



## Edinburgh Citywide Parking – Area 2

### Strategic Parking Review

City of Edinburgh Council

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## EXECUTIVE SUMMARY

The City of Edinburgh Council (CEC) has commissioned Project Centre to investigate and identify areas of parking pressure throughout the city of Edinburgh. The primary aim of the project is to determine the current and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).

The investigation will include a survey of existing parking conditions, assessment of potential need for parking controls across the city, a prioritised list of areas where new parking controls are to be considered if necessary, or where there may be a future need and provide recommendations for the type of parking controls considered necessary.

The Controlled Parking and Priority Parking protocol (Parking Action Plan 2017) issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA). The protocol states that the Council may act for reasons of policy, planning, or strategy to investigate into the potential introduction of parking controls and thus a review of citywide parking has been commissioned.

A CPZ is a zone where all available kerb space is controlled either by parking bays or yellow lines. CPZs consist of different types of parking bays that allow parking and loading by a range of users. A PPA allocates some of the available kerb space for parking to permit holders. The PPA usually operates for a short period each day to prevent commuters from parking in the available spaces and therefore allowing residents and their visitors to park near their homes.

A desktop assessment was carried out on all roads in Area 2 – South West Edinburgh and the existing B2 and B8 PPAs to identify generators of parking pressure such as local shops, offices or public transport routes and the availability of parking provision. Data was collected on potential generators of parking pressure and then used to determine if a correlation was present between the generators identified and the existence of parking pressure on a road. All of the roads in both areas have been assessed on their availability of parking provision which was categorised to indicate whether a road was considered to have; no access, limited access or significant access to off-street parking.

Finally, all of the roads in Area 2, B2 and B8 were visited to survey the level of parking pressure on the road. This was done by determining the availability of kerb space for parking.

The data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road of Area 2 – South West Edinburgh and the existing B2 and B8 PPAs.

The severity of parking pressure has been categorised into the following groups based on the percentage of usable kerb-side space occupied by parked vehicles:

- Low – Less than 40%
- Medium – Between 40% and 75%
- High – More than 75%

Using the results of the data collected and the Controlled Parking and Priority Parking protocol issued by CEC, the outlined areas listed below in Area 2 – South West Edinburgh have been considered and recommended for the introduction of a CPZ or PPA parking controls. It is recommended that the existing B2 and B8 PPAs are converted to a CPZ.

Priority for the introduction of a CPZ should be given to the following areas, as shown in the heat maps, based on the results of the parking pressure investigation:

- Shandon (high)
- B8 (high)
- South Morningside (high)
- Gorgie North (medium)
- B2 (medium)
- Gorgie (medium)
- Stenhouse (medium)
- Cluny (medium)
- Broomhouse (medium)

Further monitoring for the introduction of formalised parking controls either in the form of a CPZ or PPA are recommended for:

- Sighthill Industrial Estate
- Braid Hill
- Craiglockhart North
- Greenbank

During the investigation and the site visits, particular roads have been observed as having road safety concerns such as restricted visibility at junctions in Sighthill. These roads are not included in recommended areas for a CPZ or PPA however, they require further detailed consideration for the introduction of parking controls to improve road safety.

It is recommended that parking controls are improved through the introduction of a No Waiting At Any Time Traffic Regulation Order on:

- Bonaly Road (bridge over A270 and extensions of existing restrictions outside Bonaly Primary School)
- Sighthill (junction safety improvements)

Future reviews of areas, that have not been recommended as requiring parking controls but have future housing and transport developments planned which could impact parking pressure levels, include Fairmilehead.

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## 1. CLIENT REQUIREMENTS

### 1.1 Introduction

- 1.1.1 The City of Edinburgh Council (CEC) has commissioned Project Centre to investigate and identify areas of parking pressure throughout the city of Edinburgh. The primary aim of the project is to determine the current and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).
- 1.1.2 The investigation will include a survey of existing parking conditions, assessment of potential need for parking controls across the city, a prioritised list of areas where new parking controls are to be considered if necessary or where there may be a future need and provide recommendations for the type of parking controls considered necessary.
- 1.1.3 The area to be investigated for parking pressure is the city of Edinburgh in its entirety, with some exceptions. The exceptions are areas where existing Controlled Parking Zones (CPZ) are in place e.g. Zones 1 to 8, Zones N1 to N5, S1 to S4 and Zone K.
- 1.1.4 The investigation area has been divided into six separate packages, five of which are geographical splits of the city; West, South-west, East, South-east and North Edinburgh. The remaining package is to include specific locations identified by CEC.
- 1.1.5 This report will focus on Area 2 – South West Edinburgh and the existing B2 and B8 PPAs. Through the assessment of parking pressure in Area 2, Project Centre will consider recommendations for areas of parking pressure that would benefit from the introduction of parking controls in the form of a CPZ or PPA. For B2 and B8 areas, recommendations will be provided where there is a need for upgrading existing permit schemes to a CPZ.
- 1.1.6 These recommendations will follow the conditions set out by CEC in the Controlled Parking and Priority Parking protocol, particularly those set out in Section 2 Part A of the investigation criteria.

### 1.2 Background

- 1.2.1 The City of Edinburgh Council's Local Transport Strategy (LTS) recognises the importance of managing parking demand, particularly with respect to improving accessibility and supporting the needs of residents and local businesses.
- 1.2.2 CEC has received several representations from residents, businesses and local elected members seeking the introduction of new parking controls. However, the full extent of parking pressures caused by non-residents or other users is not immediately apparent. The investigation carried out by Project Centre will seek to provide an assessment on the full extent of parking pressures in the city.
- 1.2.3 The Controlled Parking and Priority Parking protocol (Parking Action Plan 2017) issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA). The protocol states that the Council may act for reasons of policy, planning, strategy, etc. to investigate into the potential introduction of parking controls and thus a review of citywide parking has been commissioned.

- 1.2.4 The introduction of parking controls can help to prioritise parking space for residents - determining who may park in a parking bay and for how long, assist disabled people or those who have mobility problems, improve accessibility to shops and businesses, and in some cases, reduce car ownership.
- 1.2.5 Existing parking controls currently implemented in Edinburgh are CPZ, PPA, standalone parking places and waiting restrictions (yellow lines). Parking controls have benefits for pedestrians and cyclists through general improvements in road safety as well as promoting the use of other modes of transport, such as public transport which is more sustainable.
- 1.2.6 A CPZ is a zone where all available kerb space is controlled either by parking bays or yellow lines. CPZs consist of different types of parking bays that allow parking and loading by a range of users.
- 1.2.7 A PPA allocates some of the available kerb space for parking to permit holders. The PPA usually operates for a short period each day to prevent commuters from parking in the available spaces and therefore allowing residents and their visitors to park near their homes.

## 2. METHODOLOGY

### 2.1 Desktop Assessment

- 2.1.1 A desktop assessment was carried out on all roads in Area 2 – South West Edinburgh and the existing B2 and B8 PPAs to identify generators of parking pressure such as local shops, offices or public transport routes and the availability of parking provision.
- 2.1.2 Data was collected on potential generators of parking pressure, listed below, and then used to determine if a correlation was present between the generators identified and the existence of parking pressure on a road:
- Local shops, shopping areas and shopping centres
  - Industrial sites or business parks
  - Factories or other stand-alone industrial units
  - Offices
  - Hospitals and other medical facilities, including doctors and dental practices
  - Public transport facilities such as bus terminus, bus routes or train stations
  - Schools, colleges and universities
- 2.1.3 All of the roads in the investigation area have been assessed on their availability of parking provision and this was categorised to indicate if a road was considered to have:
- No access to off-street parking
  - Limited access to off-street parking
  - Significant access to off-street parking
- 2.1.4 Finally, all of the roads in Area 2, B2 and B8 were visited to survey the level of parking pressure on the road which was done by determining the percentage of usable kerb-side space occupied by parked vehicles.

### 2.2 Parking Pressure Survey

- 2.2.1 A site visit was undertaken to all roads in Area 2, B2 and B8 to complete a parking pressure survey. The survey was carried out over three separate days in Area 2; 15<sup>th</sup> – 17<sup>th</sup> January 2019 whilst the B2 and B8 surveys were carried out on 5<sup>th</sup> and 6<sup>th</sup> February 2019. All surveys were undertaken between the hours of 10am and 5pm.
- 2.2.2 The parking pressure survey was undertaken through observations of usable kerb-side space to determine the severity of the identified parking pressures. The level of severity was measured based on the percentage of usable kerb-side space occupied by parked vehicles on a road by road basis and has been shown either as low, medium or high.
- 2.2.3 The data collected in the parking pressure survey was inputted into the geographical information system software QGIS, to provide a visual data output that shows the varying levels and extent of parking pressures on each road of Area 2, B2 and B8.

- 2.2.4 As B2 and B8 are existing PPAs, further observations of available kerb-side space have been taken to assess the level of parking pressure for the controlled parking spaces and uncontrolled parking spaces. Where parking spaces are controlled, the level of use of these spaces has been measured. The level for the availability of the uncontrolled parking kerb-side space has also been measured.
- 2.2.5 Photographs have been taken on the site visits to provide evidence of parking pressures, inconsiderate parking practices, road safety concerns and obstructive parking causing traffic congestion.

## 2.3 **Average Parking Pressure**

- 2.3.1 An overall average parking pressure has been calculated for each area surveyed by dividing the total parking pressure recorded across all roads in the defined area by the number of roads in the defined area. This average score for parking pressure for each area can be used to rank the areas and highlight where there are, on average, high levels of parking pressure in Area 2.

### 3. HEAT MAPS

#### 3.1 Area 2

- 3.1.1 The data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road of Area 2. The methodology follows on from the previous study undertaken in Area 1 - West Edinburgh.
- 3.1.2 The severity of parking pressure has been categorised into the following groups based on the percentage of usable kerb-side space occupied by parked vehicles:
- Low – Less than 40%
  - Medium – Between 40% and 75%
  - High – More than 75%
- 3.1.3 On longer roads, or where parking pressures vary from one part of the road to another, the road has been subdivided as best as possible to show the different levels of parking pressure.
- 3.1.4 The heat maps have been named according to the nearby residential area e.g. Baberton or Gorgie North. However, they do not define exact residential areas and have been used for analysis purposes only.
- 3.1.5 An overview of the location of the heat map areas in Area 2 can be found in Appendix A. The heat maps for each area are provided in Appendix B with the B2 & B8 PPA heat maps provided in Appendix C.

