

Proposal Information Sheet

The current proposal has been prepared as a first draft in order to update local residents on progress on the work carried out since the decision not to proceed with a full CPZ. The proposal will be modified depending on the feedback received in response to this initial consultation, before a formal decision is sought on a finalised scheme at T.I.E. Committee in February 2010.

The current proposal is comprised of two types of restriction. The reasons behind these restrictions, how they work and their intended effect are described below.

Double Yellow Lines:

These restrictions will operate 24 hours a day, restricting parking but allowing loading and unloading to take place. They are intended to serve two main purposes:

Maintaining traffic flow – Restrictions proposed in Blackford Avenue and Oswald Road will assist in improving and maintaining the flow of traffic on this bus route.

The restrictions proposed in locations such as Brights Crescent, Mentone Terrace and Ventnor Terrace have been proposed as a direct result of discussions with Lothian and Borders Fire Service. These locations were identified as being of concern – where fire appliances would find difficulty, or be unable, to negotiate their way through parked cars

Protecting road safety – Restrictions proposed at junctions are designed to maintain sightlines for vehicles negotiating these junctions and to provide safe crossing points, free of parked vehicles, for pedestrians.

Note: Some of the double yellow lines shown on the plans (those shown in red) are already in place under temporary traffic regulation order. Those restrictions were originally put in place following the extension of the CPZ (Zone S1) in September 2006.

Single Yellow Lines:

It is anticipated that the single yellow lines marked on the plans will operate for about 1 hour a day, at some point between 9.30am and 3.30pm. Their effect will be to restrict the ability of commuters and long term parkers from parking in those areas and provide space for residents and their visitors / traders. Parking options for local residents during the day will therefore be greatly increased as they will no longer be in competition with commuters.

Residents will also have access to the unrestricted areas which commuters will give up in the evening and long term parkers will give up in due course. When local residents take those spaces the commuters will have to look elsewhere for all day spaces. To that end the Council have also agreed to reduce the cost of all day parking in 40 spaces in the current S1 zone. Currently there are lots of spaces in that area which are unused and we want commuters to have the opportunity to go there rather than park in areas just outside the zone. If that pilot goes well we intend to extend that approach where appropriate, in consultation with local residents, to reduce the pressure on Fountainhall Road and similar areas across the city.

A graduated approach

The layout of the proposed single yellow lines has been designed with a graduated approach, i.e. the extent of restrictions is reduced as you move further from the boundary of the CPZ. There are, therefore, more restrictions proposed in, for example, Fountainhall Road (where commuter parking pressure is greatest) and fewer restrictions in, for example, Relugas Road (where those parking pressures are not so prevalent). In locations where there is already a high demand for on-street space from residents (i.e. streets with tenements, terraced properties) there are little or no restrictions proposed. (continued overleaf)

Mentone/Waverley Park area

There are no single yellow line restrictions proposed in the Mentone/Waverley Park areas, where demand for parking spaces on-street is predominantly considered to be from residents. Restrictions in this area are presently intended to be confined to double yellow line restrictions for reasons of road safety and emergency service access.

Consideration could be given to additional measures in this area, dependent on feedback from residents. While it is also possible to reduce the extent of the proposal being put forward, we would stress the reasons behind these restrictions, as per the previous paragraph.

Extension of the Controlled Parking Zone

The option of a further extension to the CPZ to the railway line is not being considered. This was the subject of a previous report and it was unanimously agreed by the Council's Transport Committee that the scheme should not proceed. The main reasons were the cost; c£600k over and above the income which would have been generated by permits and parking charges and the number of objections (almost 1200, most of which were from residents within the area).

Consultation Process/Feedback

We would also stress that these are draft proposals put forward for the purpose of comment by local residents and others. There will be an opportunity to reduce or increase the restrictions depending on the feedback received. A finalised scheme will be prepared and reported to the Transport, Infrastructure and Environment Committee in February 2010, taking into account all of the comments and suggestions received as part of this process.

If you have comments or suggestions that you wish to be included in the consultation process, you can complete and return a feedback form, or contact:

Grange Prestonfield Community Council at chair@grangprestonfieldcc.org.uk

www.grangeprestonfieldcc.org.uk/wordpress

or

One of your local Councillors:

Councillor Gordon Mackenzie at gordon.mackenzie@edinburgh.gov.uk

Councillor Steve Burgess at steve.burgess@edinburgh.gov.uk

Councillor Ian Perry at ian.perry@edinburgh.gov.uk

Councillor Cameron Rose at Cameron.rose@edinburgh.gov.uk

or at City of Edinburgh Council, City Chambers, High Street, Edinburgh, EH1 1YJ