

Transport and Environment Committee

10.00am, Thursday, 17 June 2021

Proposed Parking Controls – Allanfield, Allanfield Place and Dicksonfield

Executive/routine Wards	Executive Ward 12 - Leith Walk Ward 13 - Leith
Council Commitments	18, 19

1. Recommendations

- 1.1 The Transport and Environment Committee is asked to approve the commencement of the legal process required to add all publicly maintained areas of road within Allanfield, Allanfield Place and Dicksonfield to the N1 area of the Controlled Parking Zone (CPZ) and to approve the setting of charges as detailed in this report.

Paul Lawrence

Executive Director of Place

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Proposed Parking Controls – Allanfield, Allanfield Place and Dicksonfield

2. Executive Summary

- 2.1 Allanfield, Allanfield Place and Dicksonfield are residential streets located within the general boundary of Zone N1 of the Controlled Parking Zone (CPZ). Although located within Zone N1 of the CPZ, only limited sections of carriageway within Allanfield and Allanfield Place currently have parking restrictions in place, while no restrictions are currently in operation within Dicksonfield.
- 2.2 Uncontrolled streets cause a situation that allows unmanaged parking opportunities within the CPZ boundary. This report seeks approval to start the legal Traffic Road Order (TRO) process to include these three streets into Zone N1 to ensure consistency with the parking controls across all streets within the broader area.

3. Background

- 3.1 Allanfield and Allanfield Place are residential streets which were previously left out of the original CPZ extension in 2008 as the developments were still under construction. Dicksonfield is the newest residential development and construction works on this development had not yet started. Land adoption processes for all three streets are now complete and, to maintain continuity of parking provisions within the CPZ, permission is sought to start the legal TRO process to include these to Zone N1.
- 3.2 In January 2021 Committee gave permission to start the legal process to extend the CPZ to incorporate [Leith Walk and Easter Road](#). Parking Zone N1 is positioned between Leith Walk and Easter Road, which are linked together by Brunswick Road. Brunswick Road and all of its adjacent streets are incorporated to the Zone N1 restrictions, except for Allanfield, Allanfield Place and Dicksonfield. In order to provide an area wide solution to tackling the parking concerns already prevalent in and around Leith and to avoid

unmanaged parking opportunities in Allanfield, Allanfield Place and Dicksonfield these three streets are proposed for inclusion to controlled parking Zone N1. Location plans for Zone N1 can be found in Appendix 1 of this report.

4. Main report

- 4.1 Parking controls promote better management of the available kerbside space by removing commuter parking and enabling/prioritising residents with permits to access local parking opportunities, whilst also accommodating visitors and carers and providing opportunities for deliveries.
- 4.2 Appendix 2 provides maps advising the adopted areas of the streets mentioned below. The inclusion of Allanfield, Allanfield Place and Dicksonfield will provide continuity of control for the whole of Parking Zone N1 and ensure that access to parking during the controlled hours is managed by the permitted lengths of stay or by the requirement to display a valid permit. Parking Attendants will enable an authority presence within the abovementioned streets as part of existing patrols within Zone N1, in addition this will provide the Council with oversight at an on-street level.
- 4.3 To ensure a consistent approach to implementing and enforcing CPZs, the inclusion of Allanfield, Allanfield Place and Dicksonfield is in-line with previous approaches to CPZ implementation, including when [Committee approved](#) the extension of the CPZ into south Morningside. The inclusion of the streets mentioned above in the CPZ would see a continuation of the normal course of action taken to include parking restrictions within streets which are within any parking zones across the city.
- 4.4 While it might be the case that the Council would seek to introduce parking permit schemes only where there have been complaints from residents regarding parking provisions, it must also be considered that such schemes can also support the Council's Transport policy objectives. As such, it is necessary to ensure that parking is controlled across the entirety of Zone N1, by including Allanfield, Allanfield Place and Dicksonfield, to affect the same management of parking as exists in other streets within the CPZ boundaries.
- 4.5 On this basis, it is now proposed to commence the legal process to bring Allanfield, Allanfield Place and Dicksonfield into the CPZ, and to initiate the TRO consultation process to enable the introduction of a mixture of shared use and permit holder parking places, along with yellow lines in locations where it would be unsafe or inappropriate to allow parking.
- 4.6 Both the permit charges and the public parking charges will be set at the same levels as those already in place within the wider N1 zone, with a maximum stay period of four hours for public parking.