#### 3.2 B2 & B8

- 3.2.1 Similar to the Area 2 heat maps, the data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road in B2 and B8. The same categories for levels of parking pressure used in the Area 2 heat maps; low, medium and high, have been shown on the heat maps for B2 and B8.
- 3.2.2 As B2 and B8 are existing PPA further observations were taken to consider the parking pressure of the controlled parking spaces and the uncontrolled parking spaces. Therefore, additional heat maps, using the same methodology, have been produced to show the pressures of controlled and uncontrolled parking spaces in B2 and B8.

## **4. FINDINGS – AREA 2**

### **4.1 Summary**

- 4.1.1 The heat maps for Area 2 have been divided into residential areas, although these areas do not define exact residential boundaries. Where possible, roads have been included or excluded from an area in their entirety to avoid overlaps. Any reference to an area below is made in relation to the corresponding heat map found in Appendix B. Based on the results of the parking pressure survey each area has either been recommended for future parking controls or for no action to be taken at this time.

### **4.2 Baberton**

- 4.2.1 The area recorded low levels of parking pressure on most of its roads. The only noticeable levels of parking pressures were located on parts of Baberton Mains Drive and Baberton Mains Avenue, which had medium parking pressure and are likely the result of higher car ownership levels due to no significant generators of parking pressure being present in the area
- 4.2.2 No action is required at this time.

### **4.3 Balerno**

- 4.3.1 Balerno recorded low levels of parking pressure throughout the majority of the roads surveyed. Generators of parking pressure in the area are the local shops situated on Bavelaw Road and the three schools within the area.
- 4.3.2 Certain roads displayed medium parking pressure including Cairns Drive, Cairns Gardens, Whitelea Road, and sections of Marchbank Way and Deanpark Avenue. The increased pressures observed on Cairns Drive, Cairns Gardens and Marchbank Way may be due to the higher density of residential properties being flats and Deanpark Avenue Way has limited provision of off-street parking. While Whitelea Road may be due to higher car ownership levels as there is significant provision of off-street parking.
- 4.3.3 High levels of parking pressure were present on Bavelaw Road, Bridge Road and a section of Mansfield Road. Bavelaw Road is located near to local shops and offices which are likely the cause of the high pressure observed. The increased level of parking pressure found on Mansfield Road, could be due to limited provision of off-street parking or generated by the presence of Harmeny School. Generators present on Bridge Road include bus routes, Balerno High School and a Police Station, which may all contribute to the high level of parking pressure.
- 4.3.4 No action is required at this time.

### **4.4 Bonaly**

- 4.4.1 Bonaly recorded low parking pressure on majority of its roads. The low parking pressures are found on roads such as Bonaly Avenue, Bonaly Crescent, West Carnethy Avenue and Woodhall Bank. There are no significant generators of parking pressure present and off-street parking is available for the residents.
- 4.4.2 Munro Drive recorded a medium parking pressure despite significant access to off-street parking. At the time of the site visit there were ongoing construction on Fernielaw Avenue which may have impacted the levels of pressure observed.

- 4.4.3 Colinton Private Nursery on Dreghorn Loan may perhaps be a generator of medium parking pressure observed on the respective road.
- 4.4.4 A number of vehicles were observed parked on the Bonaly Road bridge over the City of Edinburgh Bypass A720, with this negatively impacting road safety by severely reducing pedestrian and vehicular visibility, as the carriageway was effectively reduced to one lane for traffic. The parked vehicles are most likely generated by the nearby Bonaly Primary School.
- 4.4.5 No action is required at this time with regard to the introduction of CPZ or PPA controls however, parking restrictions should be implemented to improve road safety on Bonaly Road.

#### **4.5 Braid Hill**

- 4.5.1 The area recorded varying levels of parking pressure with generators of parking in the area identified as local shops, bus routes on the A702 and nurseries to the south of Braid Road. Vehicles were observed parking unsafely on the hatched road marking outside the hotel situated on Braid Road. The road also recorded a medium level of parking pressure as properties located on the road had limited access to off-street parking.
- 4.5.2 High levels parking pressure were recorded on Riselaw Place, Riselaw Road, Pentland Terrace and Braid Hills Road due to the very limited availability of off-street parking. Riselaw Crescent recorded medium levels of parking pressure which is likely cause of the limited access to off-street parking. Although Braid Mount has significant access to off-street parking the northern sections experience increased levels of parking pressure. This could perhaps be due to a higher level of car ownership as there are no generators of parking identified nearby.
- 4.5.3 Although parking pressures were observed to be predominately low throughout the area, due to the Braid Hill's proximity to recommended CPZs in Cluny and the existing B2 area (Appendix E) it is recommended that the area is monitored further. A PPA may be appropriate in the area if there is a significant impact from displacement parking from the recommended CPZs.

#### **4.6 Broomhouse**

- 4.6.1 The roads in Broomhouse, recorded a number of roads with medium to high levels of parking pressure throughout the survey. High levels of parking pressure were visible around Broomhouse Drive, Broomhouse Terrace and Broomhouse Medway. The main generator for the high-level parking pressure within these roads is the Saughton Tram Stop and Saughton House, a government office which is a known generate of parking problems in the area. Broomhouse Primary School and St Joseph's RC Primary school may contribute to the high level of parking pressure observed on Broomhouse Crescent and Saughton Mains Gardens.
- 4.6.2 Many of the residential areas have limited access to off-street parking, which added with the higher density of property type being flats, creates medium parking pressure within the surveyed area. This can be seen along Broomhouse Park, Broomhouse Row, Broomhouse Court, Broomhouse Avenue and Broomhouse Walk.
- 4.6.3 Low parking pressure is present in sections of the area, including Fairbrae, West Fairbrae Crescent, Oaklands Square and Saughton Mains Terrace. These roads

have access to off-street parking and West Fairbrae Crescent had off-street parking bays available.

- 4.6.4 The northern boundary of Broomhouse is shared with Saughton which has been recommended for the introduction of a CPZ in the Area 1 Citywide Parking Review report to prevent commuter parking at Saughton tram stop. Although parts of Broomhouse recorded low levels of parking pressure the majority of the high levels observed were in the northern part of the area where the tram stop is located. Pressure would increase if parking displaces from Saughton into Broomhouse and therefore, to maintain parking space for residents and remove commuter parking for the tram stop along with long-standing parking problems associated with the Government Buildings, it is recommended a CPZ is introduced in Broomhouse.

#### **4.7 Buckstone**

- 4.7.1 The area contained generators of parking pressure such as three schools and a Medical facility. Local roads around Buckstone Primary School including Buckstone Circle, High Buckstone, Buckstone Close and Buckstone Loan East recorded medium to high parking pressure. The medical facility located on located on Frogston Road West could be a generator of the high levels of parking observed on Mounthooly Loan. A small pocket of high parking pressure was observed on Buckstone Drive outside the Saint Fillian's Church and near to Fillan's Playgroup.
- 4.7.2 Buckstone Crescent was surveyed having high parking pressure. This road is subject to limited access to off-street parking, whilst Buckstone Road, Waterfield Road, Buckstone Loan and Bellrock Park all have low parking pressures as they have no significant generators of parking pressure nearby, and there is sufficient access to off-street parking facilities.

- 4.7.3 No action is required at this time.

#### **4.8 Calder**

- 4.8.1 Overall the area mostly recorded low levels of parking pressure, even though parking generators are present in the area. A small section of Westburn Avenue, located next to a local shop, recorded a high level of parking pressure, likely due to customers accessing the shop and the flat properties located on the road.
- 4.8.2 Westburn Green and Westburn Park had a combination of inset and off-street parking bays with both of these roads experience medium to high levels of parking pressure in these bays.
- 4.8.3 If the neighbouring area of Sighthill Industrial Estate is to be monitored further and a future recommendation is made for the introduction of a CPZ or PPA in the area, then Calder would need further investigation to assess the impact of displaced parking from the industrial estate into Calder's residential streets.

#### **4.9 Chesser**

- 4.9.1 The area of Chesser recorded varied parking pressures. Stenhouse Mill Wynd leads into a small industrial estate with minimal off-street parking facilities which could be generating the high level of parking pressure observed. The industrial estate and the shops located on Stenhouse Road could also be impacting the medium pressure observed on Stenhouse Mill Crescent as despite significant access to off-street parking there is still evident parking pressure.

- 4.9.2 Chesser Grove had limited access to off-street parking facilities combined with yellow line restrictions and a narrow carriageway only allowing for parking on one side of the kerbside. These factors have created a high parking pressure on the road.
- 4.9.3 Another area of Chesser recorded to have a high level of parking pressure is New Mart Road. Offices and industrial units situated on New Mart Road combined with limited access to off-street parking are likely generating the high pressures observed on this road as well as New Mart Place.
- 4.9.4 Medium levels of parking pressure are recorded on Chesser Loan, Laichpark Place and Laichpark Road. When surveyed, the residential properties had varying access to off-street parking facilities. There is a small car park provided on Laichpark Place for residential properties, however it was observed as well used and may suggest that there is high car ownership of these roads as there is also a lack of significant generators of pressure.
- 4.9.5 Medium levels of parking pressure were recorded on Allan Park Drive and Allan Park Gardens and a section of Allan Road recorded a high level of parking pressure. Despite off-street parking facilities are provided for residential properties, there is still pressure present which suggests that Slateford Train Station may be generating further pressure on these roads as well as high car ownership levels.
- 4.9.6 Although, the parking pressure recorded is low on the majority of the roads, the recommendations for CPZs in the neighbouring areas including Gorgie, Broomhouse and Stenhouse may cause parking to be displaced into Chesser. Therefore, further monitoring is recommended in the area to assess the future impact of the neighbouring CPZs on parking pressure in this area.

#### **4.10 Cluny**

- 4.10.1 The area recorded parking pressure levels ranging from low to high pressure with generators of parking pressure identified as bus routes on Cluny Gardens and A702 as well as a number of local shops on the A702. Braidburn Terrace, Greenbank Place and Braidburn Crescent recorded high levels of parking pressure which is likely due to no access to off-street parking and their proximity to the amenities on the A702.
- 4.10.2 Hermitage Drive and Midmar Drive consist of low parking pressure in Cluny as properties on these roads have access to off-street parking and there are no identified generators of parking pressure.
- 4.10.3 Cluny Drive, Midmar Gardens, Braid Avenue and Corrennie Gardens had medium parking pressure levels. The properties on these roads had access to off-street parking facilities, therefore the increased pressures observed on these roads could be due to their proximity to the B2 PPA or higher car ownership levels.
- 4.10.4 Cluny is recommended for a CPZ as neighbouring B2 is also recommended to be converted to a CPZ. Cluny would be impacted negatively by displacement parking from neighbouring CPZs if parking controls are not implemented in the area.

