

# Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

## Priority Parking Update – Various Areas, Edinburgh

<b>Item number</b>	8.3
<b>Report number</b>	
<b>Wards</b>	5 – Inverleith 6 – Corstorphine/Murrayfield 9 – Fountainbridge/Craiglockhart 10 – Meadows/Morningside 15 – Southside/Newington 17 – Portobello/Craigmillar

### Links

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<b>Coalition pledges</b>	
<b>Council outcomes</b>	<a href="#">CO22</a> , <a href="#">CO23</a> , <a href="#">CO26</a>
<b>Single Outcome Agreement</b>	<a href="#">NO4</a>

### Mark Turley

Director, Services for Communities

Contact: Gavin Sherriff, Traffic Orders and Project Development Assistant

E-mail: [gavin.sherriff@edinburgh.gov.uk](mailto:gavin.sherriff@edinburgh.gov.uk) | Tel: 0131 469 3309

# Executive summary

## Priority Parking Update – Various Areas, Edinburgh

### Summary

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This report updates Committee on the progress of Priority Parking proposals in various areas around Edinburgh and makes recommendations based on the results of ongoing investigations.

This report also considers the objections received during the public consultation on the proposed introduction of Priority Parking in the Blinkbonny area.

### Recommendations

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It is recommended that the Committee:

- 1 approves the abandonment of Priority Parking proposals, for reasons detailed in this report, in the following areas: Groathill/Maidencraig, Brunstane and Roseburn;
- 2 notes the progress made on proposals in Blackford/Nether Liberton, Murrayfield, Lockharton, Priestfield and Craigleith areas;
- 3 repels the objections received during the formal consultation on Priority Parking in the Blinkbonny area;
- 4 approves the phased introduction of the Blinkbonny Priority Parking scheme;
- 5 notes the intention to consult with residents in the Saughton and Balgreen areas around the future Tram stops on potential parking problems and to ascertain if parking controls are required; and
- 6 notes the intention to consult with residents in the Craigour area regarding the relocation of the Royal Hospital for Sick Children(RHSC) to ascertain if parking controls are required if parking problems arise.

## Measures of success

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The measures of success will be if residents can park closer to their homes where Priority Parking is introduced and if it can deliver a balance between the number of residents' permits purchased and parking places provided. It will also prove successful if communities are content with the outcome of the consultation processes where it is recommended not to proceed with Priority Parking schemes.

## Financial impact

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The cost of implementing the proposed Priority Parking schemes in 2013/14 is estimated at £60,000. This will be contained within Transport's Parking Revenue.

Budgets for future schemes beyond the end of 2013/14 have yet to be identified.

## Equalities impact

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Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there are no direct equalities impacts arising from this report.

The main aim of Priority Parking is to better manage the demand for the available kerbside space in residential areas to help residents park closer to their homes. It is expected that this will have a positive impact on the Council's duty regarding the protected characteristics of age and disability.

## Sustainability impact

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There are no adverse environmental impacts arising from this report.

## Consultation and engagement

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Committee approved the re-advertisement of the Priority Parking proposals in the Blinkbonny area at its meeting in March 2013 following an inconclusive result to the previous consultation.

A second public consultation was conducted between 14 June and 9 July 2013. The results will be fully considered in the Blinkbonny section of Appendix One: Detailed Progress in Each Area to this report.

Informal consultations were conducted with local residents in an additional six areas where Priority Parking controls were proposed. The results are fully considered in the relevant sections of Appendix One: Detailed Progress in Each Area to this report.

Discussions have taken place with elected members representing the wards which include the seven Priority Parking Areas where consultations with residents have been conducted. Elected members have been consulted and are broadly in agreement with the proposals.

There were no further comments from any Councillors regarding the proposals contained within this report.

## **Background reading/external references**

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[Priority Parking – Various Areas, Edinburgh](#). Transport, Infrastructure and Environment Committee Report, 2 August 2011.

[Progress on Priority Parking – Various Areas, Edinburgh](#). Transport and Environment Committee Report, 23 November 2012.

[Priority Parking in Craigleith and Blinkbonny – Results of Formal Consultations](#). Transport and Environment Committee Report, 19 March 2013.

Appendix One: Detailed Progress in Each Area.

Appendix Two: Objections to Priority Parking in the Blinkbonny Area.

Appendix Three: Prioritised List of Priority Parking Schemes.

## Priority Parking Update– Various Areas, Edinburgh

### 1. Background

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- 1.1 At its meeting on 23 November 2012 Committee considered a report entitled 'Progress on Priority Parking – Various Areas, Edinburgh'. This report updates Committee on the progress of Priority Parking schemes in each area.

### 2. Main report

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- 2.1 There are currently three Priority Parking schemes operating in Edinburgh; B1 in the South Grange, B2 in South Morningside and B3 in Arboretum/Kinnear.
- 2.2 A fourth scheme, B4 in Craigleith, is expected to be implemented and operating at the beginning of November 2013.
- 2.3 Informal consultations with residents and businesses have been carried out in several other areas previously approved for an investigation into Priority Parking. Progress in each of these areas is summarised within the following paragraphs of this report, while more detailed information can be found in Appendix One: 'Detailed Progress in Each Area'.
- 2.4 **Groathill/Maidencraig:** The informal consultation in this area elicited few responses, with no clear indication that there was support for parking controls. For this reason it is recommended that current plans for Priority Parking in this area be abandoned.
- 2.5 **Brunstane:** The informal consultation in this area revealed that a significant majority of respondents did not wish to see permit parking introduced in their area. For this reason it is recommended that current plans for Priority Parking in this area be abandoned.

- 2.6 **Roseburn:** The informal consultation in this area elicited few responses, with no clear indication that there was support for parking controls. Given the number of responses and that most of the responses received indicated opposition to the introduction of Priority Parking, it is recommended that current plans for Priority Parking in this area be abandoned.
- 2.7 **Priestfield:** With a generally positive response to Priority Parking from residents of this area, the legal process to introduce a permit scheme is set to continue. It is anticipated that the order will have been formally advertised by the time this report is considered by Committee. In response to representations from the local Community Council, this order is being progressed in conjunction with the order for Blackford/Nether Liberton.
- 2.8 **Blackford/Nether Liberton:** The results of the informal consultation in this area had previously been reported to Committee in November 2012. AT that time it was agreed that the extent of the area be reduced to reflect the results of the consultation. Following representations from the local Community Council it was decided to delay further progress on this particular scheme in order that it could be progressed in tandem with the scheme for Priestfield. It is anticipated that the order will have been formally advertised by the time this report is considered by Committee.
- 2.9 **Murrayfield:** The informal consultation in this area indicated that there is support for parking controls in many, but not all, parts of Murrayfield. On that basis the area that is proposed to go forward to formal consultation will reflect where there was the greatest support. Design work on a scheme of Priority Parking will have commenced by the time Committee considers this report and it is anticipated that the draft order will be advertised before the end of this calendar year.
- 2.10 **Lockharton:** It is anticipated that the order will have been formally advertised by the time this report is considered by Committee.
- 2.11 **Blinkbonny:** Following the previous decision of this Committee to readvertise the proposal for the Blinkbonny area, the latest consultation reveals more support for Priority Parking than from the previous consultation. Nonetheless, objections were received to the proposal, details of which can be found within Appendix 2 to this report. On the basis that this consultation revealed more support for Priority Parking than opposition, and that Priority Parking has the ability to be phased in to ensure that the right balance of controlled space to uncontrolled space is achieved, it is recommended that the Committee repels the objections received during the formal consultation and proceeds to make the traffic order.

