

# Priority Parking Area B7

## Briefing Note – Consultation results

### Introduction

In December 2017 the Grange and Prestonfield Community Council (GPCC) carried out a consultation on parking and traffic issues within the Priestfield area.

This briefing note summarises the Council's analysis of that consultation and recommends a way forward in terms of the proposed changes to the parking provision in the B7 area.

### The Consultation

The consultation was initiated in response to concerns from residents that the current parking allocation, as well as the level of increase initially proposed by the Council, was insufficient to address residents' concerns in respect of parking pressures in B7.

The questionnaire that residents were invited to complete took two forms, a paper version that residents could complete and return to the GPCC and a web version that could be completed online.

Residents were asked questions relating to both parking and to other traffic or road safety concerns that they had within their area. This analysis focuses on parking issues, with concerns regards other traffic issues to be passed to the South East Locality/ Road Safety team for their information.

### The Analysis

The analysis looked at the responses received in two ways:

1. In terms of the area as a whole; and
2. Splitting the area into five separate areas to better understand issues on a more local level

The responses related to parking have been assessed primarily on the following factors:

- a) Whether respondents have access to off-street parking;
- b) Whether respondents indicated that they have a permit;
- c) Whether respondents indicated that they would like to see additional spaces;
- d) Whether respondents indicated that they would be likely to purchase a permit.

These factors have been collectively assessed and cross-referenced to determine both existing and likely future uptake of permits.

Additional comments made by residents have also been considered. The most common comments, and the Council's response, can be found later in this document.

Collectively, the information received has been used as a means of determining where there is an existing justification for additional space to be provided, as well as to identify those locations where information provided by residents themselves indicates a potential need for additional space.

Beyond this review, the level of permit numbers compared to available space will continue to be monitored to ensure that the B7 Priority Parking Area provides sufficient parking provision for its permit holders.

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### Consultation responses

In total, 144 responses were received in either paper or electronic format.

A number of respondents gave no information regarding their address, making it difficult to classify their responses or to draw particular conclusions. While any broad comments made by these respondents have been included and considered, it has not been possible to include these responses within the detailed analysis.

The remaining 138 responses have been analysed, with the results being split into smaller areas to better reflect local concerns. For this exercise we have divided B7 into the following areas:

**Dalkeith Road/Kilmaurs** – Includes Dalkeith Road, Kilmaurs Road, Kilmaurs Terrace and Kirkhill Road

**Kirkhill** – Kirkhill Drive, Terrace and Gardens

**Marchhall** – Marchhall Crescent, Marchhall Road, Priestfield Road North and the part of Priestfield Road west of Kirkhill Gardens

**Priestfield Road (N)** - Priestfield Road - numbers greater than 17 (north side) and 26 (south side) respectively – to Kirkhill Drive

**Priestfield Road (S)** - Priestfield Avenue, Crescent, Gardens and Priestfield Road south of Kirkhill Drive.

Details of the results from each of these areas can be found on the following pages, where a brief assessment of the parking situation as well as outline details of the proposed changes can be found. Full details of all proposed changes are shown on the detailed Phase 2 plans.

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### Individual Assessments by area:

#### Dalkeith Road/Kilmaurs

Total responses: 27

Key responses:

Has off-street parking		Has a permit		Would more space help		Would you apply for a permit	
Y	N	Y	N	Y	N	Y	N
2	25	20	4	19	4	10	5

*Of the 10 responses that indicated that residents would buy a permit if there were more spaces, 7 indicated that they already had a permit.*

An assessment of the current situation in this area has indicated that there is clear justification to increase the existing parking provision to help residents and their visitors. A lack of off-street parking facilities, coupled with the existing permit levels show that action is required to help residents find parking space near to their homes.

The current proposal for the streets within this area would see permit parking spaces increased by 35 spaces to 81, providing a surplus of spaces compared to the number of permits (67) that will allow for an increase in permit numbers.

#### Kirkhill

Total Responses: 29

Has off-street parking		Has a permit		Would more space help		Would you apply for a permit	
Y	N	Y	N	Y	N	Y	N
18	9	8	13	22	1	19	4

*16 of those respondents who indicated that they would buy a permit also indicated that they had access to off-street parking.*

In both Kirkhill Gardens and Kirkhill Terrace the existing number of parking spaces (25) exceeds the number of permits (15).

While the existing parking provision generally provides a spread of parking opportunities that provide nearby parking opportunities for most properties in these streets, there are two instances where it is considered that an increase in parking provision is required.

Kirkhill Drive - While the overall provision (10 spaces) also exceeds permit demand (8), it is proposed, based on the current permit levels at the eastern end of this street (7) and the existing provision of space (5), to provide an additional 4 parking spaces.

Kirkhill Gardens - While there is generally sufficient parking provision for existing permit holders, indications from residents at the southern end of this street suggest that there is a potential demand for space that is not currently being met by the existing provision. It is therefore proposed to add a further 4 spaces at this location, providing room for an expansion in permit numbers.

