

Transport and Environment Committee

10.00, Tuesday, 21 March 2017

Priority Parking in South Morningside

Item number	8.4
Report number	
Executive/routine	Routine
Wards	10 - Meadows/Morningside

Executive Summary

The South Morningside Priority Parking Area (PPA), known as B2, was introduced in 2012. Since that time, the Council has received a number of representations from residents living in the streets to the east of the area regarding problems with parking. Parking concerns were also highlighted during a separate consultation, run by the Locality Roads Team that related to a number of traffic management proposals. These included 20mph streets, the introduction of a one-way system on Braidburn Terrace, problems on Greenbank Lane and possible improvements to traffic signals in the area.

As a result, a further informal consultation was conducted with residents (approximately 300 households in the area concerned) regarding a possible extension to B2.

The results of the consultation are reviewed in more detail within this report and reveal strong support for an extension to B2.

Links

Coalition Pledges

Council Priorities [CP4](#), [CP11](#) and [CP12](#)

Single Outcome Agreement [SO4](#)

Priority Parking in South Morningside

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the results of the consultation process, and
 - 1.1.2 commences the legal process required to extend the B2 Priority Parking Area (PPA).

2. Background

- 2.1 At its meeting on [21 February 2012](#), the Transport, Infrastructure and Environment Committee approved the introduction of the B2 PPA in South Morningside.
- 2.2 Since that time, and with only a few minor adjustments, the scheme has been successful in helping local residents to park closer to their homes.
- 2.3 Following representations from residents living to the east of B2, as well as the results of the separate traffic management consultation which elicited numerous responses regarding parking problems, it was considered appropriate to consult with residents on the possible extension of the PPA into other streets.

3. Main report

- 3.1 The informal consultation began on 6 June 2016 when a letter was delivered to approximately 300 households within the area concerned. A map of the area can be found in Appendix 1.
- 3.2 The consultation period ran until 1 July 2016 and a total of 106 responses were received. From this number, responses were received from 79 households within the area, a return rate of around 26%. This is considered to be a good rate of return for an exercise of this nature.
- 3.3 An initial review of the responses revealed that 78 respondents (73%) support an extension to B2, 22 people (21%) are opposed to such an extension, three people (3%) suggested that the Controlled Parking Zone (CPZ) should be extended instead and a further three people (3%) submitted general comments without indicating a preference.

- 3.4 A more detailed review of the respondents revealed that 86 live within the proposed area, 19 live within the original B2 Area and one person, who submitted a general comment, did not provide address details.
- 3.5 Of the 86 responses received from people living within the area concerned 64 residents (74%) support an extension to B2, 18 people (21%) are opposed to it, three people (3%) want the CPZ to be extended and one (1%) made a general comment.
- 3.6 A breakdown of the number of residents who support and oppose the proposals from each street within the area concerned is provided in Table 1 below.

Street	Support	Oppose
Braid Avenue	1	-
Braid Road	3	2
Braidburn Crescent	5	3
Braidburn Terrace	1	-
Cluny Drive	19	5
Cluny Gardens	2	2
Corrennie Gardens	9	1
Greenbank Place	-	-
Hermitage Drive	10	1
Midmar Avenue	4	-
Midmar Drive	2	-
Midmar Gardens	11*	4
Total	67	18

*including 3 people who support an extension to the CPZ

Table 1: Support and Opposition within the Proposed Area

- 3.7 Of the 19 respondents that live outside the area in question; 14 support an extension of the scheme, four oppose the proposals; and one person made general comments.
- 3.8 The main reasons, and the number of times they were mentioned by respondents, for supporting the extension of B2 are:
- the negative impact of current commuter or long-term non-residential parking (47);
 - residents not being able to park close to their homes (27); and
 - visitors and trades persons not being able to park nearby (11).
- 3.9 Residents have reported that commuters arrive throughout the day and, if residents move their vehicle during the day, they have difficulty parking near their homes when they return. It is also suggested that commuters park for long periods of time, preventing a turnover of spaces for residents, their visitors, trades people or those making deliveries in the area.