- 2.12 **Saughton & Balgreen:** These two areas were highlighted from a review of parking along the route of the tram, having been identified as areas where tram users might create or add to existing parking pressures. Consultation with local residents and businesses will be carried out before the end of this calendar year, with a view to determining whether there is support for Priority Parking as a means of ameliorating any potential impacts as a result of tram.
- 2.13 **Craigour:** Identified as an area where, due to the future relocation of the Royal Hospital for Sick Children, parking pressures could increase. Consultation with local residents and businesses will be conducted at a future date. With the relocation of the RHSC not expected to take place before 2017, the consultation will take place once all other Priority Parking schemes have been considered.
- 2.14 Appendix Three contains the revised Prioritisation List and further financial information.

### 3. Recommendations

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3.1 It is recommended that the Committee:

- 3.1.1 approves the abandonment of Priority Parking proposals, for reasons detailed in this report, in the following areas:  
Groathill/Maidencraig, Brunstane and Roseburn;
- 3.1.2 notes the progress made on proposals in Blackford/Nether Liberton, Murrayfield, Lockharton, Priestfield and Craigeith areas;
- 3.1.3 repels the objections received during the formal consultation on Priority Parking in the Blinkbonny area;
- 3.1.4 approves the phased introduction of the Blinkbonny Priority Parking scheme;
- 3.1.5 notes the intention to consult with residents in the Saughton and Balgreen areas around the future Tram stops on potential parking problems and to ascertain if parking controls are required; and
- 3.1.6 notes the intention to consult with residents in the Craigour area regarding the relocation of the RHSC to ascertain if parking controls are required if parking problems arise.

**Mark Turley**

Director, Services for Communities

## Links

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<b>Coalition pledges</b>	Maintaining and enhancing the quality of life in Edinburgh.
<b>Council outcomes</b>	CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
<b>Single Outcome Agreement</b>	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
<b>Appendices</b>	Appendix 1 – Detailed Progress in Each Area Appendix 2 – Objections to Priority Parking in the Blinkbonny Area Appendix 3 – Prioritised List of Priority Parking Schemes

## Detailed Progress in Each Area

### **B5 Blinkbonny**

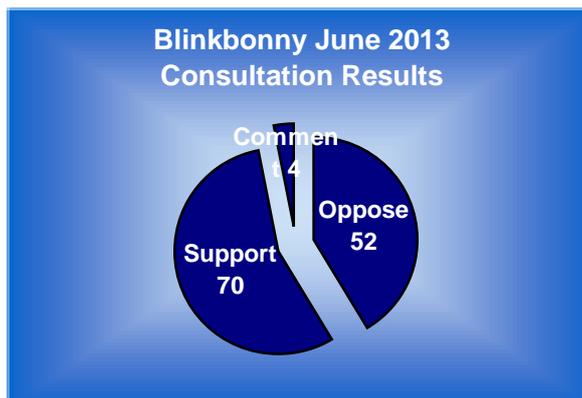
- 1 As part of the Traffic Regulation Order (TRO) procedure, for the potential introduction of Priority Parking in the area, a public consultation started on 12 October 2012 and ran until 6 November 2012.
- 2 A letter was delivered to each property within the area, providing information on the possible introduction of the scheme. It also asked residents to let the Council know their views regarding their support or opposition to the proposals. Street notices were displayed across the area, a public notice was placed in the press, documents were available for inspection at the City Chambers, plus information was published on the Council's website and Scotland's public information portal, Tell Me Scotland.
- 3 Two hundred and forty-eight letters were delivered and 111 responses were received. These comprised 61 objections, 45 indications of support and five comments.
- 4 While this number may suggest that residents did not support Priority Parking, it is the content of the representations that are more significant. More detailed consideration of the responses indicated that it was likely that the proposals were not explained clearly.
- 5 For instance, it was noted that a number of objections indicated their opposition to additional yellow lines or ticket machines in their street, which were not part of the proposals. It was unclear whether these were objections to the Priority Parking scheme or against any extensions to the Controlled Parking Zone, which were not being considered, but were suggested by a local resident in a leaflet containing a number of misleading statements about the proposals.
- 6 The contents and pattern of the responses received were not sufficiently clear to provide a conclusive result either way. Therefore, when Committee was asked to consider the consultation results it was decided to re-advertise the TRO which would enable another consultation to be conducted.
- 7 The second public consultation started on started on 14 June 2013 and ran until 9 July 2013. In addition to the usual steps taken when advertising a TRO, as

above, a public exhibition was held on 19 June 2013 in St Columba's Church, Columba Road.

- 8 At the public meeting, plans of the proposal were on display, along with detailed information about Priority Parking and Council officers were also available to answer questions from residents.

The Results

- 9 There was a higher rate of response to the second consultation as 126 individual representations were received. This included; 70 indications of support, 52 objections and four general comments.



- 10 There are 248 households within the Blinkbonny area and the representations were received from 85 properties within the area. This suggests a response rate, as a proportion of households, of around 34% which is above average for this type of consultation.

Blinkbonny Consultation Results by Street						
Street	Households			Individuals		
	Total	For	Object	Total	For	Object
Blinkbonny Avenue	11	4	7	14	5	9
Blinkbonny Gardens	15	12	3	26	22	4
Blinkbonny Grove	9	1	8	10	1	9
Blinkbonny Road	21	15	6	37	27	10
Craigleith Drive	8	2	6	12	2	10
Crarae Avenue	3	1	2	4	1	3
Orchard Road South	10	9	1	12	10	2
Orchard Toll	0	0	0	0	0	0
Queensferry Road	3	0	3	3	0	3
Ravelston Dykes	2	1	1	4	2	2
Totals	82	45	37	122	70	52

- 11 The four general comments are not included in the above table to ensure clarity, but they were received from three additional households while one comment was received from a household where another resident supported the introduction of Priority Parking.
- 12 Indications of support were received from 45 households whilst objections were received from 37 properties. Three households offered general comments without wishing to indicate a preference either way.
- 13 Compared to the previous consultation, the responses were generally clearer, showed a greater appreciation of the proposals and the pattern of responses revealed an obvious division between areas of support and opposition.

#### Proposals Based on the Consultation Results

- 14 The result of the second consultation clearly indicates where support and opposition to the proposals lie.
- 15 Priority Parking is sufficiently flexible to allow the introduction of parking places where there is either a need or support for controls, whilst retaining the status quo in other areas.
- 16 That being the case, there is a clear east/west separation between the number of objections and indications of support received. The results suggest there is scope to adopt the same phased approach that has been used in all three of the existing Priority Parking areas, with the initial phase of implementation concentrating on the eastern part of the area.

