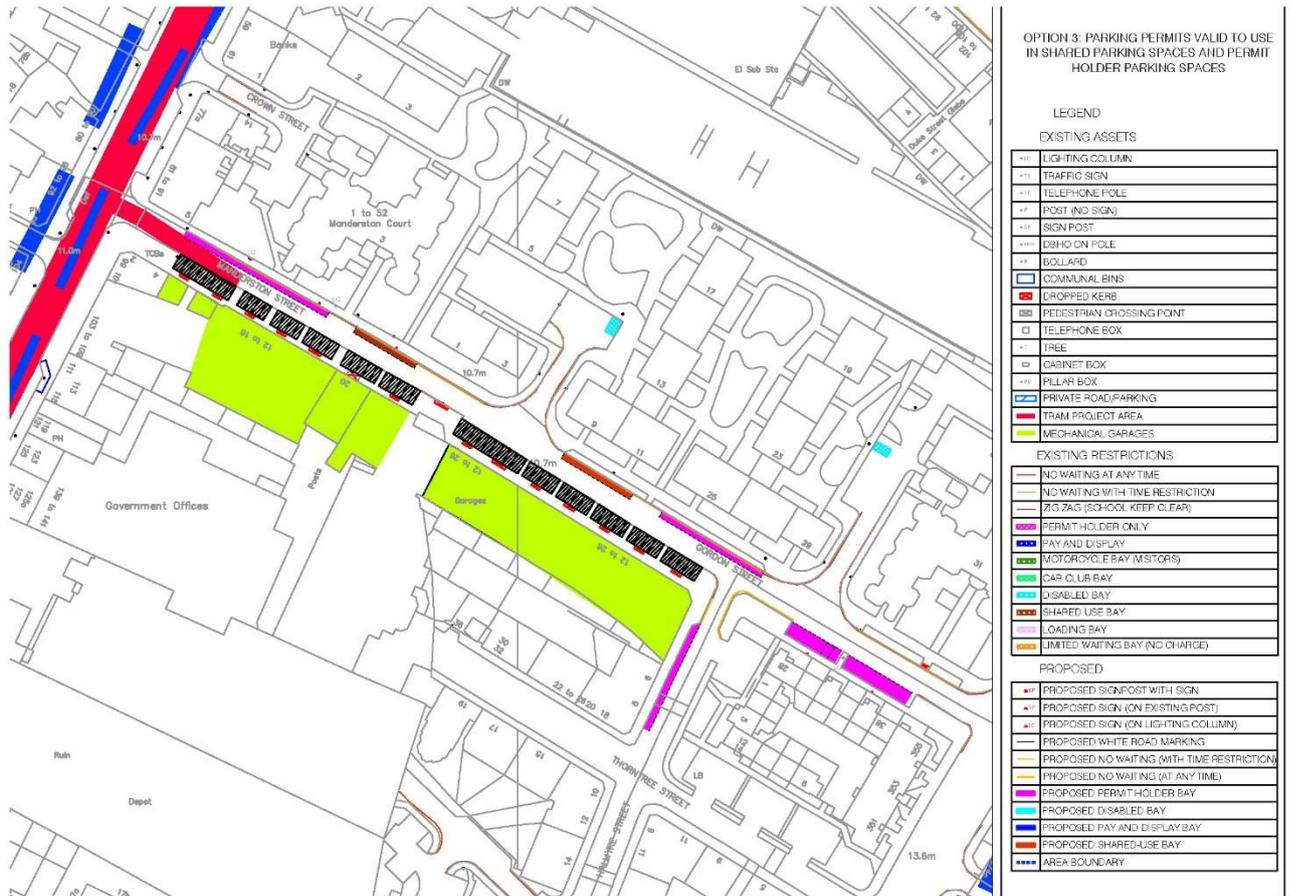


Figure 20 Option 4 Manderston Street

7. MAXIMUM NUMBER OF PARKING PERMIT SPACES

7.1 Method of Permit Provision

- 7.1.1 The simplest method to understand and, administer as an operational scheme, is to allow a garage business to apply for a maximum number of garage business parking permits (GBPP) which would need to be determined on a site by site basis.
- 7.1.2 The number of Garage Business Parking Permits (GBPP) a garage business could apply for could depend on a few factors and may differ from zone to zone, street to street, and, in some cases, business to business.
- 7.1.3 It is proposed that the maximum number of available permits is adjusted to accommodate the parking situation the business is in, to try and minimise the effect it will have on residents and visitors, while taking into consideration the garage business's need for these parking permits to sustain their business.

7.2 Calculating the Maximum Number of Parking Permits per Garage Business

- 7.2.1.1 The table below shows how permitting a maximum of 4 permits per business would impact upon the parking space availability across the options previously described in sections 6.4-6.6 above.

Table 6 Summary of Results for Method 1 for Options 2,3 and 4 (4 permits max)

	Available Space	Full Up- take	Percentage of Available space Used by GBPPs
Arthur Street			
Option 1	10	12	120%
Option 2	17	12	71%
Option 3	38	12	32%
Option 4	26	12	46%
Manderston Street			
Option 1	54	48	89%
Option 2	23	48	209%
Option 3	39	48	123%
Option 4	62	48	77%

7.2.1.2 If each business were eligible to apply for up to 10 permits, and purchased these, there would be a significant under provision of spaces across most options as shown in the table below.

Table 7 Summary of Results for Method 1 for Options 2, 3 and 4 (10 permits max)

	Available Space	Full Up-take	Percentage of Available space Used by GBPPs
Arthur Street			
Option 1	10	30	300%
Option 2	17	30	176%
Option 3	38	30	79%
Option 4	26	30	115%
Manderston Street			
Option 1	54	120	222%
Option 2	23	120	522%
Option 3	39	120	308%
Option 4	62	120	188%

7.2.1.3 Designating a maximum number of permits on a case by case basis to satisfy demand allows for a more effective distribution of spaces.

7.2.1.4 Applying a tiered pricing structure to the permits may help to manage demand in areas.

8. IMPACT OF OPTIONS ON PERMIT HOLDER ANALYSIS

8.1 Permit Holder Ratio

- 8.1.1.1 Information on the anticipated permit holder uptake was taken from the “CPZ Phase 1 Permit Holder Analysis” report, reference number 6754.
- 8.1.1.2 The results of the level of vehicle ownership and corresponding demand for permit uptake are shown in Table 3 of the “CPZ Phase 1 Permit Holder Analysis” report, reference number 6754. Based on the results of the analysis there are three areas where the permit uptake ratio is above 1.0 meaning the demand for a permit will be higher than the number of parking spaces available. These areas are Gorgie North, Leith, and Shandon. There are no areas with an overall ratio lower than 0.86. The average permit uptake ratio across all phase 1 areas is 0.97.
- 8.1.1.3 In order to visualise the data the calculated permit uptake ratio has been mapped on to the individual streets in the areas based on the following categories; Green (0-0.74) low demand, Orange (0.75-0.99) medium demand and Red (1+) high demand area. This data is presented in heatmaps which can be found in Appendix A.
- 8.1.1.4 The permits to design space ratio is based on all shared-use spaces being available for use. However, a number of these will be utilised by visitors and commuters. As such, in practice, the permits to design ratio presented will be higher than shown.
- 8.1.1.5 The Permit Ratio (permits per space) is identified for each zone, area and/or street based on the number of resident permit holders for an area compared to the available space. Permit Ratio (PR) is categorized into 3 main bands: Low, Medium and High.

$$PR = (\text{Known or Likely Number of Permits}) / (\text{Total Shared and Permit Holder Spaces})$$

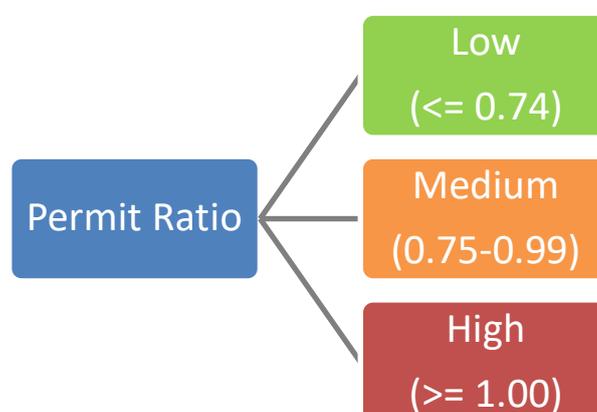


Figure 21 Permit per Space Ratio (PR)

Table 6 below shows the PR ratio for the areas under study. Leith walk has a PR of 0.90 and is categorized as medium. Pilrig has a PR Ratio of 0.88 and is therefore categorized as medium.

8.1.1.6 For the case of this study, it is assumed that both areas make up one zone with an average PR of 0.89 (medium PR).

Table 8 PR Ratio for Pilrig and Leith Walk Areas

Area	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Leith Walk	831	198	922	0.90
Pilrig	696	280	855	0.88
Totals	1,527	478	1,777	0.89

8.2 Direct Impact of Options on Permit Holders

8.2.1 Arthur Street

8.2.1.1 The number of GBPPs to be introduced in Arthur Street was assumed to be 10. Hence the number of permits required for the area rises from 855 to 865 for Options 2, 3 and to 856 for Option 4.

8.2.1.2 Option 1 for Arthur Street reduces the amount of Permit Holder spaces by 1. Table 10 below shows the impact of introducing GBPP's.

Table 9 PR Ratio Impact for Arthur Street

Area	Permit Holder Spaces	Shared Use Spaces	No. of Resident Permits	Number of GBPP Permits	Total No. of Permits Required	Permit Ratio
Proposed Plan	696	280	855	0	855	0.876
Option 1	695	280	855	NA	855	0.876
Option 2	696	280	855	10	865	0.886
Option 3	696	280	855	10	865	0.886
Option 4	696	280	855	1	856	0.877

8.2.1.3 It was found that Option 4 results in a 0.001 increase in the PR ratio for Pilrig, whereas options 2 and 3 result in a 0.01 increase in the PR ratio.

8.2.1.4 The increases across all of these options still maintain the Pilrig area in the medium demand category for Permit Holders.

8.2.1.5 However, while the impacts across all options is negligible across the area as a whole, the impact at the individual street level is more severe across options 2 and 3.

8.2.2 Manderston Street

8.2.2.1 The number of GBPPs to be introduced in Manderston Street was assumed to be 26. Hence the number of permits required for the area rises from 922 to 948 for Options 2 and 3.