#### **4.11 Colinton Mains**

- 4.11.1 The majority of the area had varied parking pressure levels. On roads such as Oxfangs Terrace, Colinton Mains Road and Colinton Mains Terrace, medium

levels of parking pressure were recorded. This is most likely due to limited access to off-street parking.

- 4.11.2 Along Colinton Mains Drive, there is a high level of parking pressure. Generators of parking pressure along Colinton Mains Drive include bus routes and local shops whilst limited access and potential higher car ownership on Redford Road could be contributing to the increased pressures.
- 4.11.3 Residential flats are situated along Firrhill Crescent and Firrhill Loan and when surveyed, there is minimal access to off-street parking. Three schools, St Mark's RC Primary School, Oxfangs Primary School and Braidburn School are located with the area and likely contribute to the medium pressure on Oxfangs Road North and the high pressures on Firrhill Crescent and Oxfangs Road North access road. The access road also leads to a medical facility, another potential generator of the high-level pressure observed on the access road.
- 4.11.4 Firrhill Drive, Oxfangs Crescent, Oxfangs Drive, Oxfangs Gardens and Oxfangs Place all recorded high levels of parking pressure. The roads consisted of residential housing and flats, that had no access to off-street parking facilities which likely caused the high level of parking pressure. There are also local shops located opposite Oxfangs Drive that are potentially generating the pressure on the road and Oxfangs Road North.
- 4.11.5 Medium levels of parking pressure were recorded along Colinton Mains Gardens and Colinton Mains Terrace. There is access to off-street parking present which would suggest that levels of car ownership are higher on these roads. Firrhill Neuk, Oxfangs Grove and Greenlaw Rig all contain inset/off-street parking bays for residents, which have been observed as mostly occupied, and therefore have been recorded as medium levels of parking pressure.
- 4.11.6 Areas including Firrhill Park, Colinton Mains Grove and Colinton Mains Place are subject to low parking pressure, which is due to no substantial generators of parking pressure present and properties have access to off-street parking.
- 4.11.7 No action is required at this time.

#### **4.12 Comiston**

- 4.12.1 Throughout the Comiston area parking pressures varied. High parking pressure level was noticeable on Caiystane Gardens, as there was limited access to parking and a higher density of flat type residential properties which are potentially causing the high pressure.
- 4.12.2 Pentland View, Swan Spring Avenue and Comiston Springs Avenue recorded medium levels of parking pressure despite significant access. Therefore, the pressure is likely due to higher car ownership levels on these roads. The sections of Pentland View and Comiston Springs Avenue that immediately join onto the A702 Comiston Road recorded high parking pressures which is likely the cause of the amenities and bus routes located on the A702.
- 4.12.3 Areas including Pentland View, Swan Spring Avenue and East Camus Place are subject to medium parking pressure. The Fairmilehead Public Park is in between Pentland View and East Camus Place, visitors of the park, may be using residential areas for parking.

4.12.4 Roads such as Camus Avenue, East Camus Road, Caiystane Crescent and Caiystane Terrace, all contain low parking pressures which is due to no substantial generators of parking pressure present and access to off-street parking.

4.12.5 No action is required at this time.

#### **4.13 Craiglockhart**

4.13.1 The area's main generator of parking pressure is Edinburgh Napier Craiglockhart Campus, located on Colinton Road. The education facility has significant access to off-street parking. Although the high levels of parking pressure on Colinton Road could be overspill parking from the Napier Campus.

4.13.2 Despite the significant access to off-street parking, Craiglockhart Road, Elliot Place and Craiglockhart Crescent recorded high and medium levels of parking pressure respectively. With no significant generators of parking pressure identified near to these roads, the cause of the pressure is likely due to higher car ownership levels.

4.13.3 Elliot Road, Patie's Road and Craiglockhart Drive South have significant access to off-street parking and as a result the parking pressure levels remain low on these roads.

4.13.4 No action is required at this time with regard to the introduction of CPZ or PPA controls however, further consideration should be given to the formalising of parking on Colinton Road which appears to be generated by the university campus.

#### **4.14 Craiglockhart North**

4.14.1 Craiglockhart North has varying levels of parking pressure recorded, with higher levels more apparent near generators of pressure. North Meggetland has double yellow lines present within the area, restricting parking along stretches of the road. The housing properties have access to off-street parking facilities, giving North Meggetland roads around this area a low parking pressure level. Off-street parking is available for residents living in the flat properties on Meggetland Wynd which had occupancy levels of medium to high.

4.14.2 Similarly, Lockharton Avenue, Crescent and Gardens had no access to off-street parking, causing parking pressure on the road to be medium to high combined with generators of pressure on Colinton Road such as the bus routes and local shops.

4.14.3 A high level on a section of Craiglockhart Gardens was observed and is likely due to access to off-street parking becoming limited on this section of the road. Further high pressure was observed on the section of Craiglockhart Road North joining Colinton Road and is likely the result of the local shops and dentist located on the main road.

4.14.4 Although, the parking pressure recorded is not notably high on the majority of the roads, the recommendations for CPZs in the neighbouring areas including Gorgie, Shandon and B8 may cause parking to be displaced into Craiglockhart North. Therefore, further monitoring is recommended in the area to assess the future impact of the neighbouring CPZs on parking pressure in this area.

#### **4.15 Currie East**

4.15.1 Most roads in Currie East recorded low levels of parking pressure, however there are clusters of medium and high levels of pressure recorded near generators of

parking pressure. Lack of off-street parking facilities on Riccarton Mains Road and potential higher car ownership levels on Thomson Road could be linked to the high level of parking pressure recorded. Generators such as the local shops on Bryce Road, may cause the high level of parking pressure observed on this road as well as Corslet Place and Bryce Place.

4.15.2 Roads like Weavers Knowe Crescent and Riccarton Drive, although both had access to off-street parking facilities, recorded medium levels of parking pressure and could therefore be due to high car ownership levels.

4.15.3 Muir Wood Road, Nether Currie Road, Thomson Drive and Muir Wood Crescent all recorded low level of parking pressure. These roads have access to off-street parking facilities and there are no significant generators of parking pressure nearby. Although, Thomson Crescent has recorded low parking pressure, except for a section outside Nether Currie Primary School, which has a high level of parking pressure.

4.15.4 No action is required at this time.

#### **4.16 Currie West**

4.16.1 The majority of the area had low parking pressure, as there are no significant generators of parking pressure and there was sufficient access to off-street parking facilities for residents.

4.16.2 Curriehill Road recorded high levels of parking pressure, possibly generated by the Currie Primary School. Similarly, Pentland View, Dolphin Avenue and Stewart Avenue were all recorded to have high level of parking pressure. These roads have limited access to off-street parking and are near to generators of parking such as the Currie Community High School and Woodlands School located on Dolphin Avenue, as well as the local shops situated on Lanark Road West.

4.16.3 Forth View Crescent, Palmer Road and Palmer Place all recorded medium level of parking pressure, however there was no significant generators of parking pressures in the area. There are inset parking bays on these roads which have been included in the kerbside assessment for parking pressure. As a result of limited access to off-street parking the bays are mostly occupied and therefore these roads have recorded medium to high levels of pressure.

4.16.4 No action is required at this time.

#### **4.17 Gorgie**

4.17.1 The majority of the roads in Gorgie recorded either medium or high levels of parking pressure. The roads that recorded low levels of parking pressure such as Appin Street, Chesser Crescent and Eltringham Gardens had significant access to off-street parking.

4.17.2 Moat Drive, Moat Terrace, Moat Street, Hutchinson Place had limited access to off-street parking facilities and a higher density of property type like flats, which likely are a cause of the high levels of parking pressure observed.

4.17.3 Industrial units on West Gorgie Parks generated high levels of parking pressure, and possibly over spill onto Hutchinson Road which also recorded medium to high levels of parking pressure. Hutchinson Road also has the Edinburgh West Retail Park situated on the road however, this retail park has sufficient off-street parking. Residential properties lack access to off-street parking, creating the medium

pressure of parking present. Further down Hutchinson Road, parking pressure changes to a high level of parking pressure. When surveyed, residential property density increased and whilst access to off-street parking facilities remained limited creating a high level of parking pressure.

- 4.17.4 Parking on Gorgie Park Close has been recorded based on the inset parking bays off the road which had high levels of occupancy. Gorgie Park Close is predominately marked with double yellow lines due to generators of pressure such as the Slateford Medical Centre. Robertson Avenue, Stewart Terrace, Wardlaw Place and Wardlaw Street all recorded high levels of parking pressure possibly due to the minimal access to off-street parking on these roads combined with the properties mainly present being flats. These roads are also within close proximity to the local shops and bus routes on Gorgie Road.
- 4.17.5 Hutchinson Crossway leading onto Hutchinson Avenue, recorded a high level of parking pressure. A generator of parking pressure is present, St Cuthbert's RC Primary School and residential properties lack off-street parking facilities, causing high parking pressure level along this area. The St Cuthbert's Church is also present on Hutchinson Crossway, adding to the parking pressure.
- 4.17.6 Due to the generators of parking pressure identified particularly on Gorgie Road and the area's proximity to other recommended CPZs in Gorgie North and Shandon it is recommended a CPZ is introduced in Gorgie to avoid negative impacts of potential displaced parking from the neighbouring recommended CPZs.