Blinkbonny Consultation Results by Street						
Street	Households			Individuals		
	Total	For	Object	Total	For	Object
Blinkbonny Avenue	11	4	7	14	5	9
Blinkbonny Gardens	15	12	3	26	22	4
Blinkbonny Road	21	15	6	37	27	10
Orchard Road South	10	9	1	12	10	2
Totals	57	40	17	89	64	25

- 17 The proposed approach would allow an initial phase of parking places to be introduced, after which monitoring would identify where and to what extent further parking provision, if any, was required. This will ensure that only sufficient parking will be provided to meet the actual, on-street parking needs of residents, reducing the risk of parking pressures moving to other areas.

- 18 The initial phase of implementation would be anticipated to consist of a relatively small proportion of the total number of parking places proposed. Any further phases of implementation would consist of more modest additions to the parking provision and it is unlikely, based on experience elsewhere, that all of the parking provision shown in the design would be required on-street.

## Objections

- 19 There were 52 objections received to the proposals to introduce Priority Parking in the Blinkbonny area, including 54 separate points to address. The full consideration of these issues can be found in Appendix Two: Objections to Priority Parking in the Blinkbonny Area.
- 20 There were five major issues, raised by ten or more people, while the remainder of the points were cited fewer than ten times.
- 21 The first major issue cited by 22 people is that they did not have a commuter parking problem or similarly that they already found it easy to find a parking place near their homes during the day. It is considered that commuter parking pressures are evident in eastern half of the area, but are less so to the west where the majority of such comments originated.
- 22 By scaling back the proposals and only introducing parking places where there is a need for them, the majority of these concerns will be addressed as they mainly originate from residents to the west of the area.
- 23 The second major point, with 18 mentions, indicates residents' concerns about additional street furniture and the possible negative visual impact Priority Parking may have on the area.
- 24 Residents' parking places are required, by law, to have an associated sign indicating the restrictions to motorists. However, Priority Parking has been designed to minimise the number of new signs required. By introducing parking places at longer lengths of kerbside space; less signs will be needed relative to many short parking places. In addition to using existing street furniture such as lamp and existing sign posts where possible, permission will be sought from residents to attach signs to suitable walls or fences to reduce the number of poles required.
- 25 Thirdly, 17 objections were received regarding the price of parking permits and many viewed this as a money-making exercise by the Council where the price of a permit would rise significantly above the rate of inflation.

- 26 It is intended to introduce parking places only where there is a need for them. Therefore, residents that do not support the scheme or do not consider the possible price of a permit to be acceptable do not have to purchase a permit, as unrestricted lengths of kerbside space will still be available in their vicinity.
- 27 Permit holders are the main beneficiary of parking controls and permit charges help to contribute towards the operating costs of the scheme, such as; administration, maintenance and enforcement. Priority Parking is not a scheme that will generate significant income and it is worth noting that any income from parking is ring-fenced for transport improvements. Permit prices have on the whole remained relatively stable since the first permit scheme was introduced in 1973.
- 28 The fourth reason, suggested by 14 people is that the proposals will not help them but will only make matters worse in their street. It is considered that this point mainly reflects more of a general negative feeling about Priority Parking rather than specific concerns. It was also said that Priority Parking will not solve other problems, however, some residents did not specify what these problems were.
- 29 However, there is some anxiety from residents who do not have a parking place outside their house, while others suggest that they will be compelled to purchase a permit due to the reduction in unrestricted areas which residents will be made to compete with other neighbours over.
- 30 Priority Parking was designed to introduce parking places where survey data indicated that residents needed to park on their street during the day. Consideration was also given to the potential number of new signs required. The results of the consultation will be used to introduce parking places where residents support them and to achieve a balance of parking places to the number of permits purchased. Meaning residents will not feel compelled to buy a permit. It should be noted that there is already competition for unrestricted kerbside spaces on a first come, first served basis and controls will only help give permit holders a priority over other road users on a small proportion of the kerbside space.
- 31 Finally, the fifth point regards repeating the public consultation as 11 residents suggest that the Council have ignored the wishes of residents.
- 32 As detailed above, after the initial consultation, while the numbers alone suggested residents did not support Priority Parking. Further analysis of the results of the original consultation did not result in a conclusive outcome and there were significant enough concerns to indicate that repeating the consultation could be beneficial.

- 33 The remaining issues are considered separately in Appendix Two: Objections to Priority Parking in the Blinkbonny Area.

### **Blackford/Nether Liberton**

- 34 An informal consultation in late 2012 suggested there were pockets of support for Priority Parking controls to the east of Mayfield Road. However, in other areas there was greater opposition to the proposals and it was proposed to abandon further consideration in these areas.
- 35 Committee approved the Progress report on Priority Parking at its November 2012 meeting which included the recommendation to start the TRO process necessary to introduce parking controls.
- 36 However, further consultation with the Community Council suggested that this area should be taken forward concurrently with a similar scheme in the Priestfield area. At that time, the informal consultation in the Priestfield area had yet to be completed but the details of the Priestfield consultation are detailed below.

### **Lockharton**

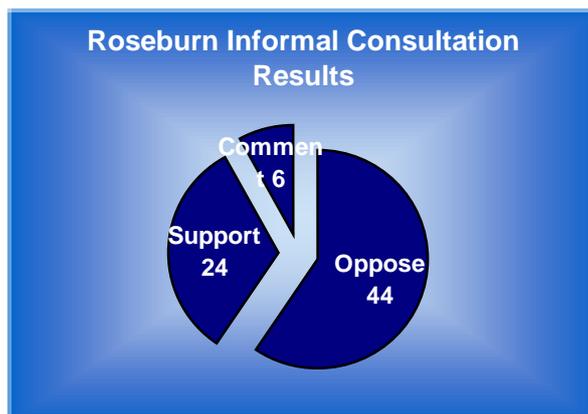
- 37 It is anticipated that the formal consultation process for Priority Parking in the Lockharton Area will have taken place by the time this report is considered by Committee.
- 38 The informal consultation in the Lockharton area was conducted in January and February 2012 to find out if residents have any parking problems and if they considered a Priority Parking scheme could benefit them.
- 39 There are 198 properties within the area and 55 responses were received. This includes 38 responses from local residents which indicates a return rate, as a percentage of households within the area, of 19% which is around the level expected for an exercise of this type.
- 40 The majority of respondents made general comments and did not provide sufficient information as to whether they supported or opposed the scheme. However, of those that did, 18 clearly supported the introduction of Priority Parking while 13 were against any residents' parking places.



- 41 There were a significant number of comments from parents of children attending the nursery school in Craiglockhart Terrace. The design of the scheme was amended to provide parents with better limited waiting parking opportunities and in more reasonable locations for dropping-off and collecting young children.
- 42 Following the satisfactory conclusion of these concerns, the legal process to introduce Priority Parking in Lockharton was started in October 2012.

### **Roseburn**

- 43 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had any parking problems and if they considered a Priority Parking scheme could benefit them.
- 44 The area consisted of 1,191 households and only 74 representations were received. This indicates a return rate, as a percentage of households, of 6% which is significantly lower than anticipated for an exercise of this type.
- 45 The response rate itself suggests that parking is not a major concern for local residents and the results support this notion.
- 46 From the 74 responses, 44 opposed the introduction of parking controls while only 24 indicated their support and six general comments were received.