- 3.10 There are other parking related problems which have been raised in support of the PPA extension. These include firstly inconsiderate parking adjacent to driveways reducing ease of access and visibility. Secondly, there are concerns regarding the ability of older people or those with young children to find a parking place near their homes and the likely negative impact this may have on their quality of life. There are also concerns regarding road safety, pollution and improving accessibility for visiting carers.
- 3.11 A full list of the reasons, along with the number of times they were raised during the consultation, is provided in Appendix 2.
- 3.12 The main reasons, and the number of times they were mentioned by respondents, for opposing the extension to B2 are:
- priority parking does not fix any problems it just moves them to another location (9);
 - there are already more than enough parking places available for everyone who needs to park in the area (8); and
 - priority parking makes it harder for people to get a parking space (8).
- 3.13 The main aim of Priority Parking is to make it easier for residents to park closer to their homes. It does not aim to remove all non-residential parking demands from an area but manage parking by ensuring some kerbside space is available for resident's use outside their homes and that space is not entirely occupied by commuter vehicles.
- 3.14 To facilitate this there needs to be a sufficient number of parking places to allow permit holders to park near their homes. However, providing too many parking places will create unused bays and may move parking pressures to other streets. By keeping the number of permits purchased and spaces available under review, Priority Parking has been successful in other areas helping residents park closer to their homes.
- 3.15 The second main objection is from residents who consider that there is already sufficient space available for everyone who needs to park in the area. That view is likely to depend on a number of factors such as household composition, access to off-street parking, the number of vehicles in a household, the distance people are willing, or able, to walk to their vehicle and individual parking patterns.
- 3.16 For some, finding a parking space in another street will not be a problem while for others this could be difficult. The aim of Priority Parking is to be flexible and help those residents who wish to purchase a parking permit to park nearer their homes, while not compelling everyone in an area to purchase a permit if they choose not to do so.

- 3.17 The third reason is suggested by residents who consider that Priority Parking will make it harder for them to park. As discussed above, the aim of Priority Parking is to help residents park closer to their homes. The approach taken is to provide a similar number of parking places to the number of residents who have indicated they support, and will use, the parking places during the day. This reduces the likelihood of too many places being provided while maintaining opportunities for residents who do not wish to purchase a parking permit, to park in their street.
- 3.18 A number of other concerns were also raised regarding the extension of Priority Parking and these include the additional cost for residents of purchasing parking permits, the impact this may have on teachers and employees working in South Morningside Primary School and a desire for alternative measures to be introduced instead, such as introducing a Park and Ride facility at Fairmilehead or changes to the existing parking controls.
- 3.19 Permit prices in PPA are lower than within the CPZ to reflect the reduced hours of control. Furthermore, it is a resident's choice whether they wish to purchase a parking permit or not as unrestricted spaces will remain around the area which can accommodate non-permit holders.
- 3.20 Priority Parking is a low-cost solution which can effectively address local parking problems, while a Park and Ride site would incur considerable costs without any guarantee that it would reduce commuter parking pressures in this locality. The majority of respondents to this consultation consider that extending the parking controls will have a more positive result than reducing them.
- 3.21 A full list of the reasons opposing the extension along with the number of times they were raised during the consultation is provided in Appendix 3.
- 3.22 The results of the informal consultation clearly demonstrate that there is strong local support for an extension to B2.
- 3.23 Furthermore, the main reasons given for supporting the extension of Priority Parking i.e. to address commuter and long-term parking problems which prevent residents, their visitors or trades people from parking close to their homes, align well with the types of problems that Priority Parking was developed to tackle.
- 3.24 This being the case, it is proposed that Committee give consideration to commencing the legal process required to extend B2 in South Morningside.

4. Measures of success

- 4.1 The measures of success of extending B2 include:
- Improving parking opportunities for residents, their visitors, businesses, trades people and those making deliveries in the area;

- Improving the quality of life for those living in the South Morningside Area; and
- Better management of where non-residential parking can take place.

5. Financial impact

- 5.1 The costs associated with the extension of the PPA within South Morningside will be met from within existing Parking Operations budgets.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there are no negative equalities impacts arising from this report.
- 7.2 It is anticipated that the introduction of Priority Parking will improve accessibility for residents, businesses and their visitors to the area. This may have a positive impact on some people within the scope of the protected characteristics of; age, disability and pregnancy and maternity.
- 7.3 Managing parking opportunities better in the area will enhance accessibility and help:
- older residents who may not be able to walk far to their vehicle or to a vehicle collecting them;
 - disabled people by improving parking access near their homes and improving opportunities for their carers; and
 - pregnant ladies or people with children park closer to their homes and improve their quality of life.

8. Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below:
- The proposals in this report are not expected to impact on carbon emissions;
 - The proposals in this report are not expected to impact on the city's resilience to climate change impacts; and

- The proposals in this report are not expected to impact on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It is possible that the extension of the PPA will help reduce carbon emissions from residents' vehicles as parking controls may reduce the time taken for them to find a parking space near to their homes. However, such a change is likely to be extremely small and difficult to measure making reporting any impacts challenging.
- 8.3 In addition, as residents' parking permit prices are linked to the CO2 emissions or engine size of a vehicle, the B2 extension may encourage people to consider switching to more environmentally-friendly vehicles.