#### **4.18 Gorgie North**

- 4.18.1 The area of Gorgie North recorded high levels of parking pressure, along with a high number of parking generators. Wheatfield Road, Wheatfield Street, Wheatfield Place and Smithfield Street are surrounded by many generators including the Tynecastle Park Stadium, bus routes and local shops located on Gorgie Road and combined with no access to off-street parking facilities, creating a high level of parking pressure.
- 4.18.2 High levels of parking pressure were recorded on Stevenson Road and Stevenson Avenue. Parking bay markings between the kerbside and the bus lane allow vehicles to park on Stevenson Road and these bays were observed as mostly full. Stevenson has significant access to off-street parking and therefore the high levels of pressure are likely due to higher car ownership levels or from generators of parking pressure present on Stevenson Road including bus routes, industrial buildings and shops.
- 4.18.3 The industrial units located on Russell Road and Sauchiebank, are likely generating the high levels of parking pressure observed on these roads. This may impact Macleod Street which also has a high pressure along with other generators of pressure such as the Tynecastle High School and the flats situated on the road.
- 4.18.4 Side streets of Gorgie Road including Gorgie Park Road and Coxfield recorded low parking pressure. Gorgie Park Road was marked with double yellow lines, restricting parking, while Coxfield consisted of private residential parking, creating low parking pressure.
- 4.18.5 This area should be considered for a CPZ due to the high levels of parking pressure recorded and the number of significant generators of parking pressure located on Gorgie Road.

#### **4.19 Greenbank**

- 4.19.1 The area recorded low parking pressure on majority of the roads, with generators of parking pressure present in the form of two schools and bus routes along Greenbank Drive and Greenbank Crescent. Littlejohn Road, Littlejohn Avenue and Rattray way, all recorded low parking pressure and when surveyed these areas contained residential off-street parking.
- 4.19.2 Areas that recorded medium parking pressure levels include Greenbank Crescent, Greenbank Road, Greenbank Grove, Greenbank Gardens and Greenbank Park. Despite access to significant off-street parking these roads still recorded medium pressure which would suggest there is a higher car ownership level on these roads. Greenbank Crescent does have bus routes which could also be generating parking pressure.
- 4.19.3 Although, the parking pressure recorded is low on the majority of the roads, the recommendations for CPZ in the neighbouring areas including Cluny, B2 and South Morningside may cause parking to be displaced into Greenbank. Therefore, further monitoring is recommended in the area to assess the future impact of the neighbouring CPZs on parking pressure in Greenbank.

#### **4.20 Juniper Green**

- 4.20.1 The area of Juniper Green recorded medium levels of parking pressure. Juniper Green Primary School and Merrilees Gate – Retirement Living Village generate pressure for parking within the areas of Woodhall Terrace, Baberton Avenue and Woodhall Drive. The areas, when surveyed showed that properties have no off-street parking facilities for residents. Added with the possibility of higher car ownership for the area, a medium pressure for parking was recorded.
- 4.20.2 Lanark Road, Belmont Road, Juniper Avenue and Woodhall Avenue have all recorded high levels of parking pressure. Lanark Road has a number of generators of parking pressure including bus routes and local shops. Along with these generators, residential housing along Lanark Road have no access to off-street parking facilities, causing increased parking pressure.
- 4.20.3 Belmont Road, Juniper Avenue and Woodhall Avenue have recorded high levels of parking pressure as off-street parking facilities are not adequate given car ownership level of the areas, with some properties not having access to off-street parking. Woodhall Avenue may experience extra levels of parking pressure due to Juniper Green Parish Church entrance being on the road and the fact that the church does not have parking facilities.
- 4.20.4 Woodhall Millbrae and Juniper Place, are the only areas in Juniper Green with low parking pressure. These areas contain residential properties that have significant access to off-street parking facilities and have no generators of parking pressure nearby.
- 4.20.5 No action is required at this time.

#### **4.21 Kingsknowe**

- 4.21.1 Kingsknowe is an area which has predominately low levels of parking pressure. Kingsknowe Drive, Kingsknowe Avenue, Kingsknowe Terrace and Kingsknowe Gardens are residential streets which have access to significant off-street parking

facilities and no generators of parking pressure nearby, producing resultant low parking pressure.

4.21.2 Kingsknowe Crescent recorded a medium level of parking pressure and although access to off-street parking at properties is available, the proximity to the Kingsknowe train station could be impacting parking pressure levels.

4.21.3 The only area recorded to have a high level of parking pressure is Kingsknowe Park, where there are generators of parking pressure nearby which includes a bus route and local shops and businesses.

4.21.4 No action is required at this time.

#### **4.22 Longstone**

4.22.1 The area of Longstone is mostly covered by medium levels of parking pressure. Redhall Gardens has inconsistent access to off-street parking throughout the residential properties when surveyed, combined with generators of parking pressure including bus routes and a local shop. This, most likely, has resulted in the medium levels of parking pressure. Redhall Drive when surveyed, showed the area had limited access to off-street parking. The housing properties had access to off-street parking facilities, while the block flats did not, causing the area to have a medium-parking pressure level.

4.22.2 Longstone Crescent recorded medium level of parking pressure. When surveyed, consisted of residential properties with varying access to off-street parking facilities. Generators of parking pressure including bus routes are also present near Longstone Crescent.

4.22.3 Certain areas of Longstone recorded high level of parking pressure including Redhall Crescent, Redhall Road, Redhall Grove and Redhall Place. These roads consisted of flats with no access to off-street parking facilities whilst Longstone Primary School and Redhall School could generate further pressure on Redhall Grove.

4.22.4 No action is required at this time.

#### **4.23 Oxgangs**

4.23.1 Oxgangs has recorded a variety of parking pressure across its area. Oxgangs Rise, Oxgangs Bank and Oxgangs Street have limited access to parking and a higher density of flat type residential properties which are potentially causing the high pressures of parking recorded. Similarly, Oxgangs Brae and Oxgangs View have limited access to off-street parking.

4.23.2 There are also local shops situated on Oxgangs Bank which could be a generator of the pressure. The high pressure on Oxgangs Green is likely due to the proximity of the Pentland Primary School.

4.23.3 Areas including Oxgangs Hill, Oxgangs Farm Avenue and Oxgangs Farm Drive displayed medium levels of parking pressure. These roads consisted of residential properties with varying access levels to off-street parking, creating the medium pressure.

4.23.4 Dreghorn Gardens, Dreghorn Place and Dreghorn Drive consisted of low parking pressure. Residential properties on Dreghorn Gardens and Dreghorn Place lacked

off-street parking, however, this was not observed to increase pressure levels. Dreghorn Drive had good access to off-street parking, creating low pressure.

4.23.5 No action is required at this time.

#### **4.24 Ratho**

4.24.1 The majority of Ratho recorded low levels pressure for parking.

4.24.2 Main Street and North Street were the only roads to record high levels of parking pressure. The residential properties along Main Street, lacked sufficient access to off-road parking, with majority of properties having no off-street parking. Whilst North Street had varied access to off-street parking the high pressure is likely generated by the local shops on the road as well as high car ownership levels. These generators did have access to off-street parking, however it was limited and observed as full. Further along North Street a local path that leads to Ratho Primary School was surveyed. Accessing the school through this route may cause the high level of parking pressure recorded on North Street.

4.24.3 Despite access to off-street parking and no significant generators of parking pressure present Hillview Cottages, Craigpark Avenue, Craigpark Crescent and East Croft all recorded a medium level of parking pressure. The pressure could be a result of a higher level of car ownership.

4.24.4 Hallcroft Park, Hallcroft Green, Hallcroft Crescent and Hallcroft Gardens recorded low levels of parking pressure and all had significant access to off-street parking. Along Hallcroft Park, transport generators of bus routes are present, however these do not have any impact on parking pressure.

4.24.5 Inset parking bays were available on Freeland Way and were observed to be occupied at a low level. The properties off Freeland Way had been significant access to off-street parking facilities. Similarly, North Platt Crescent also recorded low parking pressure levels due to good access to off-street parking facilities.

4.24.6 No action is required at this time.

#### **4.25 Redford**

4.25.1 Redford consisted of mostly medium parking pressure levels to the west of Redford Road and low levels of pressure to the east of Redford Road. The majority of medium parking pressure are present on Redford Road, Redford Drive and Westgarth Avenue. Bus routes with associated stops are present on Redford Road which combined with possible higher car ownership levels from residents, may be a causation factor for the increased pressures observed as all of these roads have significant provision of off-street parking.

4.25.2 The Colinton Library and St Cuthbert's Episcopal Church on Thorburn Road may perhaps be generators of medium parking pressure observed on Thorburn Road.

4.25.3 Low parking pressures are found on roads such as Redford Walk, Redford Bank, Redford Gardens and The Gallolee. There are no significant generators of parking pressure present and the residential properties have off-street parking available. Colinton Primary School generators no noticeable pressure on Redford Place, as it is marked with single and double yellow lines restricting parking, creating a low parking pressure.

4.25.4 No action is required at this time.

#### **4.26 Shandon**

- 4.26.1 The area recorded a high level of parking pressure across the all roads with the exception of a section of Shandon Road.
- 4.26.2 Shaftesbury Park, along with Hazelbank Terrace, Hollybank Terrace, Almondback Terrace, Briarbank Terrace and Alderbank Terrace, have a high level of parking pressure due to the residential housing lacking access to off-street parking facilities. On these streets, one side has been marked with double yellow lines, restricting parking. Although parking bays existing on Shaftesbury Park for residents, the spaces are predominately occupied as well as kerbside space on the adjoining roads.
- 4.26.3 Ashley Grove, Ashley Gardens, Ashley Drive and Cowan Road also high levels of parking pressure. The roads are located near a generator of parking pressure, the Craiglockhart Primary School and the residential properties have varying access to off-street parking facilities.
- 4.26.4 Ashley Terrace has a high level of parking pressure recorded. Along the road, generators of parking pressure are present including the entrance to Craiglockhart Primary School, bus routes with associated stops and local shops that have no access to parking, likely furthering the pressure present.
- 4.26.5 Other areas recorded with high levels of parking pressure include Shandon Street, Shandon Crescent, Harrison Gardens and Ogilvie Terrace. Together, these residential housing properties have no access to off-street parking facilities, combine with high level of car ownership, the streets have a high pressure for parking.
- 4.26.6 This area should be considered for a CPZ due to the high levels of parking pressure recorded, a lack of off-street parking available and the number of significant generators of parking pressure.