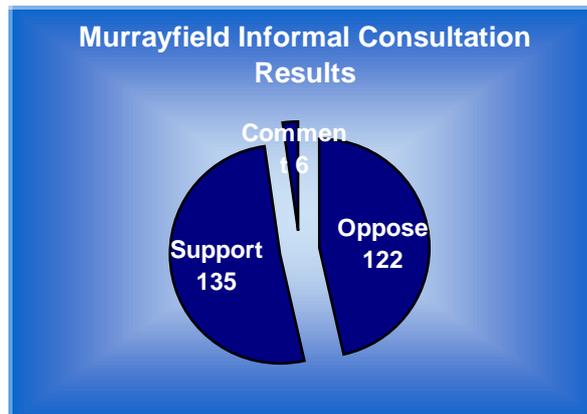


- 47 The majority of residents considered that they did not have any parking problems and that they could already park within a reasonable distance of their homes in this area. Whilst others indicated that they had access to a private parking area and did not need to park on-street.
- 48 Whilst others did have parking problems, these were mainly during Rugby Internationals and events at Murrayfield Stadium or football matches at Tynecastle, and they did not consider that Priority parking would help them as the parking controls would not operate at the weekends or in the evenings.
- 49 Some questioned the need to pay for parking permits and suggested that the proposals were a way for the Council to generate money from local residents.
- 50 Residents were also asked if they considered the introduction of the Murrayfield Stadium tram stop would create any problems for them and if they wanted the Council to introduce restrictions in advance of the tram stop opening.
- 51 The responses from residents suggested that they favoured a 'wait and see' approach as they were not convinced that parking pressures would change dramatically.
- 52 The results were discussed with all three ward members and it was agreed that due to the lack of support from local residents, it should be recommended to abandon the Priority Parking proposals in the Roseburn area.

### **Murrayfield**

- 53 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had any parking problems and if they considered a Priority Parking scheme could benefit them.

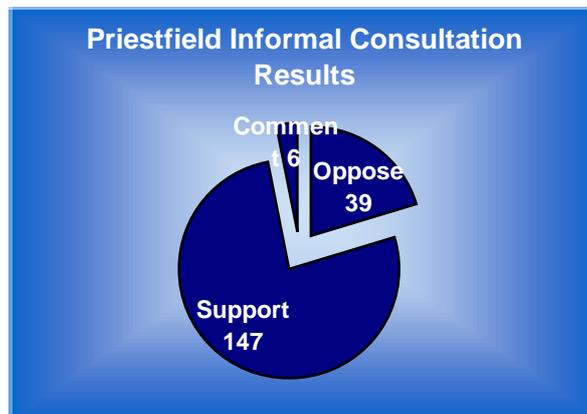
- 54 The area consisted of 1,271 households and 263 representations were received from 244 households. This indicates a return rate, as a percentage of households, of 19% which is around the level expected for an exercise of this type.
- 55 The consultation revealed that 135 residents support the proposals, 122 indicated they were opposed to Priority Parking and six people offered general comments.



- 56 While the number of indications of support and opposition were similar, it was ascertained that more residents closer to the A8 Glasgow Road supported the scheme. While those who lived further from the main bus routes did not share the same views and considered Priority Parking controls to be unnecessary.
- 57 While previous survey data indicated that, across the area as a whole, commuter parking pressures were lower than other areas being considered for Priority Parking controls, there are streets, such as those closer to the bus routes, that experience see significant parking pressures.
- 58 The main problems raised by residents and the reasons for supporting the introduction of the Priority Parking scheme are; vehicles using the area for airport parking, parking by commercial vehicles associated with the car dealership on Corstorphine Road, inconsiderate parking by vehicle hire firms and parking pressures moving into the area after the CPZ was extended.
- 59 The majority of the residents who oppose Priority Parking controls live to the west and north parts of the area, where parking problems are considered to be less evident.
- 60 Discussions were held with each of the three ward members and it was agreed to proceed with a scheme on a reduced scale to focus on the areas where there is greater support for them and where problems are more acute.

## Priestfield

- 61 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had any parking problems and if they considered a Priority Parking scheme could benefit them.
- 62 The area under consideration consists of 567 households and 192 representations were received from 167 properties. This indicates a return rate, as a percentage of households, of 29% which is a good return for an exercise of this type.
- 63 The consultation revealed that 147 residents support the introduction of Priority Parking, 39 indicated their opposition to the proposals and six people offered general comments.



- 64 The results of the consultation reveal that there is strong support for Priority Parking to the west of the area where commuter parking pressures have been previously identified.
- 65 One of the main reasons cited by residents for supporting the scheme is the volume of commuter traffic that enters the area each day and it was suggested this originates from local offices.
- 66 A number of residents suggested that they felt pressurised by commuter vehicles waiting in their street for them to vacate their parking space in the mornings. In addition, road safety was becoming a concern as a result of dangerous driving, for instance excessive speed, by some motorists competing for these spaces.
- 67 Many suggested that the 20mph area was not being observed as vehicles sped for spaces. Additionally, indications were that double parking or waiting on double yellow lines was becoming commonplace.

- 68 There were also concerns about inconsiderate parking outside nurseries in the area, which was also raised by local Councillors. Creating spaces that cannot be used by all-day commuters could leave more opportunities for parents dropping-off children.
- 69 However, there are streets to the east of the area which do not have the same level of parking pressures and many residents do not consider that controls are necessary in these parts.
- 70 A meeting was arranged with two of the four elected members in the ward; Councillors Orr and Rose. While Councillors Burgess and Perry were informed separately about the results.
- 71 It was agreed to proceed with the TRO necessary to implement the scheme in the areas where there is support for the proposals. The initial stage of consultation was carried out in August 2013.
- 72 It is anticipated that the formal consultation process for Priority Parking in the Lockharton Area will have taken place by the time this report is considered by Committee.

### **Brunstane**

- 73 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had parking problems and if they considered a Priority Parking scheme would be beneficial for them.
- 74 The area consisted of 484 households and 100 separate representations were received from 90 households. This indicates a return rate, as a percentage of households, of 19% which is around the level expected for an exercise of this nature.
- 75 The result was conclusive as 93 respondents opposed any parking controls in their area, while only four indications of support were received and three general comments were noted.

