

# Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

## Parking on Polwarth Terrace, Edinburgh

Item number	8.1
Report number	
Executive/routine	
Wards	10 – Meadows/Morningside

### Executive summary

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At its meeting of 13 January 2015 Committee considered a motion from Councillor McInnes on the issue of parking on Polwarth Terrace. The Motion asked that Committee:

“Instructs officials to produce a report in two cycles on parking in Polwarth Terrace specifically to investigate the requirement for no parking on so much of the Terrace.”

The report considers whether the situation in Polwarth Terrace has materially changed since the previous report on this subject in February 2011. It also explains the reasons for the restrictions currently in place on Polwarth Terrace.

### Links

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Coalition pledges	<a href="#">P44</a>
Council outcomes	<a href="#">CO19</a> , <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Parking on Polwarth Terrace, Edinburgh

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the content of this report;
  - 1.1.2 notes the content of the previous report on this topic and the decision of the Transport, Infrastructure and Environment Committee of 8 February 2011;
  - 1.1.3 notes the potential adverse implications on traffic movement as described in the aforementioned report from 8 February 2011; and
  - 1.1.4 notes that it remains the case that it is not considered possible to safely locate parking places on this street.

### Background

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- 2.1 Polwarth Terrace is a main distributor road located to the south-west of Edinburgh city centre. It forms part of a larger arterial route, part of Edinburgh's major road network, and links a number of outlying residential areas and suburbs to Tollcross and the city centre.
- 2.2 During 2009, the Council received enquiries as to the potential for permit parking places to be provided on Polwarth Terrace, to serve residential properties on that street. Those enquiries culminated in a Motion being submitted to the Transport, Infrastructure and Environment Committee on 9 February 2010.
- 2.3 A report in response to that Motion was considered by the Transport, Infrastructure and Environment Committee on 8 February 2011.

### Main report

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- 3.1 The report considered by the Transport, Infrastructure and Environment Committee on 8 February 2011, explained that the section of Polwarth Terrace in question, lying between its junctions with Ashley Terrace and Harrison Road, measures no more than 8.5 metres in width. With parking places measuring 2.0 metres, any parking provision would leave no more than 6.5 metres for moving traffic.

- 3.2 The previous report explained that “While 6.5 metres is sufficient for cars to pass each other safely, buses and many goods vehicles are more than 3.0 metres in width. Taking into account wing mirrors and allowing a suitable margin of safety between kerbs, other moving vehicles and parked vehicles, it is apparent that the remaining road width of 6.5 metres, would be insufficient to allow larger vehicles to pass one another”.
- 3.3 As a bus route that serves many of the residential suburbs of south-west Edinburgh, the previous report on the potential introduction of parking places on Polwarth Terrace considered that it is essential to ensure that public transport, as well as other traffic, is able to move as freely as possible on Polwarth Terrace. The report stated that “It must be considered that, as a bus route where the presence of parking places would restrict the width to such an extent that bus movements could be impeded, it remains inappropriate to consider such provision on Polwarth Terrace”.
- 3.4 The report continued to explain the potential road safety impacts of introducing parking on this section of Polwarth Terrace, and the proximity of other parking options available to residents who did not have the benefit of off-street parking. Polwarth Terrace is not unique in this regard, with many streets within the Controlled Parking Zone (CPZ) having no permit parking provision, either by virtue of physical constraints on providing parking or because of the parking restrictions that are in place. It is not uncommon for residents within the CPZ to have to park some distance from their residence.
- 3.5 It must also be noted that the Council, as part of the process of issuing permits to residents within the CPZ, maintains a database of residents and addresses where permits have been issued. The permit database indicates that there are currently two valid residents permits held by residents of this section of Polwarth Terrace. There is, therefore, limited demand, as well as limited justification, for consideration to be given to the introduction of parking places.
- 3.6 Parking availability is, where possible, tailored to meet the demand for space. This approach can, in some instances, lead to situations where compromises must be made in order to meet various competing demands. Even on arterial routes such as Polwarth Terrace/Gilmore Place, the demand for parking is such that it can become necessary to allow parking to take place. In the case of this particular route, it is not devoid of parking. It is, however, the case that parking is permitted in two distinct scenarios:
- Where the road width is sufficient to allow parking to take place without the risk of impeding traffic flow or adversely impacting upon road safety; and
  - Where the demand for parking is such that parking has had to be accommodated in order to meet the demands and expectations of residents and businesses.