8.2.2.2 Options 1 and 4 for Manderston Street do not affect the amount of Permit Holder spaces and thus do not impact the Permit Holder PR ratio.

Table 10 PR Ratio Impact for Manderston Street

Area	Permit Holder Spaces	Shared Use Spaces	No. of Resident Permits	Number of GBPP Permits	Total No. of Permits Required	Permit Ratio
Proposed Plan	831	198	922	0	922	0.896
Option 1	831	198	922	NA	922	0.896
Option 2	816	213	922	26	948	0.921
Option 3	831	226	922	26	948	0.921
Option 4	831	198	922	NA	922	0.896

8.2.2.3 It was found that options 2 and 3 result in a 0.025 increase in the PR ratio, while option 4 has no impact on the PR ratio.

8.2.2.4 The increases across all of these options still maintain the Leith Walk area in the medium demand category for Permit Holders.

8.2.2.5 However, while the impacts across all options is negligible across the area as a whole, the impact at the individual street level is more severe across options 2 and 3. garage business parking permits

8.3 Operational Details for each Option

8.3.1 Option 1: Specific Allocated Parking Spaces

8.3.1.1 In Option 1, specific bays were allocated for garage businesses based on the assumed demand. In Arthur Street, one proposed Permit Holder bay was affected whereas in Manderston Street there was no impact on the proposed bays.

8.3.1.2 If specific garage parking bays are introduced this will remove any competition between business and residents in either shared use or permit holder bays.

- 8.3.1.3 GBPPs would not allow vehicles to be parked in shared use or permit holder bays or restricted areas and vehicles must always obey the relevant parking restrictions.
- 8.3.1.4 Garage customer parking bays' operational times would be expected to match the times and days for the wider CPZ. However, consideration could be given to extending those arrangements to include Saturdays if there was a demand to do so.
- 8.3.1.5 Different charges relative to the days of operation and the additional enforcement requirements should be considered as a result of any extended restrictions.
- 8.3.1.6 A GBPP would not guarantee the holder a parking space.
- 8.3.2 Option 2: Parking Permits Valid to Use in Shared Parking Spaces Only
 - 8.3.2.1 The GBPP is only valid for parking in Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force.
 - 8.3.2.2 GBPPs would not allow parking in any other designated parking bays or restricted areas and vehicles must always obey the relevant parking restrictions.
 - 8.3.2.3 A GBPP would not guarantee the holder a parking space
- 8.3.3 Option 3: Parking Permits Valid to use in Shared Use Parking Spaces and Permit Holder Parking Spaces
 - 8.3.3.1 The GBPP is only valid for parking in Permit Holder or Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force.
 - 8.3.3.2 A GBPP would not guarantee the holder a parking space
- 8.3.4 Option 4: Specific Allocated Parking Spaces and Parking Permits Valid to Use in Shared Parking Spaces
 - 8.3.4.1 The GBPP is only valid for parking in specific parking spaces and/or Shared Use parking bays within the numbered parking zone marked on the permit (i.e. the zone in which the business is located), provided there are no further parking restrictions in force.
 - 8.3.4.2 GBPPs do not allow parking in any other designated parking bays or restricted areas and vehicles must always obey the relevant parking restrictions.

8.3.4.3 A GBPP would not guarantee the holder a parking space

8.3.5 Permit Fees

8.3.5.1 The proposed permit structures is based closely on that of the Business Parking Permits (£350 annually) the City of Edinburgh Council issue for businesses in extended controlled parking zones and are recommended to be tiered with an incremental 10% increase as seen in the tale below.

8.3.5.2 It is anticipated that a tiered pricing structure will serve to better manage demand for permits to what is actually required.

Table 11 Proposed Garage Business Parking Permit Fees and Fee Structure

Validity	1 st Permit	2 nd -4 th Permits	5 th -7 th Permits	8 th -10 th Permits
12 Months	£350	£385	£425	£470

9. CONCLUSION AND RECOMMENDATIONS

9.1 Local Objectives

- 9.1.1 The business owners' feedback on the proposed controlled parking zones was clear about the negative impact the lack of allocated space for garage customers is on the viability of the business.
- 9.1.2 The four options proposed meet the requirements of the garage business demands and accommodate, in turn, the residents in the vicinity of the premises.
- 9.1.3 While each area should be considered on its own merits, from the analysis undertaken, the most space efficient option is likely to be option 1. This provides a good level of dedicated provision while still allowing Shared Use spaces to be used as overflow but with likely minimal impact upon the availability of space for residents.

9.2 Recommendations

- 9.2.1 Based on the options presented and the analysis undertaken the following recommendations are made:
- 9.2.2 Surveys are undertaken of all areas that CPZ's are to potentially be introduced to identify the location of any mechanic garage businesses.
- 9.2.3 Once businesses are identified, further analysis is undertaken to better understand the working capacity and any private parking/vehicle storage space each premises may have.
- 9.2.4 Streets with garage businesses be assessed on a case by case basis to determine the best option to use in allocating spaces for garage businesses.
- 9.2.5 A garage business be eligible to apply for a maximum number of GBPPs to be determined on a site by site basis.
- 9.2.6 The allocation of GBPPs balances both the demand from the garage businesses with the demand from the permit holders and shared use permit holders (minimal impact on PR Ratio).
 - 9.2.6.1 Garage parking bays are expected to reflect the operational time and days of the wider CPZ. However, consideration should be given to the local conditions which may require some deviation from this, such as extended hours or days of operation

Quality

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

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

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

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

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



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Appendix 4 – Industry Specific Parking Permits

Part Two: Conclusions and Recommendations

1. Consideration of Project Centre report

- 1.1 The report provides a comprehensive overview of the particular challenges faced by businesses offering garage-type services in the broader context of parking controls. The feedback provided to us by those businesses likely to be affected was key to understanding those issues and allowing Project Centre to fully consider both the implications and the potential solutions.
- 1.2 It is also apparent that other authorities have faced similar issues and that different approaches have been taken as a means of addressing those issues. The brief given to Project Centre was a broad one in that they were asked to look at a range of options based not only on the permits currently offered in Edinburgh, but to look elsewhere for examples of approaches taken.
- 1.3 While the initial aim of this exercise was to identify solutions associated with Phase 1 of the Strategic Review of Parking, it was also necessary to look for solutions that were flexible enough to be applied generally or in part in other parts of the CPZ, whilst recognising that there are different pressures on space in different areas.
- 1.4 The Project Centre report offered four solutions based on their investigation and consideration of the issues. Those four solutions can be summarised as:
 - 1) Parking permits for use in Specific Allocated Parking Spaces only;
 - 2) Parking Permits for use in Shared-Use spaces only;
 - 3) Parking permits for use in Permit Holder and Shared-Use spaces only; and
 - 4) Parking permits for use in Specific Allocated parking Spaces and Shared-use spaces only.
- 1.5 The report concludes that Option 1 offers the best overall solution. Ideally, this approach would be the preferred solution, as it would confine parking for such businesses to defined areas and negate any further impact on the availability of parking in the immediate area. That approach also addresses any possible issues that might arise from wider use of the permits beyond their intended purpose.
- 1.6 It is, however, also accepted that it may not always be practical to allocate space to a particular use, especially in areas of either limited parking availability or in areas of higher parking demand. To address that issue would potentially require an acceptance that garage permit holders would also require access to other parking, either shared-use or permit holder.
- 1.7 Allowing garage permit holders access to permit holder spaces would, however, place them in direct competition with residents. As this situation is already likely to be the source of some concern in areas where such businesses operate, that approach would be difficult to support.
- 1.8 Allowing garage permit holders access to shared-use parking raises similar concerns, although the design and layout of parking spaces can be managed to

ensure that any impact on residents is minimised. Similarly, rather than allowing access to shared-use bays across a zone, limiting the use of shared-use bays based on location could also act to address any concerns that might arise.

2. Proposal

- 2.1 Having considered the options put forward by Project Centre, it is now proposed to introduce a permit designed to be used by businesses carrying out garage services. This permit will be known as the **Garage Services Permit**.
- 2.2 As a broad indication of the types of business that may apply for the new permit, it is anticipated that the permit will be available to businesses undertaking work either solely or primarily on vehicles and where said work involves:
 - MOTs
 - Mechanical repairs
 - Electrical repairs
 - Welding or bodywork repairs
 - Valeting or car washing
- 2.3 It is also proposed to adopt a flexible approach to the accommodation of those permits, generally in line with Option 4 in Project Centre's report. That would see a combination of Specific Allocated Parking Spaces and access to shared-use parking places being offered to holders of Garage Services Permits.
- 2.4 However, the application of the approach is proposed to be based on a case by case basis, with the preferred solution in each case being to accommodate the demand for business-related parking within Allocated Spaces. In situations where there is no possibility of allocated space, the approach will be to allow use of shared-use space only. For situations where some allocated space can be provided, but where the business or businesses have need of additional parking, a combination of allocated space and additional access to shared-use will be applied.
- 2.5 In cases where a business or businesses are offered access to shared-use parking, that access will be restricted to the general vicinity of the business as a means of managing the use of the permits.
- 2.6 Allocated spaces will be marked on-street and will be signed in a way that links them to specific permits, ensuring that the spaces provided can only be used by businesses in that vicinity. In the case of locations with multiple businesses, this is expected to mean that all permits issued to businesses at that location will bear permits with similar reference numbers, allowing all businesses to make use of the available space.
- 2.7 It is proposed that Allocated Spaces will operate during the same hours as the surrounding CPZ. Further work will be undertaken to identify any potential need for different hours or different days of operation.
- 2.8 The report recommends permit charges that use business and retail permits as a starting point, with additional permits being subject to an increase in price. This approach will help to manage the number of permits that any business is likely to

apply for, and is in line with the aspirations of CPZ, to manage demand for a finite amount of kerbside space.

- 2.9 However, it is proposed to take a slightly different approach to the pricing structure, as follows:

Validity	Permits 1 to 3	Permits 4 - 7	Permits 8 +
12 months	£370	£440	£510

- 2.10 Each business will be allowed to purchase a maximum number of permits based on the availability of space, the number of vehicles that can reasonably be accommodated within the vicinity of the business, whilst also taking into account the individual business needs. As is stated within the report, the aim will be to balance the needs of the business whilst avoiding situations where permit issue has a detrimental impact on residents and/or visitors in the surrounding area.