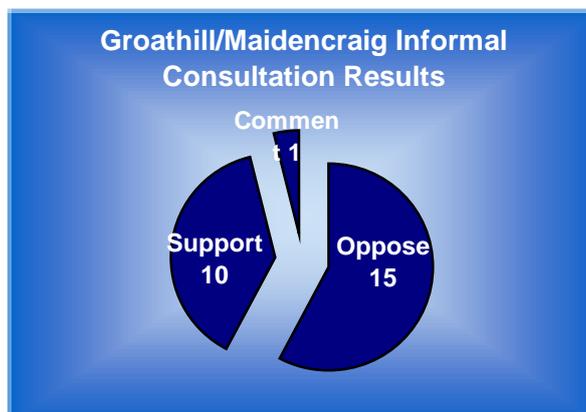


- 76 There was also a petition submitted which included the names of 43 residents who were opposed to the proposals. Ten people had already submitted responses individually. Therefore, it could be considered that another 33 residents did not support the introduction of Priority Parking.
- 77 The main reasons people did not support the proposals was because they considered they did not have a parking problem and that they did not want to pay for parking outside their homes when they already could do so easily.
- 78 The main reason for investigating parking measures in this area was due to parking pressures from the nearby college campus. However, additional car parking facilities were introduced on campus and part-time single yellow lines were also introduced in some streets to tackle commuter parking.
- 79 Since alternative measures were introduced and there is clear opposition to the proposals from residents, it is recommended to abandon proposals to introduce Priority Parking in the Brunstane area.

### **Groathill/Maidencraig**

- 80 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had parking problems and if they considered a Priority Parking scheme would be beneficial for them.
- 81 The area consists of 373 properties and 26 separate representations were received from 25 households. This indicates a return rate, as a percentage of households, of 7% which is significantly lower than the level expected for an exercise of this nature.

82 Fifteen residents indicated they did not support the proposals while 10 supported the introduction of Priority Parking and one general comment was received.



83 The low response rate suggests that parking is not a major concern for local residents whether they support or oppose the introduction of parking controls. The pattern of responses also does not tend to suggest that pressures are concentrated in specific areas.

84 Furthermore, the residents that responded indicated that parking on the road in their area was not a problem and that many had driveways in any case. While some that supported the scheme did so as they considered it could help improve sight-lines when exiting their drives.

85 Following discussions with the elected members in the ward it was agreed to recommend to Committee to abandon the proposals to introduce Priority Parking in the area.

### **Craigour**

86 The proposed relocation of the Royal Hospital for Sick Children (RHSC) from its current location in Sciennes Road to Little France, may give rise to the prospect of future parking pressures in the Craigour area.

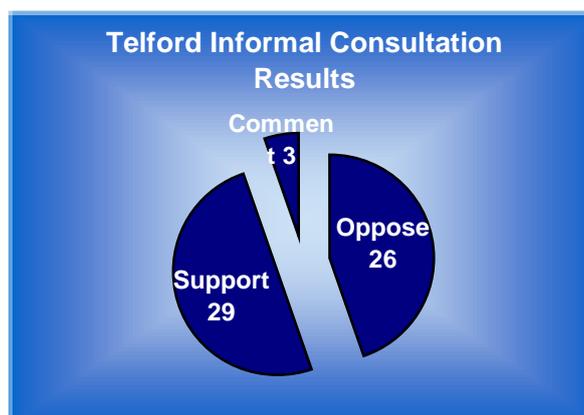
87 There may be a potential need for a Priority Parking scheme when considering the existing parking demands of the RHSC at its city centre locus and the potential displacement to a new location. Since this project is not due for completion until 2017, it is recommended to add this area to the bottom of the Prioritisation List and to monitor the situation going forward.

## Bangholm/Wardie

- 88 Councillor Jackson raised the Bangholm/Wardie area as one where parking pressures were having a negative impact on the availability of parking for residents' outside their homes. This matter was discussed at the 2 August 2011 meeting of the Transport, Infrastructure and Environment Committee and added to the Prioritisation List.
- 89 Further consultation with local residents, will take place and the results of those discussions will be reported to a future meeting of this Committee.
- 90 While the budget provision for this scheme has yet to be identified, if there is community support for the proposal it is likely that they will be implemented during the 2014/15 financial year.

## Telford

- 91 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had parking problems and if they considered a Priority Parking scheme would be beneficial for them.
- 92 The area consisted of 677 properties and 58 separate representations were received from 57 households. This indicates a return rate, as a percentage of households, of 8% which is significantly lower than the level expected for an exercise of this nature.
- 93 Twenty-nine residents indicated they supported the proposals while 26 opposed the introduction of Priority Parking and three general comments were received.



- 94 The results of the informal consultation were discussed with three of the four ward Councillors, at which time it was suggested that officers open discussions with the two Community Councils covering this area, in recognition of longstanding concerns from residents over parking pressures and problems. The aim of these discussions will be to determine whether there is wider support for Priority Parking than was suggested by the consultation responses, or whether there are other measures that could address resident's concerns.
- 95 Following this consultation, a report will be submitted to a future meeting of this Committee recommending a way forward.
- 96 While the budget provision for this scheme has yet to be identified, should there be community support for Priority Parking it is likely that this will be implemented during the 2014/15 financial year.

### **Saughton**

- 97 It is considered that the introduction of the Trams could potentially increase commuter parking pressures in the area.
- 98 There is already demand from commuters to the north of the rail and tram lines on Saughton Road North. Should pressures increase then it is likely vehicles will start to park in Carrick Knowe, possibly on the roads leading to the primary school.
- 99 To the south of the lines, there is an already significant level of demand from commuters to local offices or those using existing bus services.
- 100 The area consists of high density housing along narrow roads. While parking opportunities are already limited during the day, an increase in parking demand could spread pressures further preventing residents from being able to park near their homes.
- 101 Consideration may need to be given to a scheme of Priority Parking or the introduction of double yellow lines around junctions, particularly on roads leading to Carrick Knowe Primary School, to maintain sight-lines.
- 102 It is recommended to ask residents if they currently experience any parking problems and if they consider additional parking controls are required within their area to help park closer to their homes.

## **Balgreen**

- 103 It is considered that this area has the greatest potential to see a significant change in parking patterns due to the introduction of the Trams.
- 104 Parking pressures, to the north of the tram line, near Corstorphine Road are likely the result of commuters currently using bus services to the city centre. Since there is a plentiful supply of available kerbside space within walking distance of the Tram stop in adjacent residential streets, then this area has the potential to be the most attractive option for commuters parking and using the tram.
- 105 To the south there is also a considerable amount of kerbside parking space available during the day. This area is less likely to be the first choice of commuters since Balgreen Road needs to be crossed twice, to use the underpass, to then access the tram stop.
- 106 However, as Whitson Road is closed at its east-end, commuters are more likely to park in the lay-by section of Balgreen Road in front of the local shops if using the tram stop. This is a busy area and it may be worthwhile investigating whether residents' or limited waiting parking places would be welcomed by residents and local businesses.
- 107 It is recommended to ask residents if they currently experience any parking problems and if they consider additional parking controls are required within their area to help park closer to their homes.

