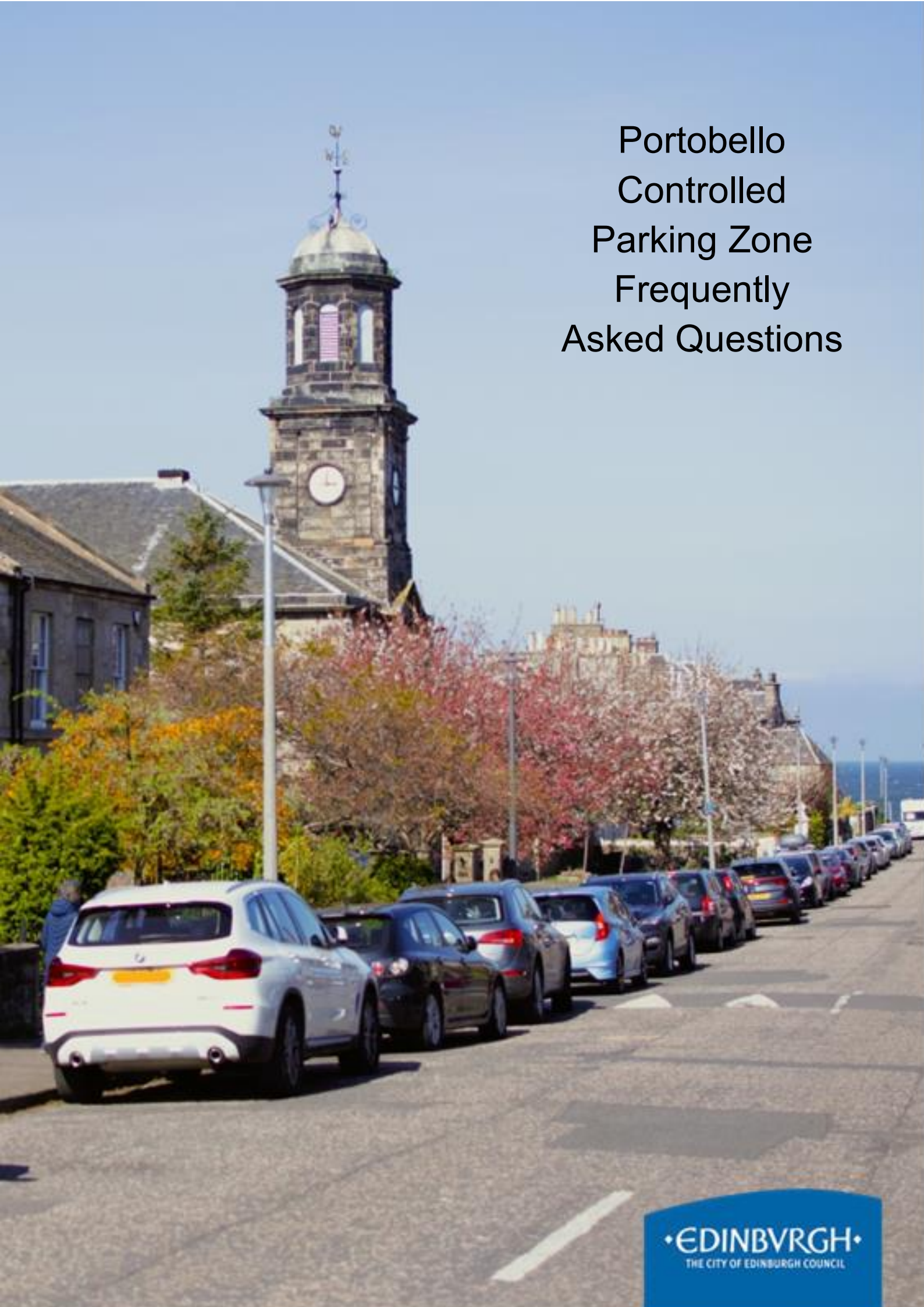


Portobello
Controlled
Parking Zone
Frequently
Asked Questions



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Questions Regarding Parking Controls

Why are controls being proposed for my street when there are no parking problems?

