

Transport and Environment Committee

10.00am, Thursday, 31 March 2022

Proposed Parking Controls – Hatters Lane, Powderhall and Bell’s Mills, West End

Executive/routine	Executive
Wards	12 - Leith Walk, 05 - Inverleith
Council Commitments	18, 19

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 approve the commencement of the legal process required to add all publicly maintained areas of road within Hatters Lane to the N1 Controlled Parking Zone (CPZ) and to approve the setting of charges as detailed in this report; and
 - 1.1.2 approve the commencement of the legal processes required to amend the existing restrictions to formalise parking places within Bell’s Mills, part of the Zone 5 in the CPZ and to approve the setting of charges as detailed in this report.

Paul Lawrence

Executive Director of Place

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2. Executive Summary

- 2.1 Hatters Lane is a residential street located within the extents of Zone N1 of the CPZ. Although located within Zone N1 of the CPZ, Hatters Lane does not currently have parking restrictions in place. Zone N1 is illustrated in Appendix 1.
- 2.2 Bell’s Mills is a residential street located within the extents of Zone 5 of the CPZ. However, only some limited sections of Bell’s Mills have waiting restrictions in place. Zone 5 is also illustrated in Appendix 1.
- 2.3 Uncontrolled streets allow unmanaged parking opportunities within the CPZ boundary. This report seeks approval to start the Traffic Regulation Order (TRO) process to include Hatter’s Lane into Zone N1 of the CPZ and to amend restrictions for Bell’s Mills within Zone 5 of the CPZ to introduce formal parking places. Both proposals will ensure consistency with the parking controls in place across all streets in the surrounding parking zones.

3. Background

- 3.1 In January 2013 planning permission was granted for a mixed-use development on Hatters Lane, Powderhall, under application 11/03374/FUL. Consent was granted with conditions that a TRO was required to include the proposed road and parking spaces in the existing CPZ (Zone N1).
- 3.2 The land adoption process for Hatters Lane concluded in December 2020 and to maintain continuity of parking provisions within the CPZ, Hatters Lane is proposed for inclusion in Zone N1.
- 3.3 Bell’s Mills is already included within the Zone 5 traffic order and has waiting restrictions along its entirety. Enquiries from residents and a local Councillor and subsequent investigations have highlighted that carriageway markings do not reflect the associated TRO, with uncontrolled parking occurring in some areas of Bell’s Mills. This report proposes amending the existing TRO to formalise a level of parking provision on Bell’s Mills.

4. Main report

- 4.1 Parking controls promote better management of available kerbside space by discouraging commuter parking and prioritising space for permit holding residents. Parking opportunities are also made available for visitors, carers and deliveries.
- 4.2 The inclusion of Hatter's Lane into Zone N1 of the CPZ and the amendment of restrictions in Bell's Mills within Zone 5 of the CPZ, to formalise a level of parking provision, will provide continuity of parking controls in these streets.
- 4.3 The proposed changes will ensure that demand for parking during the controlled hours is better managed by introducing parking charges and maximum lengths of stay. Parking Attendants will monitor the proposed controls and be able to take enforcement action against incorrect parking.
- 4.4 To better maintain the consistency of parking regulations within the CPZ, and to help manage parking at this location, it is recommended to start the TRO process to add Hatters Lane to Zone N1, and introduce permit and public parking charges in the same manner as apply in Zone N1.
- 4.5 In the case of Bell's Mills, an order is already in place for parking restrictions. In response to concerns raised by residents and a local Councillor regarding uncontrolled parking at this location, it is proposed to amend the existing order and introduce parking places in Bell's Mills.
- 4.6 Parking permit and public parking charges will be set at the same levels, and within the existing structures, as those already in place within N1 and 5 with a maximum stay period of four hours for public parking.
- 4.7 As well as improving the consistency of the parking regulations within the surrounding CPZ, these proposals support the Council's broader ambition, through the City Mobility Plan (CMP), to reduce vehicle dominance, improve air quality and make our 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 with the Council's commitment to be carbon neutral by 2030.
- 4.8 On this basis, it is recommended to commence the legal processes to bring Hatters Lane into the CPZ and amend the restrictions in Bell's Mills to formalise parking provision. A mix of Shared Use and Permit Holder parking places will be introduced to accommodate residential and visitor parking while yellow lines will be marked in locations where parking would be unsafe or inappropriate.