Appendix Two: Objections to Priority Parking in the Blinkbonny Area

Reason	Number	Consideration	Action
1 No commuter parking problems / it's easy to find a parking place	22	It is recognised that the main commuter parking problems are found in the Eastern part of the area. Therefore, it is considered that there are areas where commuter pressures will be minimal. However, it was considered better to include the whole area within the proposals to ensure everyone has an opportunity to comment and be included if they wished.	To reduce the scale of the scheme to areas where there are known problems and where residents support its introduction.
2 Limited problem to eastern end of area	1		
3 Street furniture	18	It is suggested that new street furniture will create an ugly street scape. While it is inevitable that there will be new signs and poles when introducing new parking places, the aim of Priority Parking is to keep their number to a minimum. Existing street furniture such as lamp post and sign posts will be utilised whenever possible. In addition, permission will be sought from residents to erect signs on suitable walls or fences where possible.	No action proposed.
4 Price of parking permits	17	There are concerns that introducing a parking permits scheme is a method for the Council to generate income from residents. Yet is only intended to introduce parking places where residents support their introduction. It is considered that since permit holders are the main beneficiaries of such controls there should be a charge for permits to help contribute towards the running costs of the scheme. There is no requirement for residents to buy a permit and there will still be unrestricted sections within the area. Furthermore, the extent of the scheme has been scaled back and parking places will be phased in so that the scheme can be monitored to achieve the correct balance between permits and spaces.	No action proposed.
5 Priority Parking will not help but it will make matters worse	14	While any parking restriction couldn't be expected to please everyone, the majority of residents who have suggested controls will make matters worse for them reside outwith the revised area.	Reducing the scale of the scheme will address many of these concerns.
6 Second consultation ignores the wishes of residents	11	While it may appear, on consideration of the numbers alone from the original consultation, that residents did not support the Priority Parking proposals it is the content of the responses that are more significant. Detailed analysis highlighted concerns about the representations that were significant enough to repeat the consultation. For instance, some respondents included objections because they didn't want new ticket machines and single yellow lines introduced. However, they are not part of the proposals and it was questionable whether such replies should be considered as objections to the Priority Parking proposals or a general comment about parking in the area.	Taking the time to ask residents again for their opinions, to ensure clarity and that the correct outcome is achieved for the community is not considered to be disregarding the views of residents.
6 Second consultation is a disgrace & a waste of money	2		

7	Second consultation insults our intelligence	4	It is understood that some people were frustrated by the second consultation, but everyone in Edinburgh is not educated to the same level. It is considered appropriate to take the time to ensure that the proposals were explained clearly and that each resident has had the chance to have their say on the proposals. While many residents did understand the implications of the scheme during the previous consultation, there were significant concerns that warranted the proposals to be re-advertised and for residents to be consulted again. While this is of course frustrating for some it was considered appropriate to ensure that all residents had the opportunity to comment and have their views represented.	No action proposed.
	The majority of residents objected to the scheme. Your proposal was entirely clear and understandable so we have no idea why you have decided to carry out a second consultation. Were you not happy with the findings from the first consultation? If you are not happy with the findings of the second consultation will you be proposing a third or fourth or even fifth consultation?	1		No action proposed.
	This is an EU style referendum	1		
8	Introduce PP in Belford areas / remove or reduce restrictions	7	While Priority Parking could be useful in some areas of the Controlled Parking Zone (CPZ) Extension, there is little evidence to suggest that residents from those streets would support such action.	No action proposed.
9	Problems created by Council & CPZ extension	6	It is recognised that previous extensions to the CPZ resulted in some parking problems moving to other areas. The Blinkbonny area was previously considered for an extension to the CPZ but the results were inconclusive and the financial price could not be justified. Priority Parking is a possible solution to help resolve such problems whilst also aiming to prevent problems from migrating to other areas.	No action proposed.
10	Extend the CPZ to include Blinkbonny	4		
11	Encourages people to pave over their gardens / loss of wildlife urban gardens	6	Parking Operations do not consider requests for new driveways but there is a process in place which considers all the relevant factors concerned. However, it is the decision of the property owner whether they choose to request a change of use of their land from a garden to a drive. There's likely to be a considerable price difference between buying an annual parking permit and paving over a garden with the associated costs of dropping the kerb for vehicular access.	No action proposed.
12	Increased risk of flooding	1		
13	Failure to show sign posts	4	It is difficult to indicate possible locations of new signs or poles on current maps to any great detail. It was considered appropriate to ascertain the results of the consultation before starting detailed work on sign locations which may not have been required. Furthermore, the number of new poles is also somewhat dependant upon feedback from residents for instance if permissions are given to erect signs on their property.	No action proposed.
14	Doesn't want friends to have to pay to park - i.e. over lunch time	4	There is no public parking places included within the design and unrestricted spaces will still be available for any motorists to use.	No action proposed.

15	The scheme will move problems to other areas	4	The aim of Priority Parking is to provide a similar number of parking places in the area to the number of permits purchased. It is intended to only manage the amount of kerbside space needed by residents who already park on the road during the day. The scheme will not reduce the parking capacity of the area but better organise it so residents can find a parking place closer to their homes. This approach will help to reduce problems moving to other areas, which cannot be taken into account by a CPZ.	No action proposed.
16	Parking restrictions will cause friction between residents	4	It is unlikely that introducing part-time parking places will create competition for parking space where it doesn't already exist between neighbours in the current first come, first served arrangements.	No action proposed.
17	Unused parking places in CPZ, change charging so people use them	3	Previous reports to Committee on nine hour parking places have resulted in a small increase to the parking charge. It is not considered necessary at this time, to increase the number of nine hour parking places and a future report on this matter will be submitted to a future meeting of this Committee.	No action proposed.
18	The scheme will affect house prices	3	There is little evidence to suggest that parking controls have an impact on house prices. On the contrary, improved parking opportunities for residents are likely to be more attractive to potential buyers and there is an argument that this may improve the saleability of a property.	No action proposed.
19	Permit prices will rise much quicker than the rate of inflation	3	Whilst residents' parking permit prices have risen in the past three years, historically they have remained stable for long periods and they are not linked to the rate of inflation.	No action proposed.
20	Money-making exercise - CO2 permits, charge by length	3	It is suggested that the scheme is being introduced to make money for the Council and it is argued that linking the price of a permit to the CO2 emissions of the vehicle supports this. This is a low-cost scheme and income is unlikely to cover all the implementation, administration, maintenance and enforcement costs of the scheme. The permit charging structure is designed to encourage motorists to consider their carbon footprint and indicate if they could benefit from a lower permit price with a more environmentally friendly vehicle. Whilst parking space is limited in Edinburgh, improving air quality and tackling climate change are considered to be greater challenges.	No action proposed.