3. Next Steps

- 3.1 The report recognises that not all locations will be similar in nature, layout or parking pressure levels to the examples used (Arthur Street and Manderston Street) and recommends further survey work that would identify garage business locations. That information would then be used to determine a recommended course of action on a case by case basis.
- 3.2 That survey work is now largely complete for Phase 1, with further processes being undertaken as part of ongoing work in the remaining planned phases to identify locations where consideration should be given to Garage Services Permit provision.
- 3.3 Additional work will then be undertaken to determine the individual requirements of each business, with a view to establishing levels of space requirement. For locations like Manderston Street, this is likely to result in a collective requirement that meets the overall needs of the businesses at that location.
- 3.4 The design of the Phase 1 measures will be amended to include Allocated spaces where required.

Appendix 5 – Permit Restrictions

This Appendix details the changes proposed to the existing restrictions on the issue of permits to residents of the Controlled Parking Zones (CPZ).

These changes have been largely necessitated by virtue of the proposed expansion of the CPZ as a result of the Strategic Review. The opportunity has also been taken to update some of the wording used to clarify certain aspects of the restrictions.

For existing properties within those Zones currently in operation there will be no change to the number of permits that residents, or future residents, are entitled to.

1. Background

- 1.1 In February 2010 the Transport, Infrastructure and Environment Committee approved the introduction of restrictions on permit issue within the Controlled Parking Zones (CPZ). These restrictions recognised the existing pressures on parking spaces within some of the most heavily populated areas of the city and the impact of additional parking pressures arising from both new development and the redevelopment of existing properties.
- 1.2 The approved restrictions made provision for situations where the issue of permits to specific types of property would either be restricted in number or, in some instances, where no permits would be issued.
- 1.3 At its meeting of 4 June 2013, the Transport and Environment Committee approved the recommendations in a further report proposing minor changes to the previously approved restrictions. The restrictions that are currently in place can be found at the end of this Appendix, labelled “Current Restrictions”.

2. Proposed amendments

- 2.1 The current permit restrictions are specific to the existing zones of the CPZ, indicating what restrictions apply to the Central, Peripheral and Extended areas. As the Council prepares for the possibility of extending the area covered by CPZ restrictions, the permit restrictions must also be amended to reflect the addition of new zones.
- 2.2 It is also considered that the restrictions on permit issue should be extended to apply to all Priority Parking Areas (PPAs). While eight of the ten existing PPAs are included in a proposed phase of the Strategic Review, further PPAs are expected to be introduced in later Phases of the Review. It is also possible that planned monitoring could identify additional areas that might benefit from such controls.

- 2.3 It is, therefore, considered appropriate at this time to take steps to minimise the potential for development within PPAs to have long-term impacts on permit demand. This approach will protect those areas from potential over-subscription and protect residents of existing properties. For those PPAs expected to transfer to CPZ, it will also support the application of the Council's parking standards and assist in supporting alternative modes of travel whilst reducing reliance on private vehicles.
- 2.4 The revised restrictions also include minor wording updates, the majority of which will have little or no impact on permit eligibility in the existing zones. One change worth mentioning is the intention to not issue permits to premises where a proposed change of use or redevelopment would result in the loss of an off-street parking space. This change recognises that there is an existing presumption that the conversion of an existing garage space, for example, would allow a successful permit application made to replace the off-street provision with on-street demand.
- 2.5 While these changes are being made in expectation that the CPZ will be extended, these changes will apply equally to all areas subject to existing parking controls. It is anticipated that the impact on any existing CPZ or PPA will be minimal, with restrictions primarily applying to new development.

3. Timescale for implementation

- 3.1 The proposed changes do not rely on a legal process and can therefore be implemented immediately.
- 3.2 It is, therefore, proposed that the revised restrictions should be put in place with immediate effect.

Current Restrictions

References to “Existing” and “Proposed” refer to restrictions applying from February 2010 and June 2013 respectively

Categories of property: Existing and proposed eligibility for permits

Property category	Permits Per household		Exceptions ¹ See note 1 for general exceptions	
	Existing	Proposed		
Residential properties in the central and peripheral Controlled Parking Zone (CPZ) Zones 1 to 8 - intended for general use.				
A	New build	None	None	Properties being constructed on a narrow ² ‘gap’ site which makes provision of on-site parking either impractical or undesirable. In this case Residents would be entitled to 1 permit per household.
B	Newly sub-divided or converted , utilising buildings that either: a. were originally dwellings; or b. have the character of dwellings ³ ; and/or c. are listed buildings.	One	One	Properties where there is scope to provide sufficient off –street car parking to provide 1 space per dwelling without compromising other Planning policies. No entitlement in these cases.
C	Newly sub-divided or converted , utilising buildings that do not fall into any of the categories set out in B above.	None	None	Properties on a narrow ² ‘gap’ site which makes provision of on-site parking either impractical or undesirable. As A above.
Residential properties in the extended CPZ - intended for general use.				
D	New build	One	One	None
E	Sub divided, or converted	One		None
New build and converted student housing⁴ in the central, peripheral and extended Controlled Parking Zone (CPZ)				
F	All student housing ⁴	None	None	None

Notes.

1. General exceptions
 - a) Disabled drivers or live-in carers of a disabled person exempt from restrictions. Other carers of disabled people dealt with on a case by case basis
 - b) Where a developer is providing on-street parking or improving the layout of existing on-street spaces. Such developments will be dealt with on a case by case basis.
2. ‘Narrow’ will be defined on a site by site basis. In these cases, the usual position will be to allow one permit per household.
3. For example, buildings that may have been built all or part as offices or shops that are in buildings similar in character to primarily residential properties on the same street.
4. Student housing was not discussed separately in the February 2010 proposals. Permits are not currently issued for this type of housing.

Revised Restrictions

Categories of property: Existing and proposed eligibility for permits

Property category	Permits Per household	Exceptions ¹ See note 1 for general exceptions
Residential properties in the central and peripheral Controlled Parking Zone (CPZ) Applies generally to all properties ² within Zones 1 through 8 inclusive.		
A New build	None	Properties being constructed on a narrow ³ 'gap' site which makes provision of on-site parking either impractical or undesirable. In this case the allowance is 1 permit per household.
B Newly sub-divided or converted, utilising buildings that: a. were originally dwellings; or b. have the character of dwellings ³ ; and/or c. are listed buildings.	One	1. Properties where there is scope to provide sufficient off-street parking to provide 1 space per dwelling without compromising other Planning policies. 2. Where conversion of any listed building or any part of a listed building results in the removal of off-street parking provision. No entitlement in these cases.
C Newly sub-divided or converted, utilising buildings that do not fall into any of the categories set out in B above.	None	Properties on a narrow ² 'gap' site which makes provision of on-site parking either impractical or undesirable. As A above.
Residential properties in all other zones of the CPZ and all Priority Parking Areas (PPAs) Applies generally to all properties.		
D New build	One ⁴	None
E Sub divided, or converted	One ⁴	None
All student housing - Applies to all new build and converted student housing in all Zones (CPZs) and Priority Parking Areas (PPAs).		
F All student housing	None	None

Notes.

1. General exceptions
 - a. Drivers who hold a current blue badge;
 - b. Live-in carers of a disabled person exempt from restrictions. Other carers of disabled people dealt with on a case by case basis
 - c. Where a developer is providing on-street parking or improving the layout of existing on-street spaces. Such developments will be dealt with on a case by case basis.
2. "Narrow" will be defined on a site by site basis. In these cases, the usual position will be to allow one permit per household, provided that the site has been identified during the planning process as qualifying for "narrow" status, otherwise the general provision of **no permits** will apply.
3. Applies, for example, to buildings that may have been built all or part as offices or shops that are in buildings similar in character to primarily residential properties on the same street.
4. More onerous restrictions may be applied to any property, properties or development in any of the above categories through the Planning process or retrospectively, on a case by case basis, in support of Council policies and objectives.

Appendix 6 – Revised Priority Plan

This appendix provides an updated version of the Priority/Phasing plan that was submitted to Committee in September 2019.

1. Background

- 1.1 Following discussions that arose out of the September 2019 Committee report, two modifications have now been made to the Phasing of the Review.