- 3.7 Parking is permitted in five distinct locations on this route, four of which (Gilmore Place near to Leven Street, Gilmore Place west of Hailes Street, Gilmore Place north east of Leamington Terrace and Polwarth Gardens between Polwarth Crescent and Polwarth Terrace) are considered sufficiently wide to accommodate two way traffic and parking. On routes of this type it would normally be appropriate to expect to achieve a clear carriageway width of 7.3 metres in order to accommodate general traffic movements. The remaining carriageway widths at each of these locations exceeds 7.3 metres.
- 3.8 The remaining location, Gilmore Place between Viewforth Terrace and Viewforth, measures at 8 metres wide. This section of road would normally be considered too narrow to accommodate parking. However in view of the pressures placed upon parking in an area predominantly consisting of tenemental properties and where there are a number of local shops and businesses, it was considered to be important to maximise the potential availability of parking places and to thereby ensure an adequate supply of parking for both residents and for other users.
- 3.9 The situation on the section of Polwarth Terrace being considered by this report (where the available road width measures at slightly less than 8.5 metres) is materially different in that the demand for permits and the demand for space is significantly lower than on other parts of this route. The availability of spaces in adjoining streets that can be used by permit holders (280) exceeds the number of permit holders seeking to use those spaces (38.) There are no additional demands (from, for example, non-residential properties) that would necessitate parking provision. In this situation, the default position is that maintaining traffic flow takes precedence over other considerations.
- 3.10 Polwarth Terrace remains an important transport link, serving as the main arterial route between the south-west of the city and the city centre. It is a route used by three bus services, as well as by a significant level of traffic, on a daily basis. As such, the impact that parking places could have on traffic movements and road safety is a paramount concern.
- 3.11 In considering the importance of this route, the road widths available and the lack of demand for permit parking, it is concluded that the current restrictions are appropriate.

## Measures of success

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- 4.1 Traffic movements on an important radial route are protected, maintaining the free movement of buses and other traffic.

## **Financial impact**

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- 5.1 The recommendations in this report will result in no financial impact.

## **Risk, policy, compliance and governance impact**

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- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

## **Equalities impact**

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- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, as there will be no impact on those covered by the Protected Characteristics.
- 7.2 The proposals aim to protect safety for road users and as such the contents of this report enhance the right to physical security by improving the right to a safe environment, with any minimal, negative impact on the standard of living due to the absence of parking amenity, being offset by the availability of parking places in neighbouring streets.

## **Sustainability impact**

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- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

## **Consultation and engagement**

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- 9.1 In accordance with the applicable legislation, the restrictions in place on Polwarth Terrace were subject to public consultation prior to their introduction, with advertisements in the press and by public notices on-street. Letters were also sent to statutory bodies representing persons likely to be affected by the proposals.
- 9.2 The Councillors for the Meadows/Morningside Ward were asked for their views on the content of this report. The response from Councillor McInnes indicated that he was disappointed with the recommendations and requested that a commitment be made within this report, to further discussion with residents. By the time this report is considered at Transport and Environment Committee on 25 August, the residents concerned will have been contacted and informed of the recommendations in the report.

## Background reading/external references

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Report to the Transport, Infrastructure and Environment Committee on 8 February 2011. [Item 6.3 - "Controlled Parking Zones – Residents Parking in Polwarth Terrace"](#).

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## Links

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<b>Coalition pledges</b>	<b>P44</b> - Prioritise keeping our streets clean and attractive.
<b>Council outcomes</b>	<b>CO19</b> – Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. <b>CO22</b> – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	<b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	None