21	Vacant spaces in city centre car parks, the Council should regulate them better	2	The Council is not a regulator of off-street city centre car parks. It is expected that operators will set their charges at a level that maximises profitability but also ensures that spaces are available for occasional users. Should such car parks run at full capacity this could create more congestion and pollution in the city centre which is unlikely to benefit residents, visitors or business users. Making the city centre a less attractive place to live, visit or do business.	No action proposed.
22	Significant restrictions on Craigleith Drive	2	The parking places on Craigleith Drive provide a number of parking opportunities should the scheme have been supported by local residents. The considered approach is to introduce parking places in phases where there is support for them.	Since there is little support for Priority Parking in Craigleith Drive, this street has been removed from the draft Order.
23	Considers parking will be moved to narrow streets	2		
24	Will increase traffic speed through Craigleith Drive bridge	2		
25	Roads are ideal for commuters	1		
26	Disturbing that results omitted from previous report, mistrusts Council	2	The results of the previous consultation were discussed with the local elected members. It was not considered necessary to report the results to Committee as a recommendation on the introduction of the scheme was not being considered. Committee approved re-advertising the proposals so further consultation with residents could be undertaken and to obtain a final set of results to help make a decision on those results alone.	No action proposed.
27	Considers this as a step toward CPZ	2	It has never been suggested nor is it the intention that Priority Parking is a step toward an extension of the CPZ.	No action proposed.
28	More thought required as parking still available on other side of Craiae Avenue	2	There is a separate proposal from the local roads office to introduce double yellow lines along the north-east side of Craiae Avenue to prevent parking on both sides of the street.	No action proposed. These objections are effectively being addressed under a
29	Force residents to buy a permit	2	It is not the aim of the Council to compel any resident to buy a parking permit against their wishes. The Priority Parking scheme will only be introduced in parts of the area that have indicated their clear support for the restrictions. Additionally, the scheme will be phased in with suitable monitoring to ensure that the correct number of parking places are introduced to meet the actual demands of residents during the day.	No action proposed.
30	complicated visitors permits	1	It is acknowledged that the visitors' parking permits system can be confusing to some motorists. However, the system is designed to cater for visitors who want to park for short periods of time and also for those who may need to park for the duration of the controlled period. Unfortunately, it is not a simple task to cater for both demands, which ensures flexibility and equal provision for all users, in a single approach.	No action proposed.

31	No parking place outside my house	1	This issue was raised by a resident from the south-side of Blinkbonny Avenue. Unfortunately, there is little space to introduce parking places due to the number of private accesses on this side of the street. Therefore, to avoid the introduction of large numbers of sign posts, parking places were proposed for the longer lengths of kerb side space in the street. While we cannot guarantee a space outside every residents house it is intended to provide one within a reasonable distance of each permit holder.	No action proposed.
32	Proposals are cumbersome and complicated	1	Priority Parking is a simple but effective scheme to help manage parking demand in residential areas. It involves some part-time residents' parking places whilst keeping the rest of the kerbside space unrestricted for other road users. Priority Parking is considered to be less complicated than a CPZ, which has multiple types of parking places, yellow lines and more street furniture.	No action proposed.
33	Parking Attendants will be walking up and down the street	1	Parking Attendants will monitor the parking places to ensure compliance with the regulations and ensure that the spaces are available for permit holders and their visitors during the controlled period. It is likely the area will only require one or two visits per day, making the present of Parking Attendants must less noticeable than in a CPZ.	No action proposed.
34	A parking place outside my house will make it difficult for people to drop-me off as I'm a Blue Badge holder	1	Disabled persons' blue badge holders are not permitted to park in residents' parking places, but they can apply for a residents' parking permit free of charge. The resident who raised this concern resides in part of the area where there is little support for the proposals. Therefore, this point will be addressed with the scaling back of the parking places to areas where there is support from local residents.	No action proposed.
35	Money should be spent on other projects	1	Parking is a subjective matter, to some residents it can be a considerable problem whilst to others it is of little concern. Priority Parking is a low-cost scheme that has the potential to help residents who support it park closer to their homes whilst minimising the impact on those who do not.	No action proposed.
36	Sign posts will be a hazard to wheelchair users, blind persons or pushchairs	1	One of the aims of Priority Parking schemes is to minimise the number of new signs and therefore, sign posts that may be required. By using longer lengths of kerbside space, using existing street furniture, seeking permission from property owners to use their walls or fences where suitable and to phase the introduction of the scheme, these approaches will help contribute to minimising the number of new poles required.	No action proposed.

37	Introduce a Park & Ride (P&R) site in north Edinburgh	1	The primary function of P&R facilities is to reduce the amount of cars travelling into the city centre. Establishing a P&R site in north Edinburgh is likely to encourage commuters to bring their cars into the city. For this reason P&Rs are always built out of town and on the edge of built up areas. A P&R site would cost significantly more than a Priority Parking Area.	No action proposed.
38	Priority Parking would increase road safety concerns by encouraging parents to drop-off and collect their children in the school keep clear area, in Crarae Avenue	1	The Priority Parking places would not operate at the start or end of the general school day. Therefore, the parking places could still be used by parents to drop-off and collect their children. By reducing the number of vehicles parking all-day in Crarae Avenue it is likely that more parking opportunities would be available for short-term waiting. However, there is insufficient support from residents in this street for parking controls and proposals have been scaled back as a result.	Since there is little support for the proposals in this street, reducing the scale of the scheme will address these objections.
39	Priority Parking will reduce parking for school staff	1		
40	Residents and commuters will be competing for fewer spaces.	1	Priority Parking will not reduce the overall capacity of the area. The aim is to better manage a portion of the kerbside space to give residents a priority over other road users to help them park closer to their homes during the day. There is already competition for space in certain parts of the area on a first come, first served basis. Parking controls will ensure that permit holders always have priority to park on part of their own street.	No action proposed.
41	CPZ failed so CEC are enforcing this on residents	1	It is considered that the CPZ extension is working effectively toward its aim of removing commuter parking pressures from residential streets within its extents. Priority Parking is only being investigated in the Blinkbonny/Ravelston area as a result of the requests from local residents. The results of the consultation indicate that there is more support for the scheme than there are objections.	No action proposed.
42	Proposals will be environmentally and aesthetically damaging	1	It is considered that this comment relates to the visual impact of the controls on the build environment as opposed to ecological factors. There are concerns that streets in the Blinkbonny/ Ravelston area will mirror those in the adjacent CPZ. However, as the second consultation aimed to explain these proposals are entirely different and do not controls all the kerbside space like is required in a CPZ. Therefore, there will be less residents' parking places without road legends, no public parking places, no single yellow lines or ticket machines and no zone entry signs. Therefore the visual impact of the controls will be greatly reduced.	No action proposed.
43	Empty spaces to the east or on Orchard Road South show proposals are not financially sustainable	1	The CPZ to the east of the Blinkbonny/Ravelston area is an entirely different proposal to Priority Parking. Furthermore, financial considerations are not the main purpose of this scheme, the aim is to help residents park closer to their homes without removal all non-residential parking to other areas. Therefore, there will be no public parking places but unrestricted areas which any motorist	No action proposed.