CPZs work on an area basis and their extents can be determined by parking pressures or by physical boundaries. The proposed extent of the controls in Portobello recognises the streets where parking pressures currently exist, but also the potential for those pressures to simply move to the next street. The southern boundary of Sir Harry Lauder Road provides a physical boundary that separates Portobello from surrounding areas. If parking controls were, for example, to be introduced only in the area north of the High Street, then pressures would simply move into the streets south of the High Street. The current proposal protects against that, but does mean that there may be some streets included that currently experience less parking pressure.

What happens if parking migrates to other areas?

The Strategic Review of Parking includes a detailed monitoring strategy designed to identify and quantify any migration that occurs. The Council has approved detailed monitoring of areas around Portobello so that, steps can be taken to mitigate the effect of that migration, should it occur.

Why do the controls not operate in the evening?

The majority of trips and instances of non-resident parking occur during the working day. CPZ controls are designed to manage those trips and instances. While parking pressures in the evenings and overnight can also be significant, those pressures are typically the result of resident parking rather than from non-residents.

Why is paid parking limited to four hours?

One of the aims of the proposed CPZ is to discourage long-stay parking and to encourage a turnover of parked vehicles to allow a fair and equitable use of the available space. However, there may be some locations where longer lengths of stay could be considered and accommodated.

Why do controls not extend into Joppa?

The proposed CPZ is based on parking pressures identified by detailed surveys of every street. Measures were only proposed in areas where there were high levels of parking pressure identified. Joppa did not show such parking pressures and is not included in this proposal as a result. Monitoring will identify whether there is a need to review the zone boundary, should the CPZ proposal proceed.

Will introducing parking meters encourage more non-residents to park?

The CPZ proposal manages where parking can take place, but it also has to allow for the many different activities that take place in Portobello. That does mean that there are options for people to pay-and-display, but, where possible, those options have been placed where demand from permit holders is likely to be lower. The significant majority of all parking places that allow pay-and-display are shared-use parking places, meaning that they can also be used by permit holders without charge.

Would there be parking meters in every street?

The Council would aim to provide limited numbers of ticket machines, and only in the busiest locations. Most paid parking would be supported by the RingGo cashless parking system, rather than by ticket machines. RingGo transactions made up almost 90% of parking sessions in Edinburgh last year, and the introduction of new zones with a limited number of ticket machines has worked well in the previous phase of the parking review.

I have concerns that the Council is proposing controls on private property.

The CPZ proposals only affect roads that have been adopted for maintenance by the Council; adopted roads can be viewed on our statutory list of public roads. Any concerns about restrictions extending into private land will be subject to further investigation as part of the ongoing review process.

Why can the first hour of parking for visitors not be free?

Payment of a charge provides evidence that is vital to enable enforcement of parking controls. Unfortunately, allowing an hour of free parking creates a situation that could be easily abused, undermining the principle of managing parking demand.

Why is there so much paid parking?

Paid parking only accounts for a very small number of the proposed parking places, mainly on Portobello High Street and adjacent streets, or close to shops and businesses. The majority of parking is either permit or shared use. Share-use parking (shown as brown on our plans) can be used without charge by permit holders and pay-and-display drivers. This approach offers a flexible parking provision and has been successfully used across all of the city.

How does the Council spend the income from CPZ?

By law, the Council is required to spend income from permits on funding the operation of CPZ. Permit income currently makes up around 50% of the total cost of that operation. The remaining operational costs are made up from paid parking charges and any additional income, whether from paid parking or from penalty charges, is ring-fenced by law to be spent on transport and roads improvements.

Can I park across my driveway during the controlled hours?

In a CPZ, every length of road has a restriction; in the case of driveways, this will typically be a single yellow line that operates throughout the restricted hours of the CPZ. During those times, no parking is permitted on any single yellow line, unless loading or unloading is taking place.

What restrictions are in place across driveways outside of the controlled hours?

Outside of the controlled hours, single yellow lines (which are the typical restriction across driveways) do not operate, but residents can apply for an Access Protection Marking. Although Access Protection markings are advisory only, they serve to indicate that access must be preserved at all times, unlike single yellow lines, which only operate during the restricted hours of the CPZ.

Would residents need a permit to park on their own driveway?