5. Next Steps

- 5.1 Should Committee approve the commencement of the TRO process, proposals will be finalised and advertised for public comment. As part of this process, any interested party may object to the proposals.

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 parking opportunities to both Hatters Lane and Bell's Mills may result in a small increase in permit income to the Council. This income will be allocated towards the operation of the Council's parking scheme.

7. Stakeholder/Community Impact

- 7.1 The proposals for parking controls in Bell's Mills have been brought forward in response to concerns raised by residents and a local Councillor regarding uncontrolled parking in the street.
- 7.2 Both sets of proposals are anticipated to result in a positive outcomes in respect of carbon impacts, and adaptation to climate change by discouraging car commuting and encouraging increased use of public transport and other sustainable forms of transport.
- 7.3 There are no implications for visiting drivers who display a Disabled Persons' Blue Badge as such visitors are not required to pay for parking. Disabled residents, who hold a Disabled Persons' Blue Badge, will be able to park free of charge in any Pay and Display parking places and on appropriate yellow lines. Residents in possession of a Disabled Persons' Blue Badge will also be entitled to apply for a residents' parking permit free of charge.

8. Background reading/external references

- 8.1 [Planning decision of 30 January 2013](#)
- 8.2 [City Mobility Plan](#)

9. Appendices

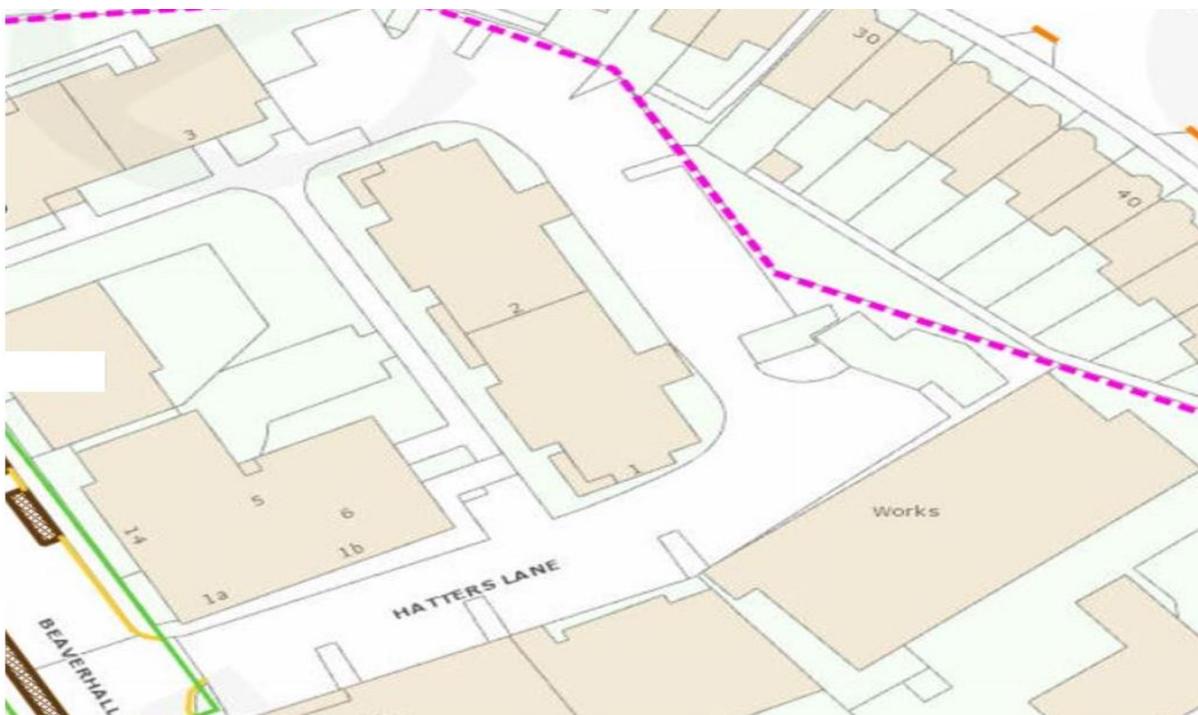
- 9.1 Appendix 1 – Location plans, Hatters Lane and Bell's Mills