44	If Blinkbonny Road becomes a parking desert like Orchard Road South has become, it will turn into a rat run	1	There are not currently any parking controls on Orchard Road South and it too is included within the Priority Parking proposals. Orchard Road lies within the CPZ and experiences low levels of demand during the day, but Priority Parking is an entirely different system to that already in place in adjacent areas and does not aim to remove all non-residential parking from the area. It is not considered that the proposals will significantly change parking patterns or traffic flows.	No action proposed.
45	"I did not attend any of the public meetings as having in the past been a member of the panel presenting the case for the Council, I have found <i>fait accompli</i> was always at the back of the mind of the proposers, so why bother with such a time consuming, wasteful inconsequential display of, political flim-flam which make a mockery of democracy."	1	There has been extensive public consultation in this area to determine the wishes of the local community and introducing this scheme has never been considered a <i>fait accompli</i> . If residents had continued to oppose the scheme then the recommendation would have been to abandon the proposals. The elected members on the Transport and Environment Committee will always make the final decisions on any Priority Parking schemes in this democratic process.	No action proposed.
46	Problems with existing parking places on Orchard Road South	1	There are currently no parking controls in Orchard Road South and while parking places are marked on the road, parking remains unrestricted.	No action proposed.
47	Friends and family have to deal with restrictions	1	The parking controls will only effect visitors during the short controlled period and if they choose to park in the residents' parking places, when visitors' parking permits can be used. Otherwise, unrestricted sections of kerbside space will remain for non-permit holders to use at any time.	No action proposed.
48	My view is that creating parking zones will attract others to park in the area as by paying they will have an entitlement whereas when it is unrestricted my view is that, in the main, visitors observe the peace of the neighbourhood	1	Priority Parking is not a CPZ. There will not be any public parking places for visitors to pay to park on-street.	No action proposed.
49	Edinburgh is polluted by parking restrictions	1	Whilst it would be preferable to keep parking restrictions to a minimum in Edinburgh, the competing parking demands from residents, visitors and businesses need to be managed effectively. This helps to ensure that parking opportunities are available for different road users and that traffic is free to flow round the city, reducing congestion and pollution which helps to improve Edinburgh's economy.	No action proposed.

50	The scheme will move the issues to another area whilst penalising the majority of residents who don't mind walking an extra 5 metres if need be	1	The aim of Priority Parking is to help residents park closer to their homes during the day without moving pressures elsewhere, for example unrestricted lengths of kerbside space will remain within the area. The parking places will be focused on areas where there is support from householders and should some residents not support the proposals in these parts there will be unrestricted areas to park in without buying a parking permit.	No action proposed.
51	Need visitors permits in case of a surprise visit	1	There will continue to be unrestricted lengths of kerbside space within the area for all motorists to use, including visitors, free of charge.	No action proposed.
52	Getting in and out of the driveway when cars are parked close by is not an issue nor is it a justified reason for introducing any change - if residents cannot reverse their car into their drive when cars are parked nearby- I would question their ability to drive safely in the first place	1	It is not the aim of the scheme to improve access to and from private driveways, but to help residents who need to park on the street near their homes during the day. While some parking places may help with sight-lines should they be unoccupied, the appropriate road marking is Access Protection Markings and many driveways in the area have already been treated with such markings. However, these are only permitted to extend 1 metre beyond the dropped crossing and are not intended to create a sight-line.	No action proposed.
52	Restrictions make it difficult for people with health problems to park near to public amenities; such as doctor's or dentist's	1	There are no known public amenities such as these in this area and hence there is no requirement to provide public parking places. Priority Parking is different from the restrictions in the city centre with are referenced to in this point, but public parking is always provided near to such facilities and it is not considered that parking controls make parking difficult at such locations but the high demand for the services and patrons travelling by car to attend the practises. Unrestricted lengths of kerbside space will remain for public parking.	No action proposed.
54	I can see no logic to the proposed times of restriction between 11.30am and 1.00pm as these spaces can be taken by commuters at any time of the day. This simply means that should a resident or visitor be parked there during this time they are likely to receive a penalty for parking outside their own home	1	While anyone can use the residents' parking places outside of the controlled period, the spaces cannot be used by all-day commuters as they too may be issued with a parking ticket if they are parked incorrectly between 11.30am and 1.00pm. It is not the case that only residents or their visitors could receive parking tickets as suggested. The times were chosen after considering parking survey data which suggested this was a period of peak commuter use and which could be enforced effectively by our enforcement contractor.	No action proposed.

### Appendix 3 - Prioritisation List and Indicative Timescales

Area	Proposal Type	Parking Surveys	Survey Analysis	Committee Approval			Draft Design	Informal Consultation	Detailed Design	Legal Process Started	Advertised	Legal Process Completes	Implementation	Cost to Implement	Notes	Area Ref	Operating Hours
				(Approval Gained) (Approval Sought)	(Actual) (Target)	(Actual) (Target)				(Actual) (Target)	(Actual) (Target)						
Craigeleith	Priority Parking	✓	✓	23 Nov 2010	✓	✓	✓	April 2012	✓	Sep 2013		<b>Autumn 2013</b>	£20,000	Order being "made" in September for implementation at the beginning of November 2013.	B4	11:30 - 13:00	
Blinkbonny	Priority Parking	✓	✓	August 2011	✓	✓	✓	April 2012	✓			<b>Early 2014</b>	£25,000	Second consultation complete. Report to October 2013 Committee.	B5	11:30 - 13:00	
Lockharton	Priority Parking	✓	✓	August 2011	✓	✓	✓	Nov 2012	September 2013			<b>Spring 2014</b>	£20,000	Legal process started. To be advertised	TBC (B7?)	TBC	
Priestfield	Priority Parking	✓	✓	August 2011		✓		Aug 2013	September 2013			<b>Spring 2014</b>	Not Yet Known	Legal process started. To be advertised	TBC (B6?)	TBC	
Murrayfield	Priority Parking	✓	✓	August 2011		✓		Aug 2013	Late 2013			<b>Spring 2014</b>	Not Yet Known	Legal process to start following positive response from informal consultation. Draft design to start August 2013	TBC (B8?)	13:30 - 15:00?	
Blackford/ Nether Liberton	Priority Parking	✓	✓	August 2011	✓	✓	✓	Jan 2013	September 2013			<b>Spring 2014</b>	Not Yet Known	Legal process started. To be advertised	TBC (B9?)	11:00 - 12:30	
Bangholm/ Wardie	Priority Parking			August 2011								<b>2014/15</b>	Not Yet Known	<b>Not started.</b> Initial discussions held with Councillors Day, Redpath and Hinds. Likely that the initial investigation will be carried out no sooner than late 2013.	TBC	TBC	
Telford Area	Priority Parking	✓	✓	February 2012		✓						<b>2014/15</b>	Not Yet Known	Initial consultation complete. Further consultation to be carried out at request of local elected members	TBC	TBC	
Balgreen	Priority Parking			October 2013									Not Yet Known	Consultation regarding possible impact of Tram stop.	TBC	TBC	
Saughton	Priority Parking			October 2013									Not Yet Known	Consultation regarding possible impact of Tram stop.	TBC	TBC	
Craigour	Priority Parking			October 2013									Not Yet Known	Consultation regarding possible impact of new RHSC.	TBC	TBC	
Roseburn	Priority Parking	✓	✓	August 2011	-	✓	-	-	-	-	-	-	-	<b>ABANDON.</b> Little Support for Priority Parking. Reporting to Committee in October 2013 to indicate that no further action is to be taken.			
Groathill/ Maidencraig	Priority Parking	✓	✓	September 2011	-	✓	-	-	-	-	-	-	-	<b>ABANDON.</b> Little Support for Priority Parking. Reporting to Committee in October 2013 to indicate that no further action is to be taken. To be			
Brunstane (J and E College)	Priority Parking	✓	✓	September 2011	-	✓	-	-	-	-	-	-	-	<b>ABANDON.</b> Little Support for Priority Parking. Reporting to Committee in October 2013 to indicate that no further action is to be taken.			