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### Marchhall

Total responses: 19

Has off-street parking		Has a permit		Would more space help		Would you apply for a permit	
Y	N	Y	N	Y	N	Y	N
13	5	9	4	17	0	9	4

*Of the 8 responses that indicated that residents would buy a permit if there were more spaces, 6 indicated that they already had a permit.*

There are currently 37 permit holders within this part of B7. Those permit holders have direct access to 30 parking spaces. On this basis alone, there is clear justification to increase the existing parking provision in order to help residents and their visitors. A significant proportion of properties without off-street parking facilities, and the existing ratio of permits to spaces indicates that action is required to help residents to find parking space near to their homes.

The current proposal for the streets within this area would see permit parking spaces increased by 15 to 45, providing a surplus of spaces compared to the number of permits that would allow for an increase in permit uptake.

The additional spaces have been provided to best serve both existing and potential new permit holders, based on the responses received to the GPCC consultation.

### Priestfield Road (N)

Total responses: 22

Has off-street parking		Has a permit		Would more space help		Would you apply for a permit	
Y	N	Y	N	Y	N	Y	N
20	2	2	14	11	4	8	11

In this area the responses indicated that there is a combination of:

- high levels of properties with off-street parking availability
- low permit uptake
- limited indications that residents would buy permits

that would suggest that there is little need for additional space at the current time.

This said, the assessment of parking demand for this part of B7 does show that some permit holders have little or no access to parking places. It is, therefore, proposed to add a small number of spaces to Priestfield Road that will not only serve existing permit holders, but are also located so as to provide parking opportunities to those residents who indicated that they were not currently permit holders, but would buy permits if there were more spaces available.

Parking spaces are being increased by 5 in Priestfield Road, bringing the total spaces in this area to 15.

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### Priestfield Road (S)

Total responses: 41

Has off-street parking		Has a permit		Would more space help		Would you apply for a permit	
Y	N	Y	N	Y	N	Y	N
30	10	3	22	17	15	12	27

Similar to Priestfield North, in this area there is a combination of:

- high levels of properties with off-street parking availability
- low permit uptake
- limited indications that residents would buy permits

Of the residents who have indicated that they would buy permits, 5 reside in either Priestfield Avenue or Gardens. An additional parking place (4 spaces) will be provided on Priestfield Avenue to cater for this potential demand, as well as to meet existing permit demand in this vicinity.

Only one resident of Priestfield Crescent indicated that they would buy a permit, while 13 residents of the Crescent indicated that they would not. On the basis that there is no existing permit demand and that there were limited indications of future demand, there are no current plans to extend parking provision in this street.

In the southern section of Priestfield Road there are currently 6 permits, while the total parking provision in this area is 8 spaces. However, not all the available spaces are located close to permit holders, or to those residents who indicated that they would buy permits. Therefore, to ensure that all permit holders are provided with access to nearby parking provision, to cater for any potential future demand and to provide an improved spread of available parking, it is proposed to add an extra 4 spaces to Priestfield Road.

### Allocation of additional spaces

The allocation of additional space referenced within this note has been based on:

- 1 Their location relative to existing permit holders
- 2 indications by residents of an intention to purchase permits
- 3 The locations of parking places currently within the traffic order.
- 4 Providing spaces in locations that offer the greatest accessibility and flexibility of parking provision for the greatest number of permit holders.

While some permit holders and prospective permit holders will see new parking spaces provided immediately adjacent to their property, in a number of instances there have been no suitable opportunities to provide space in such locations, with the required space being located nearby.

In other instances it has been more practicable, based on demand for existing and/or potential new permits, to provide new parking spaces in single locations that serve a number of properties.

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### The need for additional bays

Residents were asked whether “more Priority Parking spaces would help”. In addition to the indications of “Yes” or “No”, the comments in the following table were also received:

	Additional bays (Amount specified)			Additional Bays (Amount not specified)			
	Less than 20	20-49	50 -150	The proposed number	Number in original proposal	Whole area	An unspecified number
Total	9	5	4	1	5	3	9
	4 or 5 in street more in surrounding area	20 in Kilmaurs Rd/Terr	50	the proposed number	what was proposed in 2014	whole zone should be permit parking	most of the street
	10 in Kirkhill Road	40 in zone, two in street close to house	50-75		implement full original plan	whole area should be permit	twice as many in Marchhall Crescent
	2 on w side Priestfield Rd North	30	150		implement full TRO 13/37	full no parking	enough to facilitate 2-way traffic
	6 to 10	20-25%	increase of 50%		as in original proposal		more than the 30 planned
	6 to 12	20			number on the plans from 2014		twice as many as at present
	2						twice as many as there are
	2 or 3 outside the house						outside every residence
	1						more & more
	10						as many as possible

Out of 144 survey responses, only 9 residents (highlighted in orange) gave comments that indicated that they wanted to see a higher, or significantly higher, number of spaces being introduced than is planned.