#### **4.27 Sighthill Industrial Estate**

- 4.27.1 Sighthill Industrial Estate is an area that recorded high level of parking pressure across the area. When surveyed, the area consisted of many industrial units, transport links and shops, generating high levels of parking pressure.
- 4.27.2 Along Bankhead Drive and Bankhead Crossway North industrial units are located which provide off-street parking facilities, however these were observed as full and over spilling onto the surrounding roads e.g. Bankhead Broadway, Bankhead Terrace and Bankhead Crossway South.
- 4.27.3 Edinburgh Park Train Station and two tramp stops are located north of Bankhead Drive. The presence of these transport generators may also impact the high pressures observed, as commuters are parking vehicles on the roads in this area.
- 4.27.4 There are other generators such as Edinburgh College, Edinburgh Napier University and Sighthill Health Centre which could be impacting the high levels present on Bankhead Avenue, Bankhead Terrace and Bankhead Place.
- 4.27.5 Although parking pressure is high, the area is not a residential area and is predominately used by commuters and workers using the industrial estate. No controls are recommended at present however, the high density of parking in the area warrants further investigation to determine if there is a benefit in managing

the parking demand in the area through the introduction of parking controls. Therefore, it is recommended that this area is monitored further.

#### **4.28 Sighthill/Parkhead**

- 4.28.1 Sighthill/Parkhead has recorded an overall medium level of parking pressure, with some areas experiencing high parking pressure levels.
- 4.28.2 The only areas of Sighthill/Parkhead recording low level of parking pressure include Parkhead Grove, Sighthill Neuk and Sighthill Crescent as these streets had significant access to off-street parking facilities.
- 4.28.3 Parkhead Loan and Parkhead Terrace recorded medium levels of parking pressure. Both roads have access to off-street parking facilities indicating there may be higher car ownership.
- 4.28.4 Parkhead Avenue, Parkhead Drive, Parkhead View, Parkhead Crescent and Sighthill Park recorded medium level of parking pressure. Access to off-street parking facilities was varied combined with few generators of pressure nearby, suggesting that perhaps car ownership is higher on these roads.
- 4.28.5 Areas in Sighthill/Parkhead that recorded high levels of parking pressure are within close proximity to generators of parking pressure, such as Murrayburn Primary School on Sighthill Loan / Sighthill Gardens and Calderglen Nursey and Sighthill Library on Sighthill Road. High parking pressure continues on Sighthill Loan, most likely as a result of no access to off-street parking.
- 4.28.6 Other generators of parking pressure in the area were the local shops situated on Calder Road. These shops combined with the limited access to off-street parking are potentially causing the high levels of parking pressure recorded on Calder Road as well as impacting Parkhead Place and the northern section of Parkhead Gardens.
- 4.28.7 Sighthill View, Sighthill Terrace and Sighthill Drive contain access to off-street parking facilities. However, these facilities vary between properties which combined with higher level of car ownership, could create the high parking pressures observed. The narrow carriageway width is potentially a factor in causing high pressure on Longstone Terrace and medium pressure on Longstone Gardens.
- 4.28.8 If the neighbouring area of Sighthill Industrial Estate is to be monitored further and a future recommendation is made for the introduction of a CPZ or PPA in the area and a CPZ is introduced in Broomhouse, then the Sighthill / Parkhead area would need further investigation to assess the impact of displaced parking from the industrial estate into Sighthill / Parkhead's residential streets.

#### **4.29 South Morningside**

- 4.29.1 The majority of the area recorded high levels of parking pressure. Comiston Drive and Craiglea Drive are residential streets with limited access to off-street parking facilities and have nearby generators of further pressure such as Morningside Primary School and the shops located on Comiston Road. No or limited access to off-street parking is a common theme throughout the roads in this area which is resulting in the high levels of parking pressure e.g. St Ronan's Terrace, Craighouse Gardens, Balcarres Street and Morningside Gardens.

- 4.29.2 The area neighbours the existing B2 and B8 PPAs and combined with the extension of the Royal Edinburgh Hospital, South Morningside may experience displaced parking from the recommended controlled zones and overflow hospital parking. The area currently has high levels of parking pressure and it is therefore recommended that a CPZ is introduced.

#### **4.30 Spylaw**

- 4.30.1 The area recorded varying parking pressures with generators of parking pressure such as shops located on Bridge Road. Hailes Gardens, Spylaw Park, Spylaw Avenue and Pentland Road recorded low level of parking pressures. When surveyed, the roads had significant access to off-street parking facilities and no generators of parking pressure nearby.
- 4.30.2 Spylaw Street recorded high levels of parking pressure due to the narrow nature of the road and no access to off-street parking facilities for properties. There are also local shops which could be generating further pressure combined with the limited access for residents to off-street parking on both Bridge Road and Spylaw Street.
- 4.30.3 Pentland Avenue and Spylaw Bank Road recorded medium parking pressure levels. These roads consist of residential properties with access to off-street parking facilities. There are no generators of parking pressure within the area, so the level of parking pressure may be a result of higher car ownership level.
- 4.30.4 Medium levels of parking pressure were recorded on Hailes Grove, Hailes Terrace, Hailes Avenue and Hailes Crescent. Off-street parking facilities for this area are limited, which is likely the cause of the resulting pressure.
- 4.30.5 No action is required at this time.

#### **4.31 Stenhouse**

- 4.31.1 The majority of Stenhouse recorded a medium level of parking pressure, with a few roads displaying high level of pressure. Whitson Terrace, Whitson Place East and Whitson Crescent recorded high levels of parking pressure which is likely due to limited access to off-street parking facilities for residential properties and their proximity to Balgreen tram stop.
- 4.31.2 Stenhouse Grove and Stenhouse Cross recorded varying levels of medium and high parking pressure and each have generators of pressure including local shops and a medical facility. These generators cause the inset parking areas on both roundabouts to be mostly occupied producing medium and high levels of parking pressure.
- 4.31.3 Medium levels of parking pressure were recorded on Stenhouse Crescent, Stenhouse Avenue, Stenhouse Place East and Stenhouse Place West. Housing properties had access to off-street parking facilities and therefore pressure may be a result of higher car ownership levels. Roads such as Stenhouse Avenue West and Stenhouse Gardens North had minimal access to off-street parking and therefore recorded medium levels of parking pressure.
- 4.31.4 Stenhouse Cottages, southern section of Stenhouse Drive and Ford's Road all recorded high levels of parking pressure and lead onto A71 where there are a number of shops and bus routes to generate further parking pressure. Stenhouse

Cottages had limited access to off-street parking, Stenhouse Drive is located next to a gym and offices, and Ford's Road has offices and industrial units nearby.

- 4.31.5 The northern boundary of Stenhouse is shared with Saughtonhall which has been recommended for the introduction of a CPZ in the Area 1 report to prevent commuter parking at Balgreen tram stop. Although Stenhouse does not have predominately high parking pressures evident, pressure would increase if parking displaces from Saughtonhall into the area. Therefore, to maintain parking space for residents and remove commuter parking for the tram stop it is recommended a CPZ is introduced in Stenhouse.

#### **4.32 Swanston**

- 4.32.1 Overall Swanston generally recorded a low level of parking pressure across the majority of roads. Exceptions were a stretch of New Swanston, recorded a high level of parking pressure and Swanston Terrace which had a medium level of parking pressure. On New Swanston, there are two transport generators of parking pressure present and a Morrisons where vehicles were observed parked on the main road. Along Swanston Terrace and a stretch of Swanston Avenue, medium levels of parking pressure were recorded despite significant access to off-street parking facilities which suggest there may be higher car ownership levels on these roads.

- 4.32.2 No action is required at this time.

#### **4.33 Wester Hailes North**

- 4.33.1 The majority of roads in the area recorded low levels of parking pressure even with the presence of many generators of parking pressure including bus routes, Westside Plaza and Canal View Primary School. The Westside Plaza does however have access to an off-street parking facility and the surrounding roads have yellow line restriction in place.

- 4.33.2 All residential properties, including flats along Hailesland Grove, Hailesland Park, and Murrayburn Gardens, have been provided with off-street parking facilities which have been observed as low levels of usage.

- 4.33.3 Murrayburn Park and Murrayburn Green had access to off-street parking and the spaces were observed as having medium levels of parking pressure. As was Dumbrayen Gardens which contained inset parking bays for the residential flats.

- 4.33.4 No action is required at this time.

#### **4.34 Wester Hailes South**

- 4.34.1 Wester Hailes South had varied parking pressures in the area. Wester Hailes Train Stop entrance, a generator of parking pressure is located on Harvesters Way. Along Harvesters Way, off-street parking facilities have been provided for the residential flats, however, there is still pressure evident which is likely being caused by commuter parking. There is also a medical facility that may generate further pressure on Harvesters Way.

- 4.34.2 A high level of parking pressure was recorded on Clovenstone Park and is most likely generated by the Clovenstone Primary School and Clovenstone Community Centre, located on the road. There is also limited access to off-street parking for the residential flats on the road.

- 4.34.3 Residential properties along Clovenstone Gardens, Wester Hailes Park and Dumbeg Park, have access to off-street parking facilities and have been observed at a low level of usage. In contrast the off-street parking on Barn Park Crescent and Barn Park were observed to be at a medium level of usage.
- 4.34.4 Limited access to off-street parking is likely the cause of the medium level of parking pressure recorded on Muirend Avenue and may be contributing to the medium levels of pressure evident on Viewfield Road despite this road have greater access to off-street parking.
- 4.34.5 No action is required at this time.

## **5. FINDINGS – B2 & B9 EXISTING PPA**

### **5.1 B2 Summary**

- 5.1.1 The roads in existing B2 PPA have been surveyed using the same methodology as Area 2 with regard to observations taken of available kerb-side space. The results of these observations can be seen in the heat maps found in Appendix C. The map shows that generators of parking pressure in the B2 area are a number of shops and frequent bus routes to and from the city centre located on Comiston Road as well as the medical facility located on Cluny Drive. Overall the majority of roads recorded a high level of parking pressure due to most of roads in the area having limited to no access to off-street parking.
- 5.1.2 Comiston Place, Dalhouse Terrace and Ethel Terrace recorded high levels of pressure for the original survey method, controlled parking and uncontrolled kerbside.

### **5.2 B2 - Controlled Parking Spaces**

- 5.2.1 As B2 is a Priority Parking Area the existing controlled parking spaces in B2 have been observed and a pressure level has been measured based on the number of spaces that were in use at the time of the site visit. The results can be seen in the heat map titled “Controlled Parking B2 Area”. Controlled bays on Cluny Gardens, Corrennie Gardens and Cluny Drive, as well as sections of Corrennie Drive and Braid Avenue recorded low levels of usage on the survey. In contrast, controlled bays on Comiston Place, Braid Road, Dalhouse Terrace, Ethel Terrace and Morningside Drive, plus section of Hermitage Gardens, were observed at a high level of occupancy.