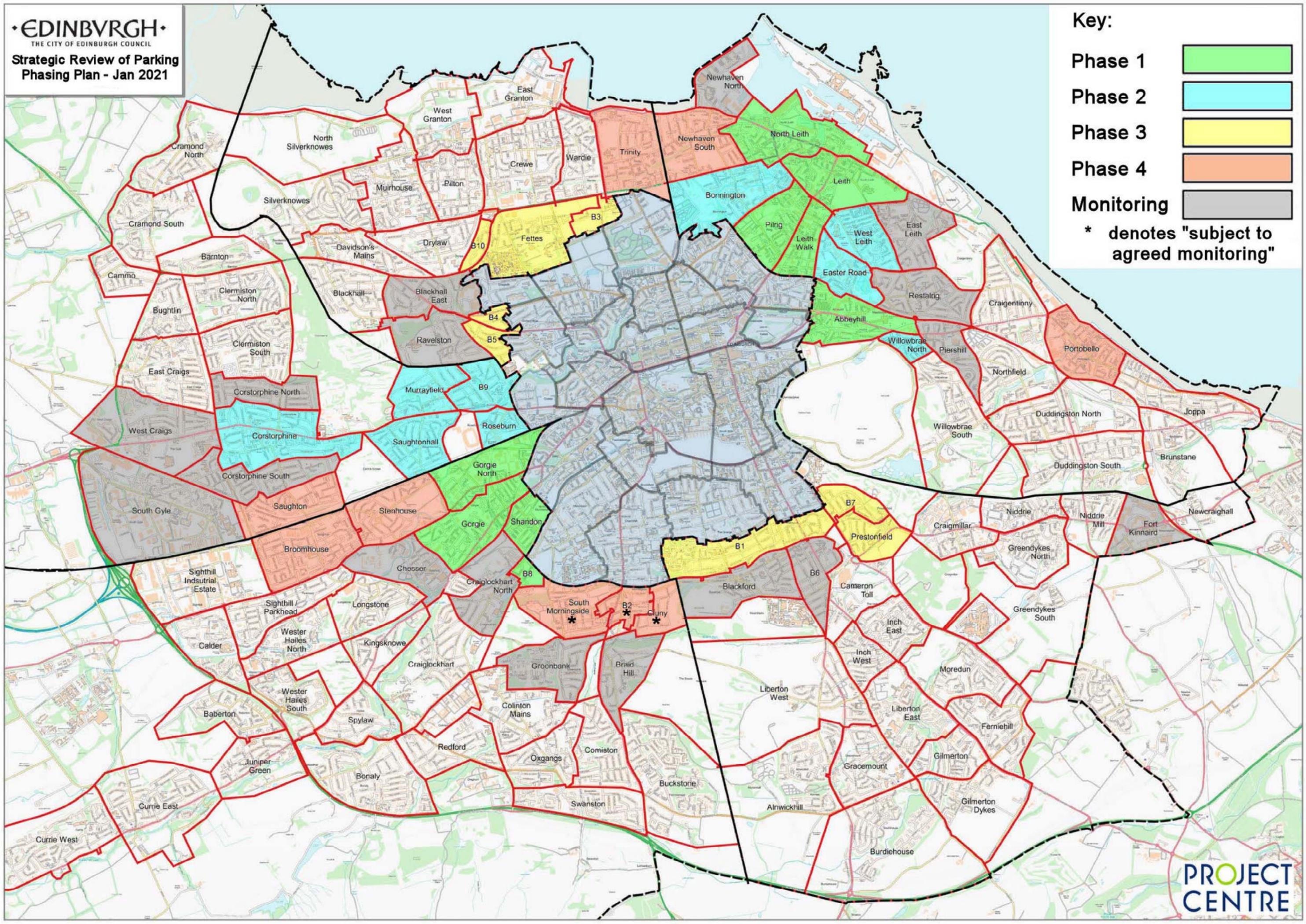
2. Modifications

- 2.1 The Murrayfield Area has been added to Phase 2 of the Strategic Review. This addition creates a consistent corridor of proposed controls along the A8 route.
- 2.2 The Blackhall East area has been added to those areas that are to be subject to monitoring. This addition recognises concerns of residents and local Councillors related to potential migration from neighbouring areas.

Key:

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Monitoring

*** denotes "subject to agreed monitoring"**



Appendix 7: Consultation Proposals

This Appendix outlines the proposed methodology for continuing consultation and engagement exercises within the context of the ongoing situation with Covid-19.

This Appendix contains:

- A. Report by The Project Centre



Phase 2: Strategic review of parking consultation

For areas 3 and 4

City of Edinburgh Council

January 2021

Created by
[Jess Cully](#)

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1. STRATEGIC REVIEW – PHASE 2 CONSULTATION

Edinburgh City Council is undertaking a strategic review of parking in the city and the proposals include exploring the implementation of controlled parking zones across the city.

Phase 1 of this initiative was undertaken in October and November 2019 and the draft consultation report is pending sign off from Edinburgh City Council. This proposal is for Phase 2 which the Council would like to commence in February 2021 and covers eight areas of the city as listed below.

Phase 2	
Area 3	Area 4
Roseburn	Willowbrae North
Corstorphine	Bonnington
Saughtonhall	West Leith
B9 (West Murrayfield)	Easter Road

This document outlines the methodology of engagement aspect of the proposals.

1.1 COVID-19: Our approach to engagement

Due to the ongoing Covid-19 pandemic, the face-to-face engagement undertaken during Phase 1 would not be appropriate or permissible following government guidance and is likely to be the case for the foreseeable future. With that in mind, our proposal for Phase 2 outlines a programme of digital and virtual engagement to ensure the proposals are shared with the community effectively and there is an opportunity for all those impacted to provide their feedback. We will continue to revise and adapt our approach as we go through the process and undertake a mid-point review during the consultation process to ensure effectiveness.

1.2 Methodology

- Project Centre will use its in-house TOMS (Traffic Order Management System) to generate the drawings with the proposed amendments to parking restrictions. These will then be adapted using Adobe software for public presentation
- Creation of webpages including a main 'landing' page with sub-pages for each individual area on Project Centre's consultation platform, Engagement HQ
- These web pages will contain all information pertaining to the proposals for each area along with interactive maps that responders can plot their comments on

- A survey will be created to gather opinions on the scheme proposals – responders will be asked to which area they wish to respond with the questions remaining generic
- Leaflets will be created for each area (x8) containing information pertaining only to that area. These will be distributed by a local 3rd party distribution company
- Update of existing FAQ to be included on the web page
- Stakeholder communications – Project Centre will collate a stakeholder list in conjunction with the council's own internal consultee list to ensure robust coverage of all groups within the areas and who would be potentially affected by any changes
- Email address EdinburghConsultation@projectcentre.co.uk to be used for correspondence throughout the process for wider communications and responses to enquiries about the proposals
- Virtual drop-in sessions will be offered, one am and one pm session, for each area. These sessions will be conducted by Project Centre over Microsoft Teams with the support from CEC staff. These sessions will be recorded and short summary reports will be provided. There will be scope to hold additional sessions, should there be demand for them
- Monitoring – weekly updates will be provided to CEC, documenting the number of responses and general headline figures
- Evaluation - Following closure of consultation:
 - Analyse free text comments received through the website.
 - Identify thematic elements and report on broad statistics regarding response themes
- Report – Full summary report will be provided, in the same style as Phase 1, for review by the client. Amends and suggestions to be collated and applied before sending final copy of the report

1.3 Drop-in session summary:

Drop-in session details will be included in the leaflets which will request any interested parties to pre-register to attend a session. Invites will be sent out to registered stakeholders 2 days prior to the event date and will include an Eventbrite link, for people to apply for a space to the chosen session time. Eventbrite offers event creation without charging participants to attend. Interested parties will need to 'purchase' a free ticket to the event and will need to give their full name to take part. Event numbers can be capped so that sessions are not over-subscribed and are manageable. If there is a high level of interest, we may look to hold additional sessions.

One or two days prior to the workshop, an email will be sent out to registered attendees which will include a Teams link for the presentation, their group number allocation, and a virtual session code of conduct.

The sessions will be held on Microsoft Teams. Upon joining the Teams link at the time of the drop-in, all attendees will view a live presentation elaborating on the designs / plans for the area and next steps in the programme. Following the presentation, each allocated group will be sent a different link to join a smaller group (of maximum 8 capacity plus 2 facilitators) via the chat.

Once in the smaller Teams calls, one team member will facilitate the discussion within each exercise, while the supporting staff member will take notes of the discussion points and control the group chat.

All attendees will be sent a link to complete a feedback survey in their own time after the session.

Example workshop schedules:

Date of Workshop	Time of Workshop	Stakeholders	Staff
TBC	Presentation: 6:00pm – 6:15pm	All	1x Presenter All facilitators
	3-4 Small group workshops: 6:15pm – 7:15pm	Max. 8 per group Resourced: 6 groups (max 48 attendees)	2x (1 Facilitator, 1 note taker)
TBC	Presentation: 1:00pm – 1:15pm	All	1x Presenter All facilitators
	3-4 Small group workshops: 1:15pm – 2:15pm	Max. 8 per group Resourced: 4 groups (max 32 attendees)	2x (1 Facilitator, 1 note taker)

Format:

Email sent out linking to Eventbrite registration site – these will be capped at 8 people per group, depending on how many facilitators there are.
Email sent out 2 days before workshops with link to presentation, allocated workshop group, and virtual workshop code of conduct
Workshop facilitator will be the organiser of each group call – can see and permit all attendees.

Part 1: Presentation (15 mins)

- Presentation
- Split into allocated groups

Part 2: Discussion groups (1 hour)

- Brief intros of team
- Area drawings / plans to be displayed, invitation for people to comment
- Send link to workshop feedback survey for any extra notes and next steps (5 mins)

Microsoft Teams:

- Ability for facilitator to control the meeting as the “organiser”
- Can remove people as per our virtual code of conduct
- Will work via browser for stakeholders
- All staff have access to Teams
- Removes confusion regarding separated groups for those less tech savvy

Appendix 8: Sighthill Industrial Estate

This appendix relates to actions arising from the report submitted to Transport and Environment Committee on 12 September 2019. It details the results of further work carried out on the potential for partial controls within Sighthill Industrial Estate.

This Appendix is split into two parts:

- A)** A report from the Project Centre on potential approaches to partial control
- B)** Conclusion and recommendations.

Part A – Sighthill Industrial Estate – Report by The Project Centre



Sighthill Industrial Estate Proposed P&D Design

Client Name: City of Edinburgh Council

Reference: 1000006792

Date: November 2020

**PROJECT
CENTRE**

DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from 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.

Rev	V01	V02	
Reason	First draft	Second draft	
Prepared by	Nour Sinokrot	Nour Sinokrot	
Date	03/09/2020	14/10/2020	
Reviewed by	Darren Ryan	Darren Ryan	
Date	04/09/2020	03/11/2020	
Authorised by		Ollie Miller	
Date		05/11/2020	

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1. CLIENT REQUIREMENTS

1.1 Background

1.1.1 One of the aims of City of Edinburgh Council's (CEC) Strategic Review of Parking is to identify where parking demand would benefit from better management through on-street restrictions to encourage the use of more sustainable forms of transport.

1.1.2 As part of the review parking pressure surveys showed that Sighthill Industrial Estate had an average of 79% of all available kerbside space being utilised for parking. This places Sighthill Industrial area in the top ten most densely parked areas of the City.

1.2 Brief

1.2.1 In order to manage parking in Sighthill Industrial Estate, CEC are considering proposing limited parking controls in the form of pay and display (P&D) bays. As such CEC commissioned Project Centre Limited (PCL) to undertake surveys to identify suitable locations for the introduction of P&D bays.

1.3 P&D Design

1.3.1 The draft design will propose:

- Short stay (2hour) located close to businesses without significant parking that might receive visitors
- All-day parking in selected locations to manage demand (not located near boundaries with neighbouring residential areas).

2. METHODOLOGY AND DELIVERABLES

2.1 Parking Controls and Ticket Machines

2.1.1 The methodology below sets out how PCL has undertaken individual elements of the work required to meet the project brief and what has been delivered to aid understanding.

2.2 Methodology

2.2.1 Site surveys were undertaken to identify if business car parks were sufficient to meet staff and customer parking demands

2.2.2 Places of business and the specific business operation were identified to determine the level of turnover (low, medium or high) required to support their operation.

2.2.3 Parking charges in other similar areas across Edinburgh, as well as the charges of the nearest CPZ area were reviewed. This information formed the basis of recommended hours of operation for parking bays and the costs associated with parking.