5. Next Steps

- 5.1 Should Committee approve the commencement of the TRO process, proposals will be created, and the formal public consultation process associated with the TRO shall commence.

6. Financial impact

- 6.1 There will be a cost involved in processing the TRO, as well as for the introduction of signs and road markings associated with any new controls. These costs will be contained within existing parking budgets.
- 6.2 The introduction of permit parking to Allanfield, Allanfield Place and Dicksonfield may result in a small increase in permit income to the Council. This increase will be used to pay for ongoing enforcement and maintenance costs associated with the new restrictions.
- 6.3 The introduction of shared-use parking may also result in an increase in Pay and Display income to the Council. This income will be allocated towards the operation of the Council's parking scheme and allocated to the funding of Transport improvements, in accordance with the legislative requirements for income raised from parking charges.

7. Stakeholder/Community Impact

- 7.1 This proposal strongly supports the broader ambition of the Council, through the City Mobility Plan, to reduce vehicle dominance, improve air quality and make the city's streets more liveable places by reducing commuter parking opportunities and promoting sustainable travel options. The ultimate goal is to reduce greenhouse gas emissions and address climate change in line with the Council's commitment to be carbon neutral by 2030.
- 7.2 There are no implications for visiting drivers who display a blue badge as such visitors are not required to pay for parking. Disabled residents, who hold a blue badge, will be able to park free of charge in Pay and Display spaces and appropriate yellow lines. Residents in possession of a blue badge will also be entitled to apply for a fee exempt resident parking permit whilst benefitting from the ability to apply for double their annual allocation of visitors permits at half the normal price.

8. Background reading/external references

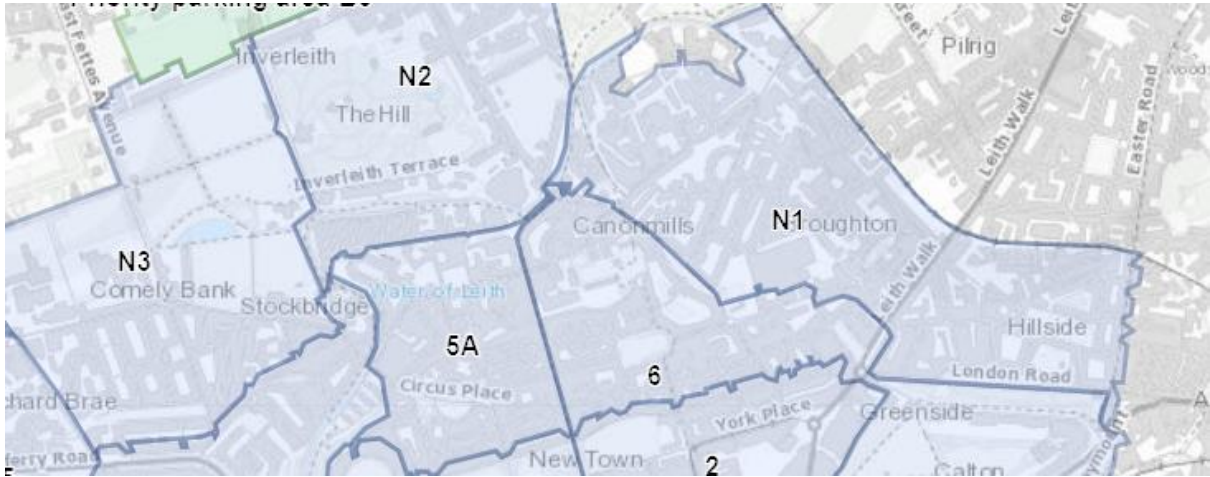
- 8.1 [Priority Parking in South Morningside](#), report to Transport and Environment Committee, 21 March 2017.
- 8.2 [Council's commitment to become Net Zero by 2030.](#)
- 8.3 [City Mobility Plan.](#)

9. Appendices

- 9.1 Appendix 1 – Location Plans of Zone N1
- 9.2 Appendix 2 – Road Adoption Plans of Allanfield and Allanfield Place Dicksonfield

Appendix 1 - Location Plans for Zone N1

Overview of Zone N1 and its boundaries.