Permits would only be required if the vehicle was to be left on street during the controlled hours. If a vehicle was always parked off the road, or in an area not subject to restrictions, then no permit would be required.

Where can deliveries take place?

The restrictions within the proposed CPZ offer several options for deliveries. Any vehicle that is observed to be actively engaged in the loading or unloading of goods can do so on any single or double yellow line (provided that there are no loading prohibitions in place and the vehicle is not parked obstructively). This also applies to goods vehicles in all Permit Parking Areas and permit bays. A maximum of 30 minutes is permitted for loading on yellow lines and in permit parking places and areas. Loading cannot be undertaken from pay-and-display bays unless payment is made and cannot be undertaken from shared-use bays unless a valid permit is held or payment is made.

Would a CPZ mean lots of new signs, road markings and poles?

Most parking controls require some form of road markings and/or signs, however, the CPZ approach means that most yellow lines won't need signs or poles. The same applies to the proposed permit parking areas - these require no additional road markings and very few signs. Where signs are required, we would use existing infrastructure (such as lamp columns) wherever possible. We would also seek permission to use walls or railings as an alternative to new poles where required.

Will the CPZ be adequately enforced to make sure that it achieves its aims?

Should the proposal proceed, then the new CPZ would be enforced in the same way as other CPZs across the city. That would include regular visits each day by Parking Attendants.

Why do some streets only have controls proposed in certain areas?

In some streets there will be areas that are not adopted. Those areas have been left uncontrolled within this proposal.

Parking controls are designed to stop people travelling into the city centre, and Portobello doesn't have a problem with people parking to travel into the city centre.

The proposed CPZ in Portobello is a standalone proposal and is not linked to city centre restrictions or commuting. Parking controls ensure that parking is managed for the benefit of local residents. Long-stay parking by non-residents is discouraged, leaving more space for residents and their visitors. Maximum lengths of stay create a turnover of parking that benefits businesses, improving accessibility for customers.

Are there plans to introduce measures to prevent camper vans from parking overnight?

Although a CPZ may help discourage this, the proposal doesn't include such measures. As with all of Edinburgh's CPZs, most controls would operate during the daytime only.

Has the Council considered end-on or angled parking to maximise space?

End-on parking was investigated in a number of locations, with the aim of providing the greatest number of possible parking spaces. There were, however, few locations where end-on parking would have increased parking provision, with junctions, driveways and the need to maintain sufficient space for vehicles to manoeuvre and pass being the main reasons why many locations were not suitable.

Parking Permit Questions

Will there be enough space for all permit holders?

Households are entitled to a maximum of two permits, but only one permit can be issued to any one person, and every effort has been made to maximise the amount of space proposed for permit parking. Permit Parking Areas have been used extensively within this proposal to allow for the greatest flexibility in where parking can take place. Permit holders will be able access almost all parking spaces, with the only exceptions being bays that allow paid parking only (coloured purple on our plans) or parking places that are for use by certain vehicles or persons (such as disabled persons).

Does the Council issue more permits than spaces?

There is no cap on permit numbers in any of the existing CPZs, although there are limits of two permits per household and one permit per person. The current proposal allows parking to take place in every location where it is considered safe or appropriate to park, so as to maximise the amount of space available.

How do visitor permits work? How many are residents entitled to and how long do they operate for?

Every resident within the CPZ would be entitled to an allocation of visitor permits each year. Each visitor permit can be used for a maximum of 90 minutes parking in a permit or shared-use parking place. Visitor Permits can be used together to allow for longer periods of parking. Currently, visitor permits are in scratchcard form, but an electronic system is also proposed. Any blue badge holder would be entitled to receive a double allocation of visitor permits at a reduced cost.

Why is the first permit for residents not free?

The charges for permits contribute towards the significant cost of operating parking controls.

Is it possible to get a permit for a work van, or a company car?

Yes. If you have a work vehicle, then you do need evidence from your place of work to show that you are the main driver of that vehicle, but it is possible to get a permit in such circumstances.

Can I get a permit for my moped or motorbike?

Yes. Permits for motorcycles are currently issued for free.