9. Consultation and engagement

- 9.1 The recommendations contained within this report have been brought forward as a result of representations received from local residents, the results of the Locality Roads Team traffic management consultation and the outcome of the informal consultation process on the extension of the PPA. These proposals have also been developed after discussions with local elected members for the Meadows/ Morningside ward.
- 9.2 This report contains the results of an informal consultation and recommends the commencement of the necessary statutory procedure to extend parking controls in South Morningside. This process will provide residents, and any interested party, with a further opportunity to comment on or formally object to the proposals.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges

Council Priorities

CP4 - Safe and empowered communities

CP11 - An accessible connected city

CP12 - A built environment to match our ambition

Single Outcome Agreement

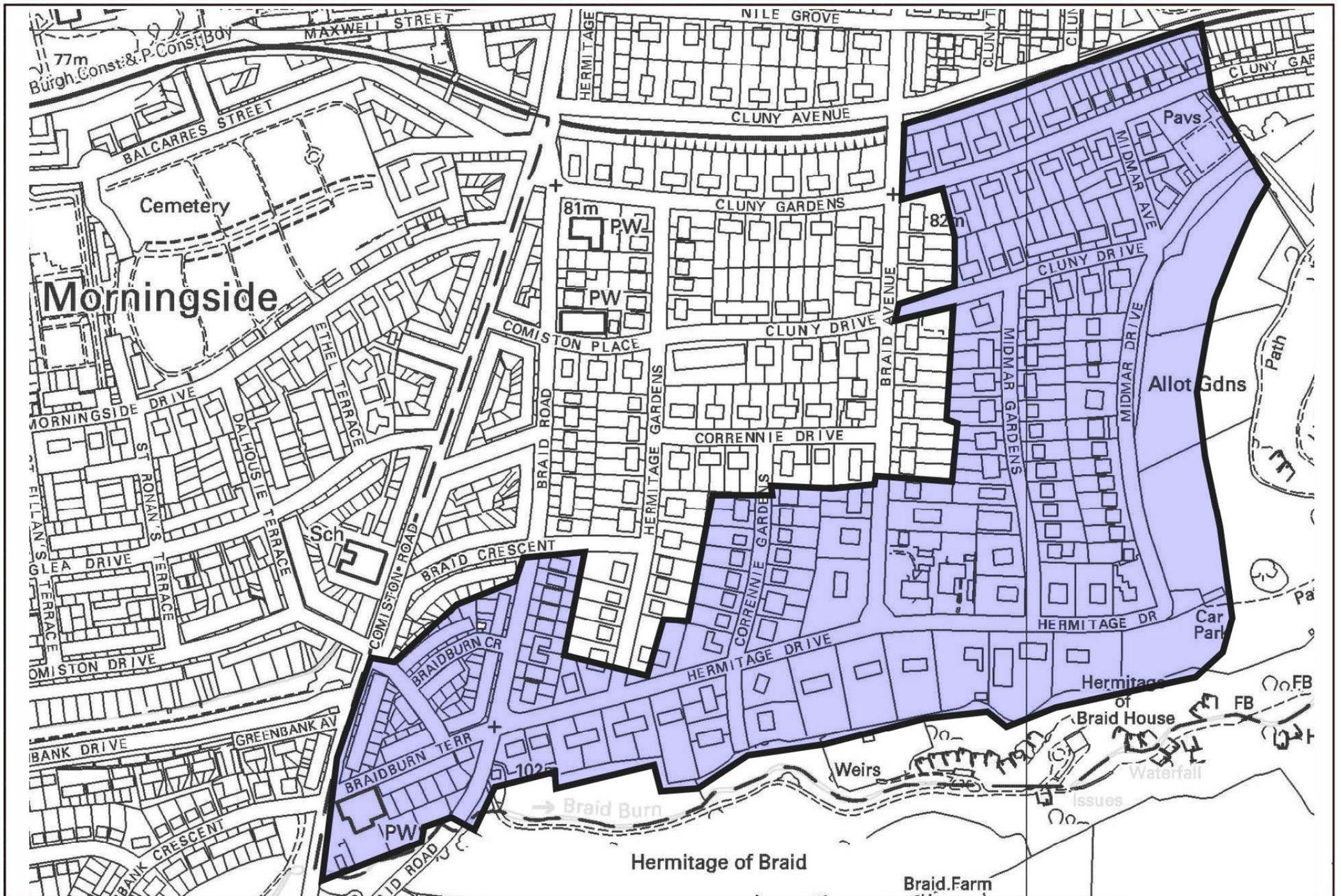
SO4 - Edinburgh's communities are safer and have improved physical and social fabric

Appendices

1: Proposed Extent of Extension to Priority Parking Area B2

2: Reasons for Supporting an Extension to the B2 Priority Parking Area

3: Reasons for Opposing an Extension to the B2 Priority Parking Area



Proposed Extent of extension to:
Priority Parking Area B2

Scale: N.T.S.