2.2.4 Based on the assumed business parking needs, all of the streets in Sighthill Industrial Estate were identified on a plan highlighting where 2 hour or all day parking would be appropriate.

2.2.5 Places of business have also been highlighted on the plans indicating those that have been assumed to have a low, medium or high turnover of customers

2.2.6 This report details what parking restrictions have been proposed and the reasoning behind these.

3. SIGHTHILL INDUSTRIAL ESTATE

3.1 Existing Environment

- 3.1.1 Sighthill Industrial Estate runs between The City of Edinburgh Bypass in the west to Broomhouse Road in the east and between Bankhead Drive in the north and Calder Road in the south.
- 3.1.2 The types of businesses in Sighthill Industrial Estate range from car dealerships, charities, engineering services, software companies, mail centres, superstores, department stores, flooring shops, retail shops, auto parts stores, a concrete plant, taxi company, property maintenance equipment including scaffolding, electrical equipment warehouses, self-storage, recycling centres, banking groups, biscuit and beer companies and more.
- 3.1.3 Most of the businesses in the area were found to have ample car parking facilities within their premises and would meet the parking needs of their customers and employees. A few businesses, however, may require additional parking for their customers and employees.
- 3.1.4 Many of the businesses operate Monday to Sunday, with a slightly earlier closing time on Sundays. A few businesses like banking groups and mail processing services were found to be closed on Sundays and a few others like a biscuit factory and a plant and tools hire close on both Saturday and Sunday.
- 3.1.5 Businesses were found to open as early as 7:30 a.m. and generally remain open until as late as 6:00 p.m. Mail processing centres open as late as 7:00 p.m. while some home improvement shops stay open until 8:00 p.m.
- 3.1.6 No waiting (Single Yellow Lines) restrictions in Sighthill have the following time periods:
- Monday- Friday from 7:30 a.m. to 6:30 p.m.
 - Saturday from 8:30 a.m. to 9:30 a.m. and from 4:00 p.m. to 6:30 p.m.
- 3.1.7 The Sighthill Industrial estate is well served by public transport links with the Tram running to the South, bus services 25, 34, 35, 63, X22, X23, X27 and X28 stopping on Calder Road and services 20, 36, 63, Skylink 300 & 400 running into the Industrial Estate itself.

3.2 Other Industrial Estates

- 3.2.1 To the north of Sighthill Industrial Estate and to the west of South Gyle Access, Clocktower Industrial Estate has *no waiting* restrictions on the majority of its kerbside, however, no parking bays have been introduced in the area.

3.2.2 Other industrial estates in Edinburgh, like Russel Road Industrial Estate, Abbeyhill Industrial Estate, Bonnington Industrial Estate, A1 Industrial Park and Tennant Street Industrial Estate among others do not have parking restrictions in place and are not part of a CPZ.

3.2.3 Sighthill Industrial Estate would be the first Industrial Estate to have a formal parking arrangements introduced in Edinburgh.

3.3 Nearby Controlled Parking Zones

3.3.1 The nearest Controlled Parking Zone (CPZ) to Sighthill is Zone S4. Zone S4 is in the extended CPZ and consists mainly of residential properties, parks, a shopping centre, schools, care homes and the Haymarket train station.

3.3.2 The hours of operation in Zone S4 are Monday to Friday 8:30 a.m. to 5:30 p.m.

3.3.3 Public transportation links for Zone S4 comprise of the Haymarket train station on the northern part of the zone and bus services 3, 4, 22, 25, 33, 44, X22, X23, X27 and X28 running from Dalry Road and/or West Approach Road to the city centre and through the zone as well as Airlink 100 and the tram running from Haymarket to the airport on one end and to the city centre on the other end.

3.3.4 The charges per hour for Zone S4 are £2.80 for P&D bays and/or £1 for up to 4 hours, thereafter £4 up to 9 hours.

3.4 Business Customer Turnover Level

3.4.1 Businesses in Sighthill Industrial estate were considered on the basis of their assumed customer base. Consideration was given to the number of customers a business could potentially receive and the duration they would be at the premises.

3.4.2 Businesses customer base were categorized into High, medium or low turnover businesses.

1. High turnover- are businesses that are expected to have many visitors in a given period of time.
 - Businesses with high turnover rates are anticipated that they receive many customers each day with each only spending a few minutes at the premises.
 - Superstores, department stores and retail shops are all examples of businesses that have a high turnover of customers.

2. Medium turnover- are businesses that are expected to have several visitors for a given period of time.
 - Businesses with a medium turnover would have less frequent customers and who would spend their time looking around or dealing with a salesman.
 - Medium turnover businesses include car dealerships, charities, engineering services, banking groups, flooring shops and banking groups among others.
3. Low Turnover- are businesses that are expected to have few visitors and for a given period of time.
 - Some of these businesses possibly aren't even open to the public or it's unlikely they'll have customers at all.
 - Such businesses include mail processing centres, beer and biscuit factories and recycling centres.

4. SUMMARY AND RECOMMENDATIONS

4.1 Summary

- 4.1.1 15 streets in Sighthill industrial estate were analysed along with their surrounding businesses to propose the appropriate type of P&D bays.
- 4.1.2 Appendix A is a drawing presenting the opportunities of where P&D parking and the lengths of stay that could be introduced in Sighthill Industrial Estate. Business turnover levels, parking type (P & D or All Day parking) areas and private parking within a business's premises are clearly marked to display both the survey findings which correlate with the lengths of stay proposed.
- 4.1.3 There is a range of more than 20 different businesses types in the industrial estate from manufacturing, construction, autocar sales and charities to superstores, retail shops and more. As such, the customer parking needs of each individual business and street in the area differ.
- 4.1.4 As mentioned previously, Zone S4 is the closest CPZ to Sighthill industrial estate and thus was used as a reference to establishing parking costs and operational days and hours.

4.2 Conclusion

- 4.2.1 On the basis of the assumptions made on the customer turnover for each business, the plans in Appendix B show sections of road where 2 hour or all-day P&D could be introduced. There are also 4 lengths of road where double yellow lines are proposed in order to aid the flow of traffic. In total:
- 23 potential "All Day Parking" areas were identified.
 - 20 possible "2 Hours Max Stay" areas were identified.
 - 4 lengths of road with the possibility of "No Waiting at Any Time" restrictions were identified.
 - 8 junctions with the possibility of "No Waiting at Any Time" restriction were identified, all as shown in Appendix A.
- 4.2.2 An initial proposal could introduce 10 "All Day Parking" and 10 "2 Hours Max Stay" locations to the area. The all-day locations would be spread throughout the industrial estate while the 2-hour max stay locations would be carefully positioned where maximum usage is expected as shown in Appendix C.
- a. The 10 "All Day Parking" areas were selected where commuters would park close to the main roads at the southern side of the estate and the train station and tram stop at the north side of the industrial estate.

- b. The 10 “2 Hours Max Stay” areas were selected nearest to areas where high customer turnover is anticipated.

4.3 Recommended Hours and Days of Operation

- 4.3.1 Many of the businesses in the Sighthill area were found to operate on Saturdays and some also on Sundays. Therefore, the days of operation were selected to reflect the business needs of the industrial estate: Monday to Saturday.
- 4.3.2 The hours of operation are based on the hours of Zone S4 that operate from 8:30 a.m. to 5:30 p.m.
- 4.3.3 The P & D bays in the Sighthill industrial estate are recommended to operate Mondays-Saturdays from 8:30 a.m. to 5:30 p.m. as shown in Appendix B.
- 4.3.4 Since Sighthill Industrial Estate is on the outskirts of the city centre, the traffic flow is anticipated to be lower on Sundays and hence congestion is expected to be reduced. For this reason, and at this time, it is not considered necessary to include Sunday in the operational hours for the industrial estate.

4.4 Recommended Parking Charges per Hour

The charges per hour for Sighthill industrial estate are recommended to be as follows (and as shown in Appendix B):

- a. £1.00 per hour for “2 Hours Max Stay” bays
 - b. £1.00 per hour or £4.00 per day for “All Day Parking” bays.
- 4.4.2 Should parking restrictions be introduced in Sighthill Industrial Estate, nearby residential areas should be assessed for potential parking migration.

QUALITY

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

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

Ensure a clear understanding of customer requirements.

Ensure projects are completed to programme and within budget.

Improve productivity by having consistent procedures.

Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training.

Continually improve the standard of service we provide internally and externally.

Achieve continuous and appropriate improvement in all aspects of the company.

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

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



TERMS AND CONDITIONS

These works are subject to Project Centre's standard terms and conditions which are available upon request.

Award Winning



Certifications



Accreditations



Memberships



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APPENDIX A



LEGEND

EXISTING ASSETS

	PRIVATE PARKING
	PRIVATE ROAD

EXISTING RESTRICTIONS

	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

	LOW TURNOVER
	MEDIUM TURNOVER
	HIGH TURNOVER
	SEPARATE TEXT BASED ORDER
	PROPOSED TTROs

PROPOSED RESTRICTIONS

	PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
	PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.