Appendix 1 - Location plans, Hatters Lane and Bell's Mills

Overview of Controlled Parking Zone (CPZ) N1, with Hatters Lane identified within its boundary.



Hatters Lane existing restrictions

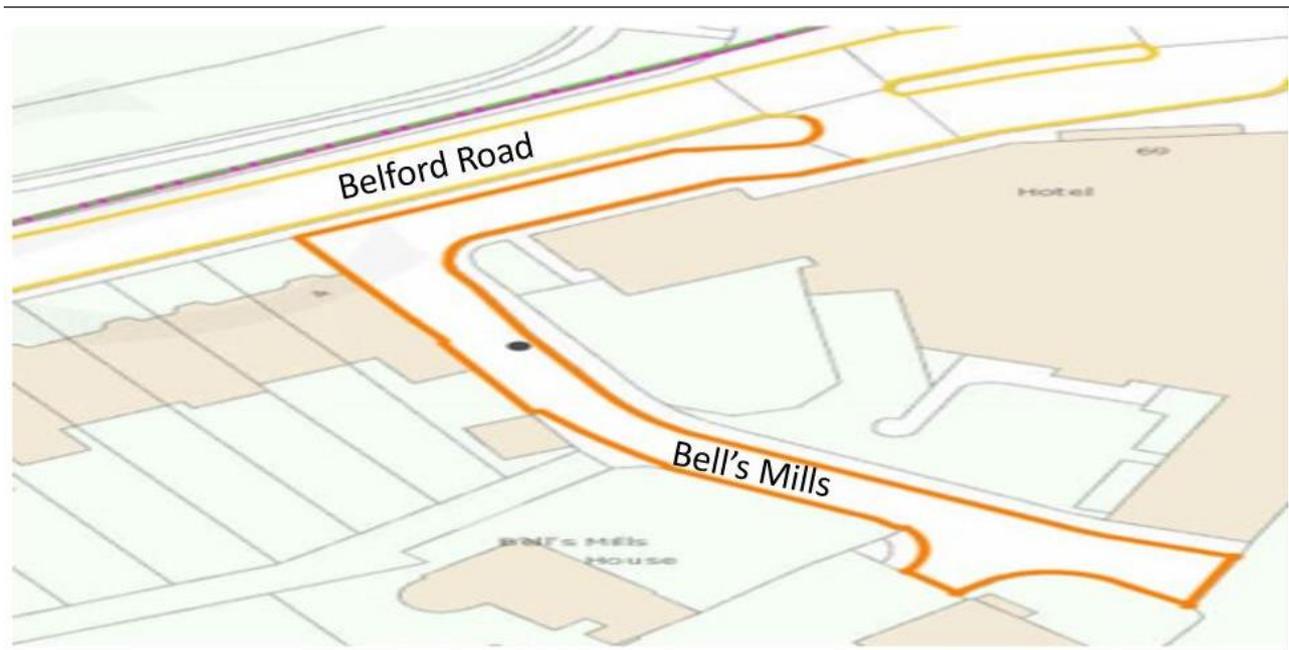


There are currently no restrictions on Hatters Lane, except for an informal (unenforceable) yellow line on the carriageway that was not implemented by the Council.

Overview of CPZ 5, with Bell's Mills identified within its boundary.



Bell's Mills existing restrictions



The existing Traffic Regulation Order for Bell's Mills is for double yellow line parking restrictions around the road, though on the ground there are gaps in the yellow line markings where vehicles park uncontrolled.

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