Date: May 2016

Drawn By: AJM

Drawing No:

Appendix 2: Reasons for Supporting the Priority Parking Extension

No.	Reason	Number
1	Commuter or long-term non-residential parking problems	47
2	Parking is very difficult	27
3	Difficult for trades people and visitors to park	11
4	Certain streets used as short cuts so cars are speeding and making it dangerous	9
5	Vehicles park close to drives	8
6 =	Mini roundabout makes it already hard to see traffic	7
6 =	Priority parking moves the issue to another area and doesn't fix it	7
8	Wants CPZ extended	6
9 =	Single yellow line (8am to 6pm Mondays to Fridays) should be introduced beyond the residents' priority spaces in Hermitage Drive	5
9 =	The single track and junction makes it harder to see vehicles coming	5
9 =	Older residents can't get near their homes	5
12	Improve sight-lines for driveways on south side of Hermitage Drive	4
13 =	Lack of park and ride facility at Fairmilehead makes our parking issue worse	3
13 =	More controlled parking	3
13 =	Change single yellow line on Braid Road to parking places - it has increased traffic speed and made it more dangerous	3
13 =	Priority Parking should be introduced to all streets	3
13 =	Having young children and not getting a space outside house makes things harder	3
13 =	Wants DYL over driveway	3
13 =	Trailers, taxis, vans and even a glider are stored in area	3
13 =	Parking places outside 4 and 4A Hermitage Drive	3
21 =	Make Braidburn Terrace a one-way street	2
21 =	Wants parking places outside 1-3 Hermitage Drive	2
21 =	Supports single yellow line, 8am to 6pm Monday to Friday, outside 6 Hermitage Drive on south	2
21 =	Lack of pedestrian crossing points at mini-roundabout	2
21 =	Speed of traffic on Hermitage Drive	2
21 =	Since the introduction of Priority Parking it has been harder to get a parking space	2
27 =	Pollution is high in certain areas at rush hour	1
27 =	The times of the new parking bays would not help - make it longer	1
27 =	Repaint white lines	1
27 =	Vehicles park in bus stops on Cluny Gardens	1
27 =	Parking permits cost too much and adds to the Council's revenue	1
27 =	This will improve road safety and reduce accidents	1
27 =	Improves access for carers	1
27 =	Yellow lines and Priority Parking on Hermitage Drive and Midmar Drive to assist traffic flow	1
27 =	Introduce yellow lines on Braid Road between roundabout and hotel	1
27 =	Accidents and road safety concerns at junction of Hermitage and Midmar Drive	1
27 =	Reduce congestion and improve visibility	1
27 =	Prevent non-residents dropping litter	1
27 =	Parking on Midmar Avenue is dangerous	1
27 =	Jordan Lane car garage dumps vehicles in area	1
27 =	Include parking places in Corrennie Gardens cul-de-sac	1
	Total	192

Appendix 3: Reasons for Opposing the Priority Parking Extension

No.	Reason	Number
1	Priority parking moves the issue to another area and doesn't fix it	8
1=	There is more than enough parking for everyone	8
3	Priority parking makes it harder to get a parking space	7
4	Parking permits cost too much and adds to the Council's revenue	6
5	People working nearby (teachers) will not have anywhere to park	5
6 =	Lack of park and ride facility at Fairmilehead makes our parking issue worse	2
6 =	Reduce the length of double yellow lines	2
6 =	Take the CPZ away from certain areas to create space instead	2
6 =	Commuter parking is only a result of the CPZ extension in the Grange area	2
10 =	Certain streets used as short cuts so cars are speeding and making it dangerous	1
10 =	Visitors can't get parked	1
10 =	The single track and junction makes it harder to see vehicles coming	1
10 =	Do not have problems parking but has got harder since PP introduced	1
10 =	Another tax on cars	1
10 =	Do not have any parking problems	1
10 =	Yellow lines on Braid Road have increased traffic speed and created parking problem	1
10 =	Whole street should be controlled 1.30-3	1
10 =	Driving on Hermitage Drive is unsafe where commuter parking has developed near the junction with Braid Road. This is a major route and the number of near misses and broken wing mirrors is increasing.	1
10 =	Pulling out of Corrennie Gardens into Hermitage Drive is increasingly difficult due to lack of visibility and speed of vehicles	1
10 =	Wants CPZ extended	1
10 =	Concerned about parking for Hermitage Cafe	1
10 =	All the houses in Hermitage Drive have driveways	1
10 =	Do not object to people parking in the street if they find a space	1
10 =	Additional bureaucratic burden on carers, trades people and visitors	1
	Total	57