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Client



Project

SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title

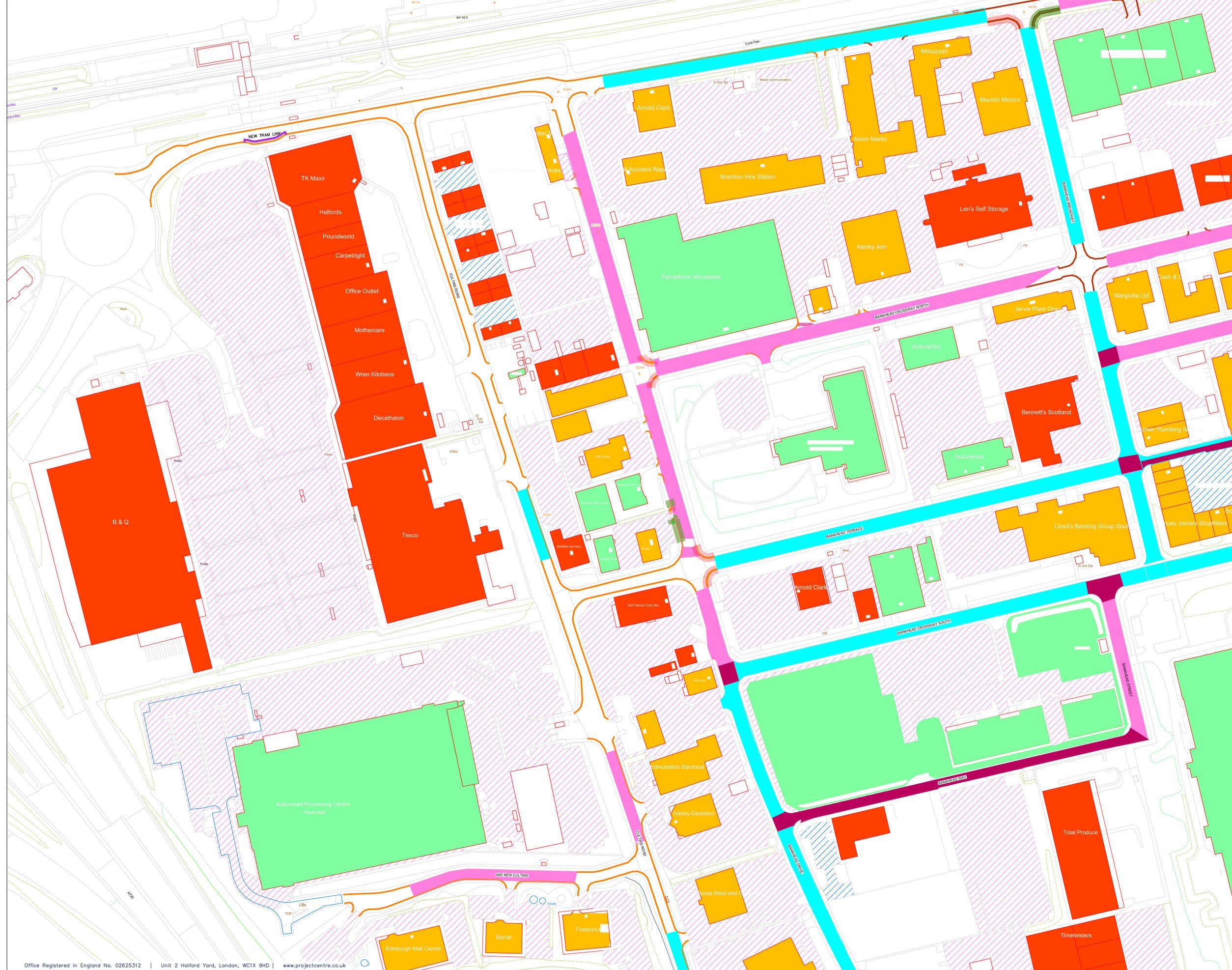
OVERVIEW

Drawing Status

FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1

Drawing No.	Rev
Sighthill Industrial Estate P & D Design-00	-



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TTROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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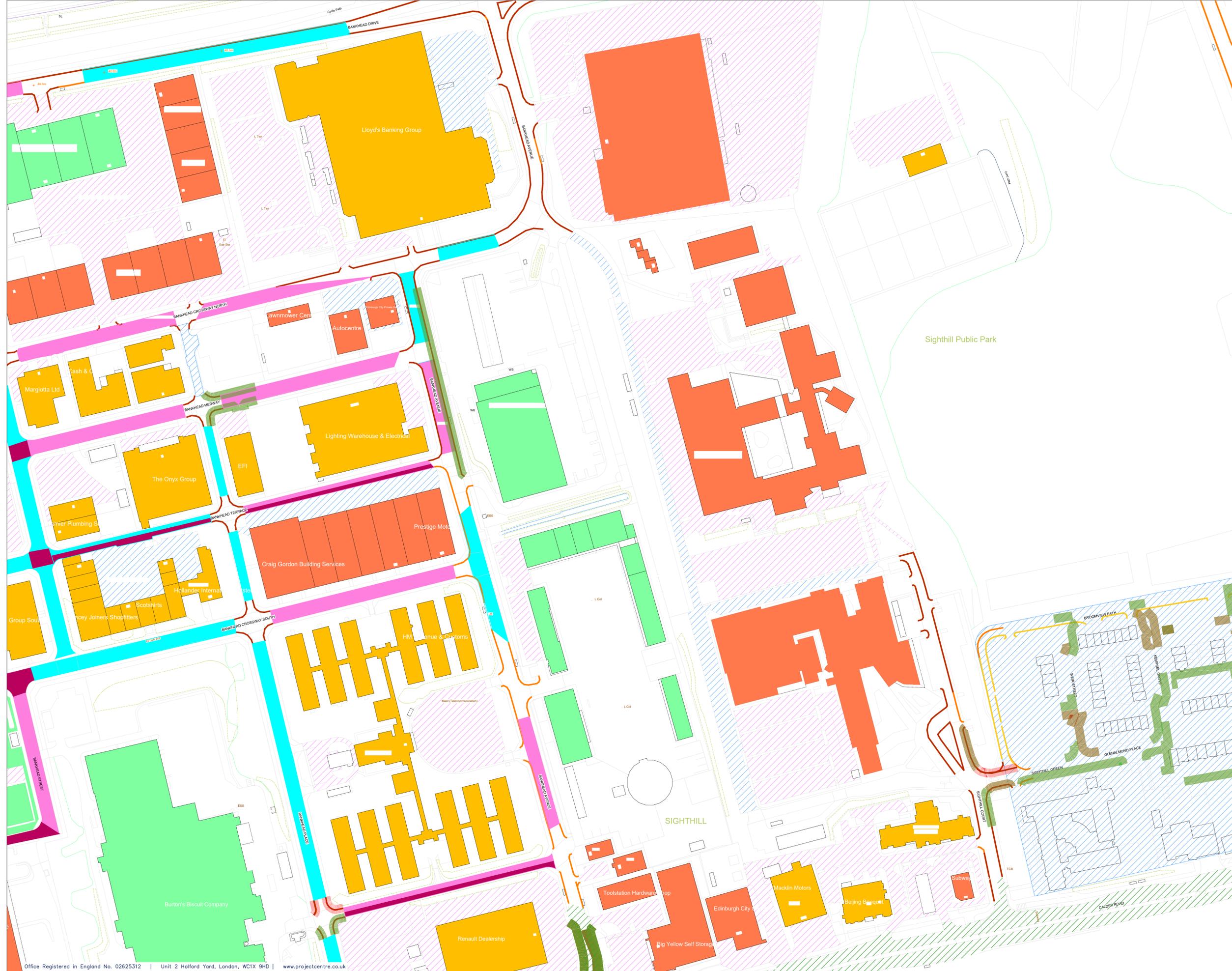


Client
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
WORKSHEET 1 OF 4

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Sighthill Industrial Estate P & D Design-01			Rev



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TTROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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Client
Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
WORKSHEET 2 OF 4

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design-02	-			



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TTROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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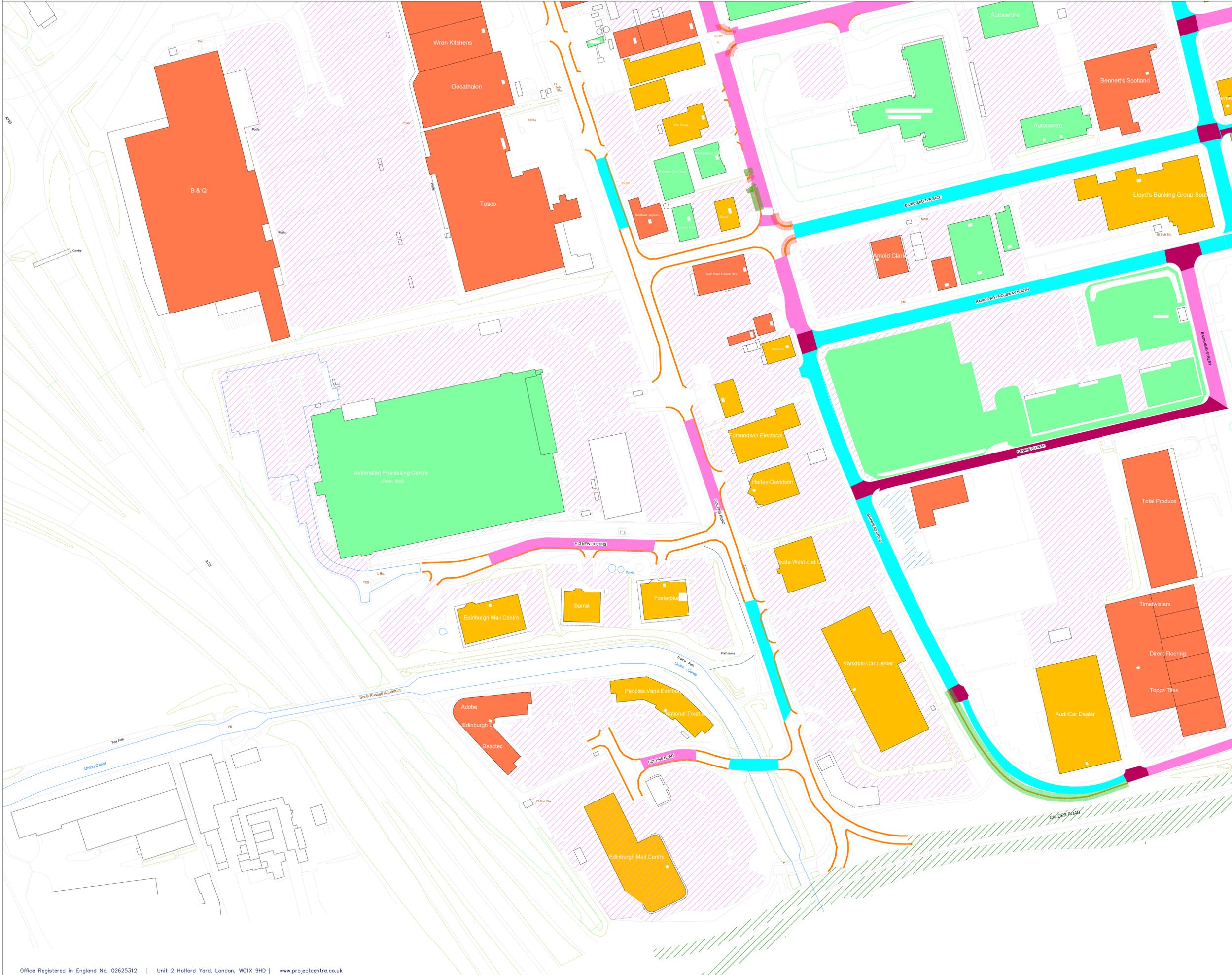