### **5.3 B2 - Uncontrolled Parking Spaces**

- 5.3.1 The uncontrolled parking spaces or the uncontrolled kerbside space has been measured on all roads in B2 and results can be found in the heat map titled “Uncontrolled Parking B2 Area”. The map shows the majority of the B2 area’s uncontrolled spaces experience high levels of parking pressure especially those leading on to Comiston Road were a number of shops and bus routes likely generate further pressure on the local roads such as Morningside Drive, Comiston Place, Comiston Terrace and Braid Crescent.
- 5.3.2 The uncontrolled spaces, on the roads around the medical facility, such as Cluny Drive, Corrennie Drive and Hermitage Gardens were also observed at a high level of parking pressure. The medical facility does have an off-street parking however parking could be over spilling into the neighbouring roads, all of which have limited access to off-street parking.

- 5.3.3 Roads that had low levels of usage for controlled bays such as Cluny Drive and Corrennie Drive recorded high levels of pressure for the uncontrolled spaces.

### **5.4 B8 Summary**

- 5.4.1 The roads in existing B8 PPA have been surveyed using the same methodology as Area 2 with regard to observations taken of available kerb-side space. The results of these observations can be seen in the heat maps found in Appendix C. The map shows that generators of parking pressure in the B8 are shops and bus routes located on Colinton Road as well as a Nursery on Craiglockhart Terrace.

### **5.5 B8 – Controlled Parking Spaces**

- 5.5.1 The results for the B8 controlled parking spaces can be seen in the heat map titled “Controlled Parking B2 Area”. Only Craiglockhart Terrace is controlled in the area with the section leading onto Colinton Road observed to have a high level of parking pressure. The remaining bays on the road were observed as having fewer spaces occupied and therefore recorded a medium level of parking pressure.

## **5.6 B8 – Uncontrolled Parking Spaces**

- 5.6.1 The uncontrolled parking spaces or the uncontrolled kerbside space has been measured on all roads in B8 and results can be found in the heat map titled “Uncontrolled Parking B8 Area”. Meggetland Terrace recorded a high parking pressure as vehicles are parked with two wheels on the footway on both sides of the carriageway due to the limited access to off-street parking. Vehicles parked on the footway raises safety concerns and restricts the accessibility of the footway to visually impaired pedestrians and pedestrians with pushchairs. Similarly, vehicles were parked up on the footway in the uncontrolled space on Craiglockhart Terrace, due to properties having no access to off-street parking and the presence of controlled bays contributing to the high level of parking pressure. The southern end of Craiglockhart Terrace recorded low levels of pressure due to the provision of more off-street parking.

## **5.7 Conclusion**

- 5.7.1 Due to the majority of roads in B2 recording high levels of parking pressure, particularly the uncontrolled spaces, it is recommended that the PPA is converted to a CPZ. This will prevent vehicles that are generated by the shops and bus routes on Comiston Road and the over spill of vehicles from the medical facility on Cluny Drive having an impact of resident parking.
- 5.7.2 The B8 PPA should be converted to a CPZ in order to provide a better control on parking in the area. The presence of footway parking on both Meggetland Terrace and Craiglockhart Terrace would be removed with the introduction of CPZ controls and double yellow line restrictions.

## 6. FINDINGS – AVERAGE PARKING PRESSURE

### 6.1 Summary

- 6.1.1 All of the areas in Area 2 plus the B2 and B8 PPAs have been ranked based on their average parking pressure for each road. This was calculated by first, averaging out the parking pressure recorded on a road, then calculating the average pressure for an area based on each road's average parking pressure. The results are shown in Table 1.
- 6.1.2 Table 1 shows that the area with the highest average parking pressure across all of its roads is Shandon with an average parking pressure of 89%. 92% of the roads in Shandon recorded high levels of parking pressure which was the highest percentage of all areas in Area 2. No roads in Shandon recording a low parking pressure.
- 6.1.3 There are three other areas which had a high level of average parking pressure (>75%) which included the B8 PPA, South Morningside and Sighthill Industrial Estate. The majority of roads in all of these areas had high levels of parking pressure with Sighthill Industrial Estate recording the second greatest percentage of roads with a high level of pressure at 80%.
- 6.1.4 Gorgie North, which had an average parking pressure of 75%, had a greater percentage of roads that had high pressure compared to B8 and South Morningside. B2, the other PPA surveyed as part of the Area 2 investigation, recorded an average parking pressure of 74%. Gorgie, Stenhouse, Cluny and Sighthill /Parkhead are the remaining areas which scored an average parking pressure of more than 50% on their corresponding roads.
- 6.1.5 Bonaly recorded the lowest average parking pressure of 15% with Swanston, Wester Hailes North and Balerno recording 16%. Baberton had the greatest percentage of roads in the low level of parking pressure at 96% although its average parking pressure was more at 21% than other areas.
- 6.1.6 Of the areas which recorded an average parking pressure in the low level (<40%) Braid Hill had the highest percentage of roads that recorded high levels of parking pressure (17%) followed by Kingsknowe (14%) and Currie East (13%).

**Table 1: Average Parking Pressure ranking**

Area	Average Parking Pressure (%)	Percentage of Roads by Parking Pressure Level			Recommendation
		High	Medium	Low	
Shandon	89	92%	8%	0%	CPZ
B8	80	67%	33%	0%	CPZ
South Morningside	80	64%	32%	4%	CPZ
Sighthill Industrial Estate	79	80%	13%	7%	Further monitoring
Gorgie North	75	75%	13%	13%	CPZ
B2	74	64%	21%	14%	CPZ
Gorgie	62	38%	44%	18%	CPZ
Stenhouse	59	23%	69%	8%	CPZ
Cluny	58	27%	64%	9%	CPZ
Sighthill / Parkhead	58	30%	48%	21%	
Broomhouse	48	20%	41%	39%	CPZ
Juniper Green	48	21%	47%	32%	
Colinton Mains	48	18%	50%	32%	
Oxgangs	45	14%	46%	39%	
Craiglockhart North	45	11%	50%	39%	Further monitoring
Longstone	43	17%	50%	33%	
Spylaw	43	24%	29%	47%	
Chesser	40	13%	39%	48%	Further monitoring
Braid Hill	36	17%	17%	65%	Further monitoring
Currie East	32	13%	20%	67%	
Kingsknowe	29	14%	7%	79%	
Redford	27	0%	24%	76%	
Craiglockhart	27	5%	18%	77%	
Wester Hailes South	26	0%	35%	65%	
Comiston	26	6%	16%	78%	
Currie West	25	7%	22%	71%	
Calder	23	4%	13%	83%	
Greenbank	21	3%	19%	77%	Further monitoring
Baberton	21	0%	4%	96%	
Ratho	21	6%	10%	84%	
Buckstone	20	2%	14%	84%	
Balerno	16	4%	7%	89%	
Wester Hailes North	16	0%	5%	95%	
Swanston	16	0%	9%	91%	
Bonaly	15	0%	8%	93%	

\*Some areas may not add to 100% due to rounding.

## **7. FUTURE DEVELOPMENT**

### **7.1 Edinburgh Local Development Plan**

- 7.1.1 The Edinburgh Local Development Plan (LDP) was issued in November 2016 to provide clear and consistent planning framework setting out policies and proposals relating to the development and use of land in the Edinburgh area.
- 7.1.2 An assessment of the potential impacts on parking of ongoing and proposed development or redevelopment within the Edinburgh area has been undertaken using data from the LDP. It is important to analyse the future development types and locations in Area 2 – South West Edinburgh to prevent oversight of potential increase in parking pressure before making recommendations on parking controls.
- 7.1.3 The future impacts of residential, retail, transport and school development types have been assessed to determine the potential future impacts of parking within the development areas themselves and in neighbouring areas.
- 7.1.4 These have been highlighted below and the corresponding map from the LDP can be found in Appendix D.

### **7.2 New Housing Proposal**

Fairmilehead

- HSG 10 –Fairmilehead Water Treatment Works

### **7.3 Riccarton University Campus and Business Park**

- 7.3.1 The LDP identifies Riccarton University Campus and Business Park as a special economic area which is of national or strategic economic importance, providing or with the potential to provide a significant number of jobs.

### **7.4 Summary**

- 7.4.1 Considering the findings of the assessment of the current parking situation in Area 2 – South West Edinburgh the development at Fairmilehead on the former Scottish Water Treatments Works site is ongoing and will require further investigation in the future to assess any changes in the levels of parking pressure. Much of the existing site has housing with significant access to off-street parking.

## 8. RECOMMENDATIONS

### 8.1 Protocol & Criteria

- 8.1.1 The Controlled Parking and Priority Parking protocol issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA) and defines the conditions required for the Council to commit to a full investigation into the potential introduction of parking controls. The recommendations will follow the conditions set out in Section 2 Part A of the investigation criteria in the protocol.
- 8.1.2 Using the protocol, the outlined areas listed below in Area 2 – South West Edinburgh have been considered and recommended for the introduction of a CPZ or PPA. The B2 and B8 PPAs are recommended to be converted to a CPZ. A map of the recommended CPZs and PPA areas can be found in Appendix E.
- 8.1.3 Recommendations have been based on criteria such as, the severity of parking pressure, the generators of parking pressure in the area such as a retail centre and the impact of the parking pressure on residents and local businesses. The priority for the introduction of a CPZ or PPA is indicated by either a high, medium or low level of priority.

### 8.2 CPZ

- 8.2.1 Priority for the introduction of a CPZ should be given to following areas based on the results of the parking pressure investigation and the average parking pressure scores:
- Shandon (high)
  - B8 (high)
  - South Morningside (high)
  - Gorgie North (medium)
  - B2 (medium)
  - Gorgie (medium)
  - Stenhouse (medium)
  - Cluny (medium)
  - Broomhouse (medium)
- 8.2.2 The parking pressure survey has shown that Shandon, B8 and South Morningside all have an average parking pressure level in the high category of >75% of their road's kerb-side space occupied by parked vehicles. Gorgie North and B2 recorded a significant percentage of their roads in the high level of parking pressure.
- 8.2.3 All of the above areas are near to significant generators of parking pressure such as shops, the frequent bus routes servicing the city centre on Gorgie Road, Slateford Road and Comiston Road, and tram stops located to the north of Broomhouse and Stenhouse. All these areas are therefore likely to be

experiencing additional parking pressures created by commuter and shopper parking.