Disabled Persons' Parking

Do disabled residents have to pay for a parking permit?

Blue badge holders can apply for a free parking permit, although permits will only be required if and when the proposed zone is implemented. In any instance where permit parking restrictions are introduced, the council will contact all affected residents in advance.

How do the proposals support disabled persons?

Regulating parking in Portobello would create a safer and more welcoming environment for blue badge holders, who are also entitled to free residents' parking permits and can park free of charge in pay and display and shared-use parking places, as well as on yellow lines (providing there is no loading prohibition in place and the vehicle is not causing an obstruction). Any blue badge holder would also be entitled to receive a double allocation of visitor permits at a reduced cost.

Can I apply for a blue badge space?

Applications can still be made for new disabled persons' parking places, but we cannot make any on-street changes until the legal process related to the Controlled Parking Zone has been completed.

Are the Council removing disabled persons parking places?

All existing disabled persons' parking places, where there is a person who has been issued with a blue badge living in the vicinity of that parking place, are to be retained. Any disabled persons' parking place that is proposed for removal will be clearly marked on the plans.

What provisions are there for carers?

The Council offers Essential User Parking Permits to qualifying healthcare workers. Carers can currently make use of pay-and-display parking or visitor permits, should they need to park a vehicle within any CPZ. Any blue badge holder would be entitled to receive a double allocation of visitor permits (at reduced cost) that could be used to allow carers to visit. The Council is currently preparing proposals to make additional arrangements for carers, in the form of Carers' Permits.

Questions about Specific Streets/Areas

Why is there no paid parking in Bath Street?

A Permit Parking Area is proposed for a part of Bath Street, which would mean that it would only be holders of permits for that area who could park there. The primary aim of this approach is to limit traffic in this area by restricting who has an entitlement to park. There will be other paid parking opportunities in neighbouring streets.

Parking bays are not marked in Permit Parking Areas, which means that residents can continue to park in the same places as they currently do, but non-residents are not entitled to use those spaces.

Could Bridge Street car park be kept as free parking?

Areas of free parking are, unfortunately, likely to be misused. Charging for parking is a means of ensuring that the space is available for visitors and that there is access to local businesses and amenities by those visiting the area.

Why are there shared-use bays in Skylark Place, Adamslaw Place and other similar streets?

The inclusion of shared-use parking bays in the newer estates in the Baileyfield area is to ensure that there is provision for visitors to park in these streets. Whilst visitors may be able to use visitor permits to park in residents' permit parking bays, shared-use bays provide a pay-and-display alternative. These bays can also be used by permit holders without charge.

Could the proposal include a taxi drop off/pick up to reduce taxis in Bath Street?

Taxi stances are dealt with via a different process and using different legislation. Consideration of the possible inclusion of specific areas for taxis is possible, but would take place separately.

Why is Cunningham Square not included?

There are some relatively recently constructed roads that are not yet adopted by the Council. The current proposal is limited to adopted roads only, but should other roads become adopted, they could be added to the CPZ at a later date. We are working with colleagues to ensure that we are aware of the progress of the adoption process, but it should be noted that the Council does not actively pursue the adoption of roads. Adopted roads can be viewed on our statutory list of public roads.

Why is Joppa Park a Permit Parking Area when there are limited parking opportunities?

The decision to propose a Permit Parking Area in Joppa Park was taken as a preferred alternative to proposing double yellow lines along the entirety of the street. The Permit Parking Area would see a limited number of properties entitled to a

permit and would facilitate short periods of parking for servicing purposes. If there were no support for Joppa Park to be a Permit Parking Area, the alternative would be yellow lines, as leaving the street unrestricted could result in the migration of parking from other streets.

Why does the proposal not include a one-way system in Bath Street or Straiton Place?

The proposal is designed to address parking pressures in Portobello. In the Bath Street area, the proposed Permit Parking Area is further designed to reduce the likelihood that non-residents would seek parking spaces, reducing vehicle movements and inconsiderate/unsafe parking. If there is a need for traffic management measures, such as a one-way system, this would need to be considered separately.

Further Questions or Information

If you require further information or have a question that is not covered above, please email the team at ControlledParkingZone@edinburgh.gov.uk.