Only 6 responses (blue) specifically indicated that they wanted to see the full scheme implemented.

3 responses (yellow) indicated that they would like to see full control or that the whole area should “be permit”. It is assumed that these residents support the introduction of a controlled parking zone.

Of the other responses, those highlighted in green are those comments that will be addressed by the current proposal, either where the requested number of spaces are to be provided or where there will be a significant increase in parking provision.

The remaining responses (not highlighted) are from streets or parts of streets where there are either no permit holders currently (and where responses indicate that residents would not buy permits if spaces were introduced) or where there are already more spaces than permit holders.

### Other Issues:

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Many respondents took the opportunity to raise other issues, either related to parking or to road safety. The top issues are listed in the table below, along with an indication of how many times that comment was made, what action is being taken or a response to the issue raised.

Comment	Number of times	Action/Response
Parking at junctions/on corners	45	Double yellow lines are to be provided at all junctions within the estate. If there are specific locations where the length of yellow lines should be reconsidered, then residents should bring those locations to our attention. However, any extension to existing restrictions might simply exacerbate any existing parking problems.
New nursery causing problems	14	Unclear whether this comment relates to parking or to the process of dropping off or collecting children. Controlled Parking cannot address every issue, although Priority Parking seeks to ensure that residents are provided with parking opportunities that help them to park near to their homes. However, even within a Controlled Parking Zone, residents cannot always access parking outside their own home.
Inconsiderate parking/driving	9	If vehicles are causing an obstruction or are parked in such a way as to create a safety hazard, then contact should be made with Police Scotland. The Council has no power in cases of inconsiderate driving, or where there are no parking restrictions.
Restricted hours should be longer	5	The hours of restriction in Priority Parking Areas is designed to prevent all day parking from taking place in marked bays. Extending the hours of control would be unlikely to have any material impact on the ability of the controls to manage commuter parking.
White lines across driveways should be repainted	6	Residents may apply to the Council to have white lines repainted. There may be a charge for having this work carried out.
Blocking/abuse of white lines at driveways	5	Unfortunately, parking across a driveway is not always an offence – and it is currently only the Police who can act if obstruction is taking place. The Council is working with the Scottish Government on the possibility of new legislation that would allow the Council to act if someone blocks your driveway.
Parking problems and road safety issues caused by Scottish Widows	5	Parking pressures are increasing across the city and tackling those pressures is not a simple task. However, the Council is committed to encouraging people to think about how they travel to work and making it easier, and safer, to travel by public transport, cycling and walking.
Double parking	5	There is no current legislation that prevents double parking in uncontrolled areas and, unless obstruction is being caused, no offence has been committed. However, improving parking provision for residents should help to prevent the need for double parking to take place.
Road needs resurfacing	5	Raised with the South East Locality

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### Conclusions

The original proposal for providing additional parking places within the B7 Priority Parking area involved adding 30 new parking spaces.

In response to an increase in permit holder numbers, that proposal was revised to total of 42 additional spaces. Both proposals reflected actual permit numbers and involved placing new parking places in locations as close as possible to permit holders homes.

At the behest of residents, some of whom were supportive of significant additions to the parking provision, the GPCC carried out their own consultation exercise to determine what issues residents were experiencing and what steps the Council should take in response.

While the broad findings of the consultation show that there is support for additional space, they also show that the perceived level of additional parking required ranges from a few extra spaces through to a full CPZ. However, the results also show that there is very little support for significant increases in space. While many residents think that additional space would help, a relatively small percentage indicated that they wanted a large-scale increase. In most instances, the increases that the Council is proposing would address the concerns that residents have raised in terms of available parking provision.

A number of residents have, however, indicated that they would like to see additional spaces, but have also indicated that they would not buy a permit. This viewpoint is taken to mean that residents would like Priority Parking to be used to clear commuters from the Priestfield area, or that parking places should be used to address other parking or traffic-related concerns.

However, it must be stressed that this is not the aim of Priority Parking. Priority Parking is designed to:

- help residents who need to park on-street to find a space near to their home;
- prevent the migration of commuter parking to other areas

As such, it will continue to be the case that Priority Parking spaces are primarily provided where there is an identifiable need for them. However, based on indications from residents that they would buy a permit if there were more space, it is now proposed to include additional space that will allow for an increase in permit demand across the B7 area.

### Proposals

1. **To add an extra 29 spaces to the revised design, bringing the total number of additional spaces to 71;**
2. **To implement the additional spaces as quickly as possible, with an aim of achieving this before the end of April 2018;**
3. **To continue to monitor permit uptake across the B7 area to ensure that, if permit numbers increase, appropriate steps can be taken to increase parking provision;**
4. **To refer comments in respect of speeding, road maintenance etc to the South East Locality and to the Road Safety team.**