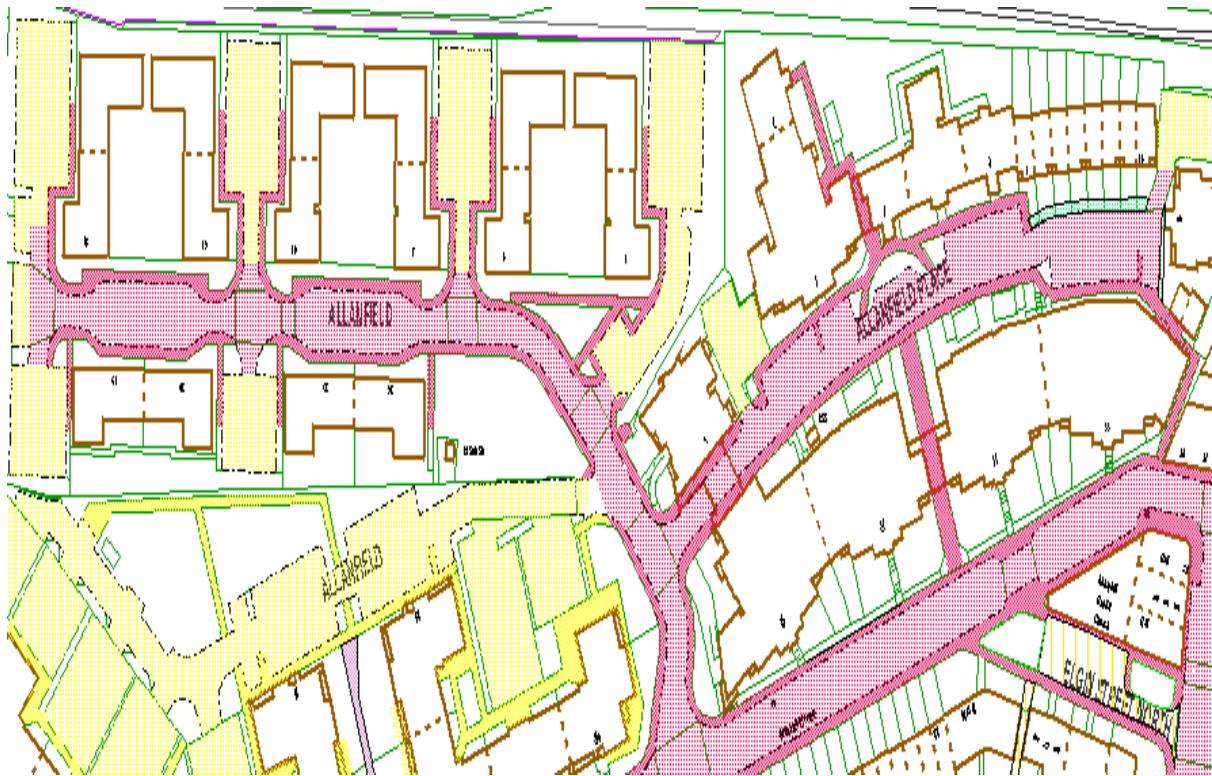
Area Location Plan showing Allanfield, Allanfield Place and Dicksonfield already situated within the existing Zone N1 Boundary.



Appendix 2 - Adopted Land Maps

Allanfield Place – upper right of the plan highlighted pink, **Allanfield** – left side of plan highlighted pink

All adopted carriageway which is shaded pink that forms part of Allanfield and Allanfield Place will be subject to parking controls.



Dicksonfield – centre of plan highlighted pink

All adopted carriageway which is shaded pink that forms part of Dicksonfield will be subject to parking controls.