8.2.4 A CPZ is recommended in Cluny, although it is noted that this area did not have particularly high levels of parking pressure. The area has been recommended due to the location of Cluny neighbouring potential CPZs in the B2 and South Morningside areas as well as the existing Edinburgh CPZs to the north (Appendix A). This area would be at risk of displacement parking from neighbouring areas if the recommended CPZs are implemented. Therefore, Cluny should follow similar proposals to its neighbouring areas to avoid further parking issues in the future.

8.2.5 Similarly, although Broomhouse and Stenhouse recorded a medium average parking pressures with a small percentage of roads recording high levels of pressure, the areas have been recommended for CPZs due to their proximity to Saughtonhall and Saughton which are recommended for a CPZ as part of the Area 1 investigation. Stenhouse also neighbours Gorgie and Gorgie North. Both Stenhouse and Broomhouse are likely to experience displaced parking issues if the recommended CPZs are introduced and therefore formal parking controls in the area will benefit residents.

### **8.3 Further Monitoring**

8.3.1 Further monitoring has been proposed in Braid Hill, Chesser, Craiglockhart North and Greenbank due to their proximity to recommended CPZs (Appendix E). These areas did not record notably high parking pressures and have therefore not been recommended for any formal parking controls at this time. However, future parking pressures in these areas may increase due to displaced parking from the recommended CPZs and therefore these areas should be monitored further if the CPZs are introduced.

8.3.2 The Sighthill Industrial Estate is recommended for further monitoring due to its high average parking pressure. As the area is not a residential area and is predominately used by commuters and workers using the industrial estate the area has not been recommended for any formal parking controls at this time. However, the high density of parking in the area warrants further investigation to determine if there is a benefit in managing the parking demand in the area through the introduction of parking controls. If parking controls are introduced in the industrial estate it is important to be aware of the impact that displaced parking would have on areas such as Calder and Sighthill / Parkhead.

### **8.4 Other Parking Controls**

8.4.1 During the investigation and the site visits, particular roads have been observed as having road safety concerns. On Bonaly Road vehicles are parked on the bridge over the A270 impacting traffic flow and within close proximity to the school keep clear markings. It is suggesting that the existing restrictions are extended to prevent vehicles from parking on the carriageway. At Sighthill a number of vehicles are parked on the corners of junctions due to no restrictions currently in place. This should be converted to improve visibility at the junctions, particularly as the majority of the roads in Sighthill areas experienced high levels of parked vehicles.

8.4.2 Although parking pressure is high, it is associated with the industrial estate which does not contain any residential properties. Therefore, it is recommended that formal parking controls such as a CPZ or business permits should be investigated

further. As a minimum, consideration should be given to the implementation of double yellow lines restrictions to improve junction safety in the area.

8.4.3 It is recommended that parking controls are improved through the implementation of a No Waiting At Any Time Traffic Regulation Order (double yellow lines) on:

- Bonaly Road (bridge over A270 and extensions of existing restrictions outside Bonaly Primary School)
- Sighthill (junction safety improvements)

## 9. CONCLUSION

- 9.1.1 The primary aim of the project was to determine the current and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of recommended new Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).
- 9.1.2 Through the data collected from the parking pressure survey, roads with low, medium and high levels of parking pressure have been highlighted in Area 2, B2 and B8. The results have shown that the areas of Shandon, B8 and South Morningside are experiencing high levels of parking pressure and would therefore benefit from the introduction of parking controls. It is recommended that a strategy for the introduction of a CPZ in these areas is investigated further as a high priority by the CEC. Medium priority for the introduction of a CPZ should be given to Gorgie North, B2, Gorgie, Stenhouse, Cluny and Broomhouse.
- 9.1.3 Further monitoring has been proposed in Braid Hill, Chesser, Craiglockhart North and Greenbank to assess the impact of displaced parking in these areas if the recommended CPZs are introduced. Sighthill Industrial Estate is also recommended for further monitoring to determine if there is a benefit to controlling the high density of commuter and worker parking at the estate.
- 9.1.4 Although Buckstone area recorded low levels of parking pressure suggesting parking controls should not be recommended, the area will require further consideration for the need for parking controls based on proposed future developments at the Fairmile Water Treatment development.
- 9.1.5 Other areas are recommended for immediate review i.e. Bonaly Road and Sighthill for the introduction of other restrictions (No Waiting At Any Time) to improve road safety generally at these locations.

## 10. FURTHER INVESTIGATION

- 10.1.1 Further investigation into the introduction of the CPZs and PPAs in the recommended areas through the commissioning of consultations and detail design phases.
- 10.1.2 Further review of areas where ongoing or future development could impact current parking pressure results: Fairmilehead.

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## Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

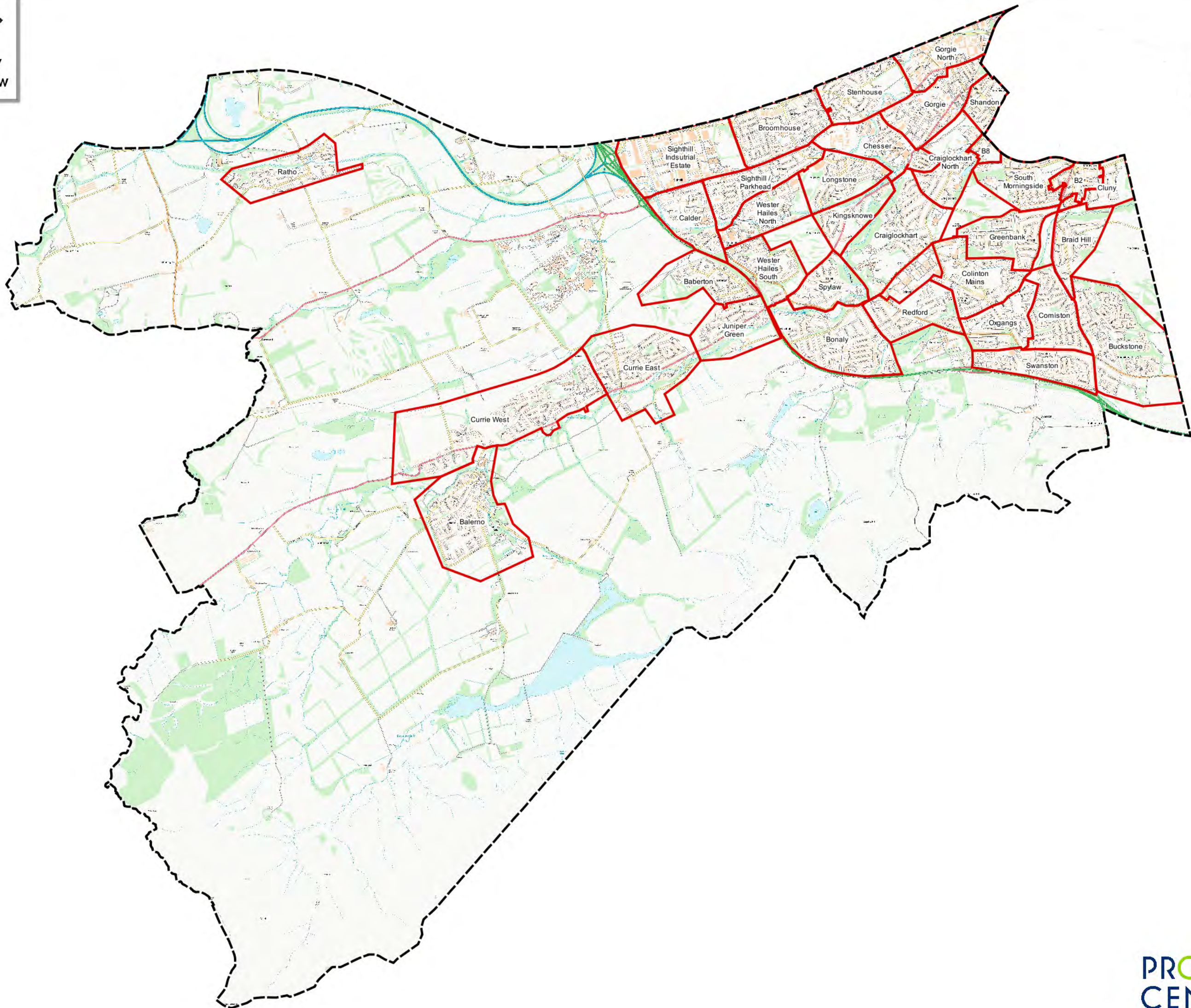
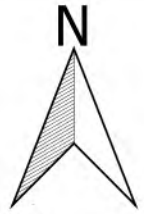
- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



## Appendix A – Area 2 Overview Map



## Appendix B – Area 2 Heat Maps





Parking Pressure Survey  
Bonaly Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical





Parking Pressure Survey  
Broomhouse Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical





Parking Pressure Survey  
Calder Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey  
Chesser Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