Client
Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
WORKSHEET 3 OF 4

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Sighthill Industrial Estate P & D Design-03			



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TITROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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Client
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
WORKSHEET 4 OF 4

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design-04	-			

Appendix B

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Cultins Road	Western end of road leading to Adobe and Edinburgh Learning	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To allow parking for visitors to National Trust for Scotland due to minimal parking at their premises
Cultins Road	Eastern end of road leading to Adobe and Edinburgh Learning	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site
Cultins Road	Between Vauxhall and Skoda dealership	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site
Cultins Road	Between Edmundson Electrical and Harley-Davidsons	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with medium turnover and minimal parking
Cultins Road	Between Multifleet Services and sideroad leading into Tesco	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site
Mid New Cultins	Between Edinburgh Mail Centre and Fosterplus	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with medium turnover and minimal parking

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Bankhead Drive (Running North to South)	Between Lyndon SGB and Incito Ltd	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with medium/high turnover and minimal parking
Bankhead Drive (Running North to South)	Between Incito Ltd and Vauxhall car dealer	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site
Bankhead Drive (Running East to West)	Between Arnold Clark and Mitsubishi car dealer	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site and close to Tram
Bankhead Drive (Running East to West)	Between Edinburgh Beer Factory and Lloyd's Banking Group	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site and close to Tram
Bankhead Drive (Running East to West)	Across the Edinburgh Beer Factory	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high turnover and minimal parking
Bankhead Crossway North	Between Edinburgh City Private Hire and Scottish Record Office	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for small businesses with high/medium turnover and minimal parking
Bankhead Avenue	Across Household Waste Recycling centre	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site and leads to main road

PROJECT CENTRE

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Bankhead Avenue	Between Bankhead Medway and Bankhead Crossway North	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads
Bankhead Avenue	Between Bankhead Medway and Bankhead Terrace	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking
Bankhead Avenue	Between Prestige Motors and north area of HM Revenue & Customs	All Day Parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads
Bankhead Avenue	Between south area of HM Revenue & Customs and Bankhead Loan	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with medium turnover and minimal parking
Bankhead Medway	Bankhead Medway	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking
Bankhead Place	North area of the road between Bankhead Crossway North and Bankhead Medway	Private Road	Monday-Saturday	7:30 a.m-5:30 p.m.	NA	NA

PROJECT CENTRE

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Bankhead Place	Between Bankhead Medway and Calder Road	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads
Bankhead Loan	North side of the road	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking
Bankhead Loan	South side of the road	No waiting at any time	No waiting at any time	No waiting at any time	NA	Narrow Road/ require access
Bankhead Street	Bankhead Street	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for biscuit factory
Bankhwad Way	Bankhwad Way	No waiting at any time	No waiting at any time	No waiting at any time	NA	Narrow Road/ require access
Bankhead Crossway South	Between Hollander International Systems and Arnold Clark	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads and low turnover expected
Bankhead Crossway South	Between Craig Gordon Building Services and Prestige Motors	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking

PROJECT CENTRE

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Bankhead Terrace	Between Scottish Record Office and Bennett's Scotland	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads and low turnover expected
Bankhead Terrace	Between Premier Plumbing Supplies and the Onyx Group (North Side of road)	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads
Bankhead Terrace	Between Premier Plumbing Supplies and the Onyx Group (South Side of road)	No waiting at any time	No waiting at any time	No waiting at any time	NA	Narrow Road/ require access
Bankhead Terrace	Between EFI and Lighting Warehouse & Electrical (North side of road)	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high/medium turnover and minimal parking
Bankhead Terrace	Between EFI and Lighting Warehouse & Electrical (South side of road)	No waiting at any time	No waiting at any time	No waiting at any time	NA	Narrow Road/Require access
Calder Road	Between Renault dealership and Burton's Biscuit Company	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads and close to main road

PROJECT CENTRE

Street Name	Street Area/Section	Length of Stay	Days of Control	Hours of Operation	Charges for P&D (£ PER HOUR)	Comments
Calder Road	Between Audi and Topps Tiles	2 hours max stay	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00/hr	To accommodate parking for some small businesses with high turnover and minimal parking
Calder Road	Between Vauxhall car dealership and Audi car dealer	All Day parking	Monday-Saturday	7:30 a.m-5:30 p.m.	£1.00 per hour or £4.00 per day	Surrounding businesses have sufficient parking on-site or accounted for with other roads and close to main road

Appendix C



LEGEND

EXISTING ASSETS

	PRIVATE PARKING
	PRIVATE ROAD

EXISTING RESTRICTIONS

	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

	LOW TURNOVER
	MEDIUM TURNOVER
	HIGH TURNOVER
	SEPARATE TEXT BASED ORDER
	PROPOSED TTROs

PROPOSED RESTRICTIONS

	PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
	PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
	NO WAITING AT ANY TIME
	NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
INITIAL PROPOSAL
OVERVIEW

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Sighthill Industrial Estate P & D Design AC-00			
Rev	-			



LEGEND

EXISTING ASSETS	
[Pink hatched box]	PRIVATE PARKING
[Blue hatched box]	PRIVATE ROAD

EXISTING RESTRICTIONS	
[Pink line]	NO WAITING AT ANY TIME
[Blue line]	NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS	
[Green box]	LOW TURNOVER
[Orange box]	MEDIUM TURNOVER
[Red box]	HIGH TURNOVER
[Green hatched box]	SEPARATE TEXT BASED ORDER
[Green box with 'T' symbol]	PROPOSED TTROS

PROPOSED RESTRICTIONS	
[Pink hatched box]	PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
[Blue hatched box]	PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
[Pink line]	NO WAITING AT ANY TIME
[Blue line]	NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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Client
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
INITIAL PROPOSAL
WORKSHEET 1 OF 3

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design AC-01	-			



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TTROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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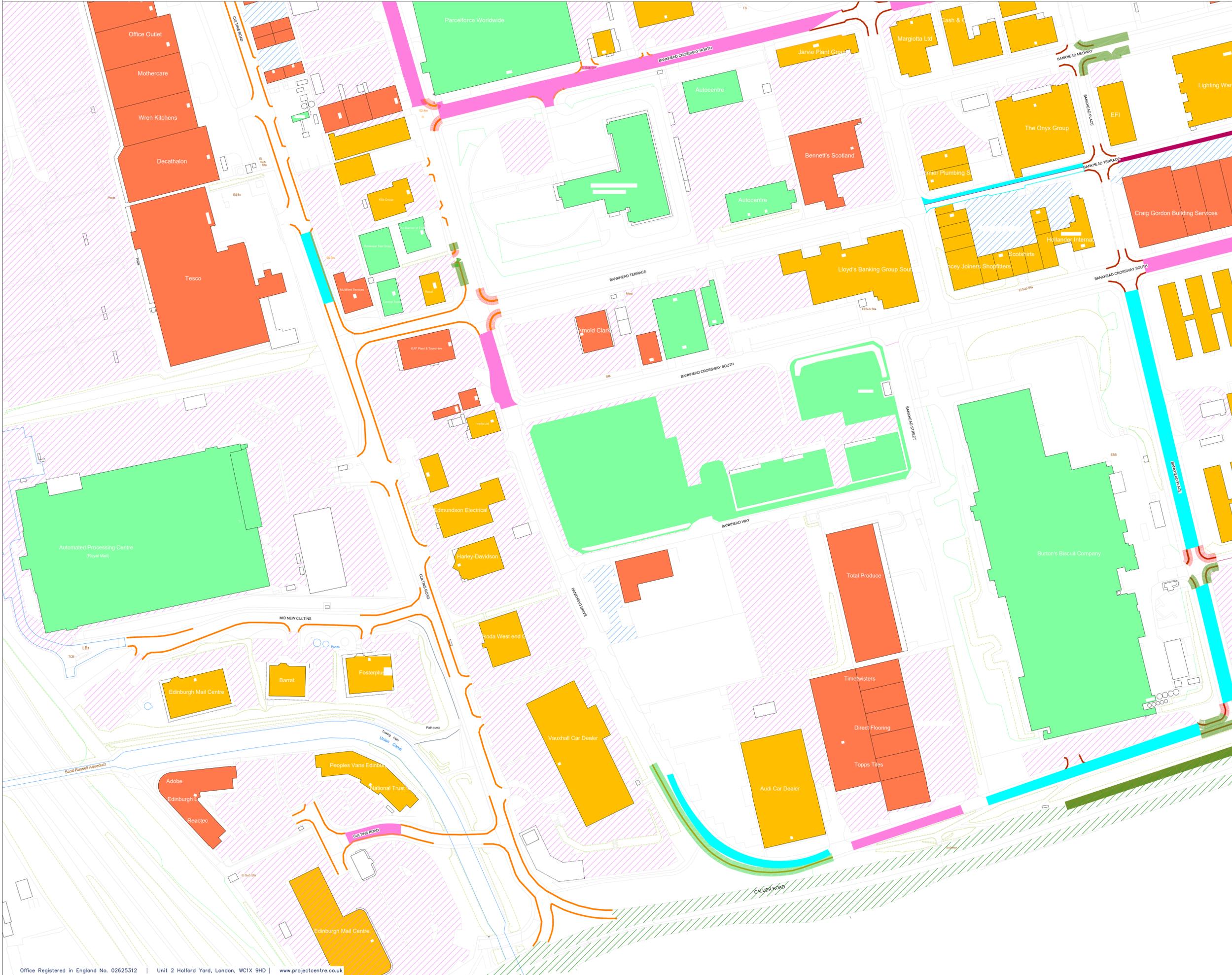
Client
Project
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
INITIAL PROPOSAL
WORKSHEET 2 OF 3

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1

Drawing No. Sighthill Industrial Estate P & D Design AC-02



LEGEND

EXISTING ASSETS

- PRIVATE PARKING
- PRIVATE ROAD

EXISTING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

EXISTING CONDITIONS

- LOW TURNOVER
- MEDIUM TURNOVER
- HIGH TURNOVER
- SEPARATE TEXT BASED ORDER
- PROPOSED TITROS

PROPOSED RESTRICTIONS

- PAY & DISPLAY PARKING BAY (TWO HOUR MAX STAY)
- PAY & DISPLAY PARKING BAY (ALL DAY PARKING)
- NO WAITING AT ANY TIME
- NO WAITING WITH TIME RESTRICTION

Rev	Date	Description	Drn	Chk	App

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Client
SIGHTHILL INDUSTRIAL ESTATE P & D DESIGN

Drawing Title
INITIAL PROPOSAL
WORKSHEET 3 OF 3

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
NS	NS	AUGUST 2020	1:500	A1
Drawing No.	Rev			
Sighthill Industrial Estate P & D Design AC-03	-			

Part B – Sighthill Industrial Estate – Conclusions and Recommendations

1. Background

- 1.1 The Strategic Review of Parking was designed primarily to identify parking pressures in residential areas, allowing the Council to identify where new parking controls might be required. Those controls would assist in combating commuter parking, encouraging commuters to switch to other forms of travel and assisting local residents and businesses by managing the demand for parking.
- 1.2 Of the ten areas that showed the greatest degree of parking pressure, nine were residential. The tenth area, sitting 9th overall of the 124 areas reviewed, was Sighthill Industrial Estate.
- 1.3 The conclusion drawn in the report considered by Committee on 12 September 2019 was that measures designed to address commuter parking could not be limited to residential areas alone, but should also look at areas like Sighthill Industrial Estate, seeking to discourage commuting into such areas where possible.
- 1.4 This appendix looks in greater detail at the potential for controls, based on the approved recommendations from the September 2019 report and, in particular, that consideration should be given to the introduction of partial controls designed to manage parking demand and reduce the incidence of commuter parking.

2. Proposal

- 2.1 The information gathered from the Strategic Review indicates high levels of parking pressure throughout the Industrial Estate. Observations on site suggest that the significant majority of available space is occupied through the working day, with little space available on-street for business visitors.
- 2.2 The report by Project Centre identifies businesses of a type that might benefit from on-street parking provision, whilst also identifying locations that could accommodate managed parking for longer stay use.
- 2.3 It is, therefore, proposed to introduce a mix of long and short stay parking that would operate between 07:30 to 17:30 Monday through Saturday inclusive, and that the rate of charge for such parking places would be:
 - £1 per hour, for parking places with a 2-hour maximum stay; and
 - £1 per hour, with a maximum payment of £4 for a maximum stay of 10 hours.
- 2.4 The proposed charges are lower than those that can be found for similar parking with the CPZ. While it might be considered that the charges for

parking should be consistent, on the basis that generally the same service is being offered regardless of location, there is already precedent for setting charges based on relative demand. In the city centre, for example, charges are higher, reflecting the higher levels of demand for the available space. Higher prices help to manage that demand and encourage turnover. Move further from the city centre, into areas where demand for space can be lower and the parking charges are also lower.

- 2.5 On that basis, it is proposed to set charges at an initial level, but that usage levels within the parking places be carefully monitored in order to ensure that the proposed controls are having the desired effect of managing demand.
- 2.6 Further monitoring work will also be required in the neighbouring Calders and Sighthill areas in order to ensure that parking does not simply migrate to those areas.

3. Extent of parking

- 3.1 The purpose of the proposed controls is to introduce an element of parking management into an area that is currently subject to no demand management and to assess the results of that management.
- 3.2 It is therefore proposed that parking controls be introduced on a limited basis in each of the locations identified in Appendix B of the report prepared by The Project Centre. Additional design work will be required to identify suitable locations for the proposed parking places and to determine an allocation of space for each parking place.

4. Payment Options

- 4.1 It is proposed that no ticket issuing machines be used for any of the proposed parking places and that Ringgo will be the only available means of payment offered.
- 4.2 A small number of cashless only ticket machines will be considered if it can be shown that the layout of parking supports the use of single machines by multiple parking places.

5. Recommendations

- 5.1 The recommendations are to:
- 5.2 Move to a detailed design of the layout of parking places, at locations as described in the report by The Project Centre;
- 5.3 Once that design is complete, commence the statutory process to introduce those parking places;
- 5.4 Set parking charges for the parking places as per Appendix 9 to this report.

Appendix 9 – Setting of Charges

This appendix details the charges that will apply throughout the proposed Controlled parking Zones within Phase 1 of the rollout of the proposals arising from the Strategic Review of Parking.

This appendix also details the charges that will apply within Sighthill Industrial Estate.

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

The charges detailed reflect the existing situation, as well as the proposed increases to permit charges made through the Parking Action Plan. Details of how those changes affect each charge are detailed in the relevant sections.

1. Resident Permit Prices

- 1.1 Charges for resident's permits operate on a system based on engine size and/or vehicle emissions. With the recommendation being that parking controls within the proposed zones should operate during the same hours of control and on the same days as in the Peripheral and Extended zones of the CPZ, it is therefore proposed that the prices and the pricing structure also take the same form as in those areas.
- 1.2 Current permit charges in the Peripheral and Extended areas are as shown in Table 1, below.

Table 1: Current Resident Permit Charges – Peripheral and Extended Areas

Vehicle Emissions		0 to 100 g/km	101 to 150 g/km	151 to 185 g/km	186 to 225 g/km	226+ g/km
Permit 1	3-month permit	n/a	£38.00	£43.00	£55.00	£83.00
	6-month permit	n/a	£70.00	£76.00	£98.50	£154.50
	12-month permit	£35.50	£109.00	£127.50	£164.00	£264.50
Permit 2	3-month permit	n/a	£48.00	£57.00	£71.00	£105.00
	6-month permit	n/a	£86.00	£103.00	£129.00	£198.50
	12-month permit	£45.00	£139.00	£162.00	£202.50	£331.00

- 1.3 However, proposals arising from the Parking Action Plan made amendments to the pricing structure, moving from the 5-band structure shown above to 7 bands. Amendments were also proposed to the pricing structure itself, including changes to the differential between first and second permits.
- 1.4 At the time of writing, the revised permit prices and structure are not yet in place. They are, however, expected to come into effect during spring of 2021, with Committee having approved the making of the traffic order that will bring in those changes at its meeting in February 2020.
- 1.5 As such, the charges that should be applied within the Phase 1 area (subject to the completion of the required traffic order/s) are as contained within the Parking Action Plan traffic order (reference TRO/19/29). The charges that are being set, and that will be advertised, are as shown in Table 2, below.

Table 2: Proposed Resident Permit Charges for Zones N6, N7, N8, S5, S6 and S7

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	£23.50	£33.60	£40.30	£47.00	£60.50	£84.00
	6-month permit	n/a	£42.40	£60.60	£72.70	£84.80	£109.00	£151.50
	12-month permit	£30.30	£70.70	£101.00	£121.20	£141.40	£181.80	£252.50
Permit 2	3-month permit	n/a	£28.20	£42.00	£50.40	£58.80	£78.60	£109.20
	6-month permit	n/a	£50.80	£75.70	£90.90	£106.00	£141.70	£196.90
	12-month permit	£36.30	£84.80	£126.20	£151.50	£176.70	£236.30	£328.20

- 1.6 In addition to the prices shown in Table 2, it is also intended that permit charges in the new zones be subject to the diesel surcharge, as previously approved for use in existing areas of controlled parking in February 2020.
- 1.7 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.
- 1.8 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.

- 1.9 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.
- 1.10 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

- 1.11 It should also be noted that, should CPZ be introduced in the Phase 1 area, or any part of it, 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.
- 1.12 It is anticipated that the first annual increase using this method of calculation will take place in April 2022. The applicable permit charges within those areas forming part of the Phase 1 proposal will also be subject to that increase. How those increases are calculated and applied will be dependent on the implementation dates for Phase 1, with it being possible that the charges could initially be introduced at the rates shown in Table 2, above, with revised charges applied via Notice process, or that the increased rates of charge could be applied as soon as the new zones go live on-street.

2. Pay-And-Display Charges

2.1 Table 4 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.

Zone	Areas Covered	Length of Stay (hours)								
		1	2	4	6	Rate of Charge (Note 1)	9 (All day)	Rate of Charge (Note 2)	Max Charge (Note 3)	
N6	Abbeyhill			✓		£2.50	✓	£1	£4	
N7	Pilrig / Leith Walk		✓	✓	✓	£2.50	✓	£1	£4	
N8	Leith / North Leith		✓	✓	✓	£2.50	✓	£1	£4	
S5	Shandon		✓	✓	✓	£2.50	✓	£1	£4	
S6	Gorgie / Gorgie North		✓	✓		£2.50	✓	£1	£4	
S7	B8	✓		✓		£2.50	✓	£1	£4	
	Areas Covered	1	2	4	6	Rate of Charge (Note 1)	10 (All day)	Rate of Charge (Note 2)	Max Charge (Note 3)	
	Sighthill Industrial Estate	✓				£1.00	✓	£1	£4	

Note 1 – 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 2 – Rate of charge applies per hour up to that maximum charge (see Note 3). As with other P&D charges, this is applied on a pro-rata basis.

Note 3 – Payment of the maximum charge activates the maximum stay of 9 hours, or in the case of Sighthill Industrial Estate, 10 hours..

3. Visitor Permit Charges

- 3.1 Visitor permit charges are due to change as part of the measures introduced by the Parking Action Plan, with a direct link being made between Pay-and-Display charges and the charges for Visitor Permits. That link will see Visitor Permit charges 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 £2.50 per hour, which will mean that the charge for a Visitor Permit is to be set at £1.65 per permit. Permits are currently sold in books of ten, making the cost of a book of permits £16.50. Each household will be entitled to purchase a maximum of 150 permits (15 books) each calendar year.
- 3.3 For those residents with blue badges, the allowance is doubled to 300 permits, with charges for Visitor Permits set at half the normal rate (£0.82 per permit, £8.20 per book).
- 3.4 It should also be noted that there is a separate report on Visitor Permits being considered at Committee on 28th January 2021. That report would see an alternative system of Visitor Permits introduced. In the short term that system would operate in a similar way to the current scratchcard system, albeit using a system of electronic permits. That report further recommends changes to the traffic order that 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

4.2 The new Zones will also see the introduction of Industry Specific Permits designed for use by businesses offering garage services. That permit will be called the Garage Services Permit.

4.3 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)	£410.00	£370.00
	Permit 2		£450.00	£410.00

Table 6: Charges for Business Permits

		Permit Duration	Charges	
			Diesel Vehicle	All other vehicles
Extended Zones	Permit 1	12 months (annual)	£410.00	£370.00
	Permit 2		£450.00	£410.00

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)	£370
	4 to 7		£440
	8 +		£510

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)	→	