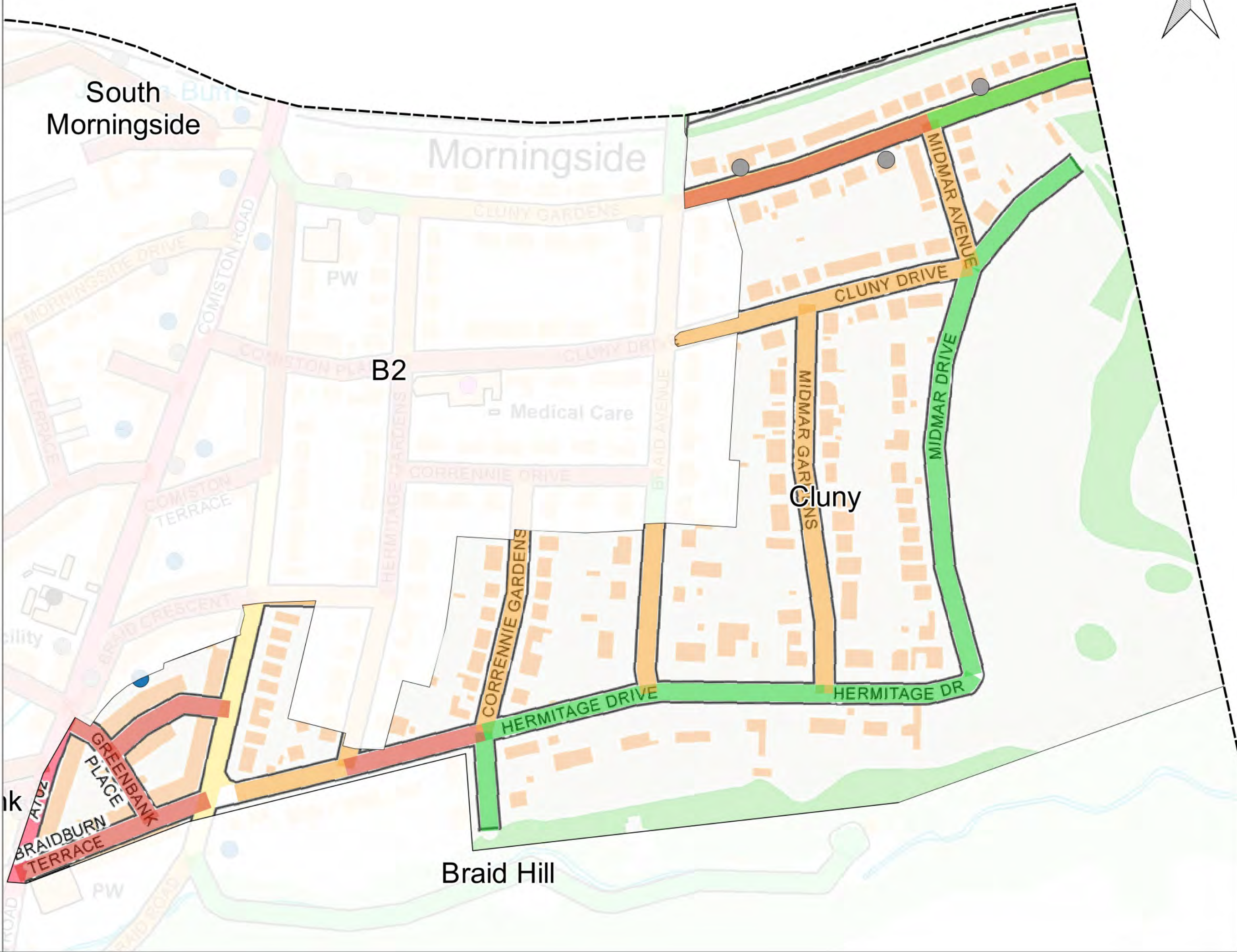
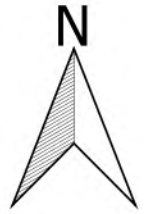
Parking Pressure Survey  
Cluny Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



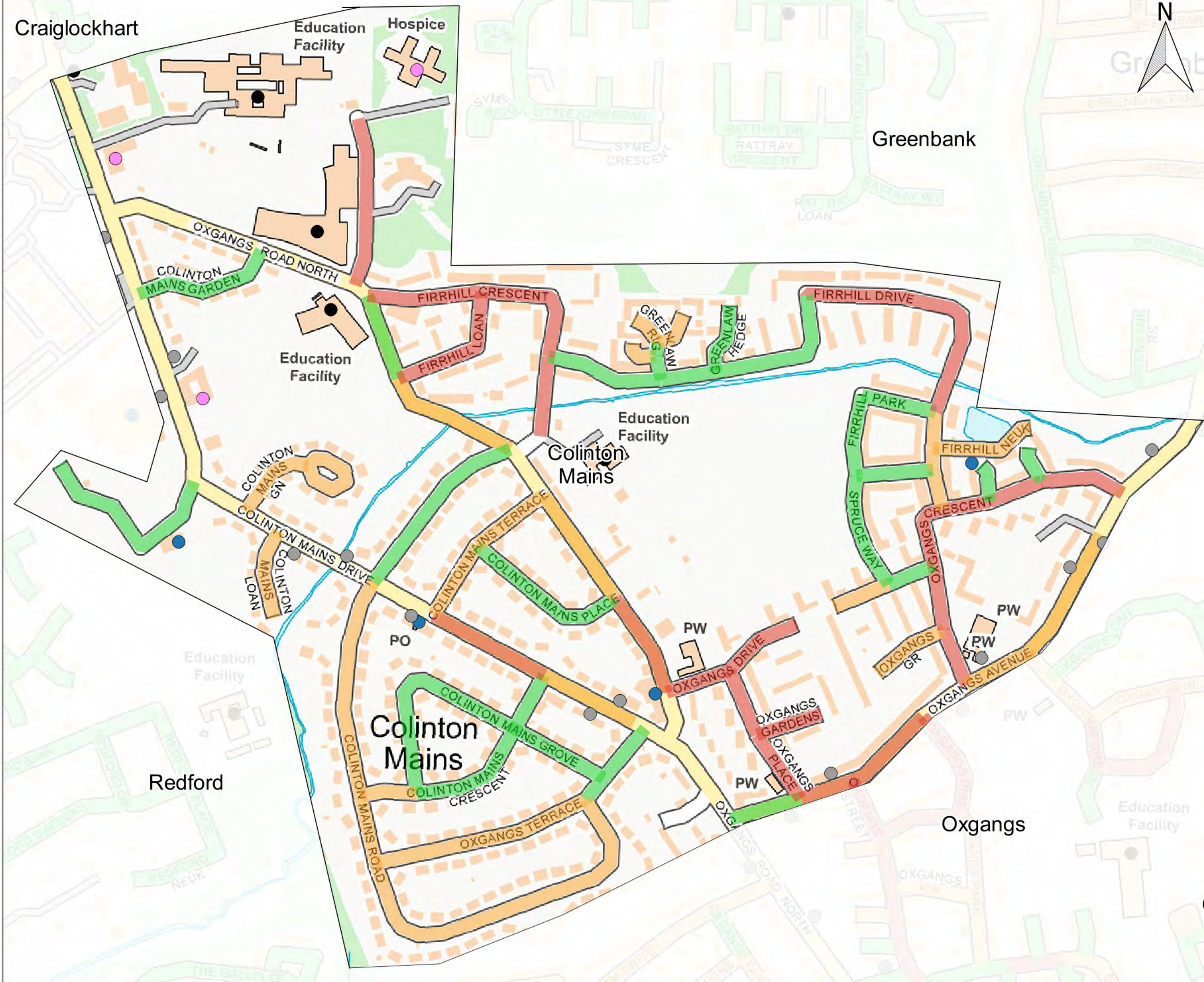
**Parking Pressure Survey**  
Colinton Mains Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



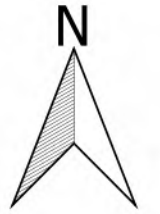
Parking Pressure Survey  
Comiston Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey  
Craiglockhart North Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



**Parking Pressure Survey**  
Craiglockhart Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey  
Currie East Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical





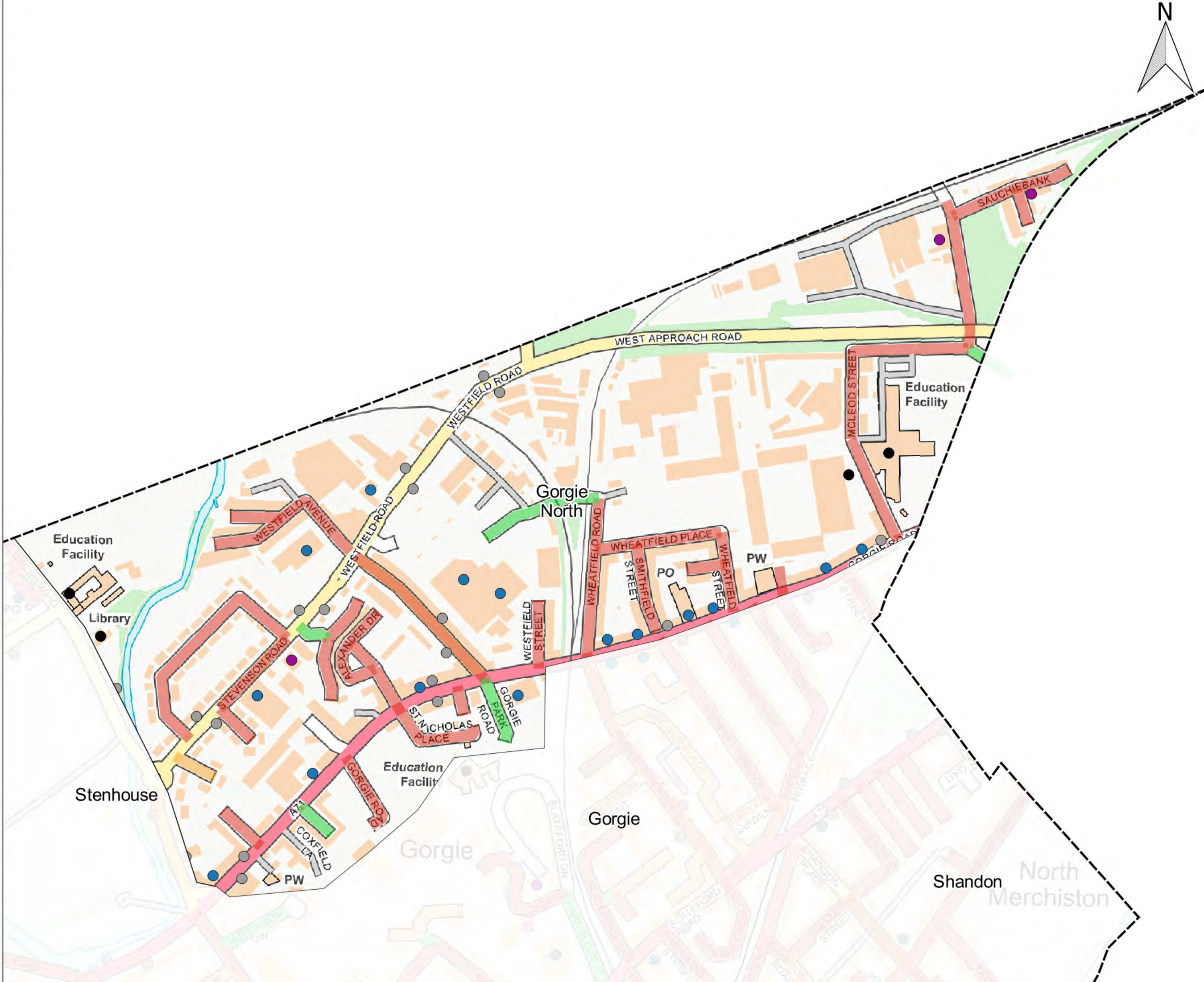
Parking Pressure Survey  
Gorgie North Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey  
Gorgie Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

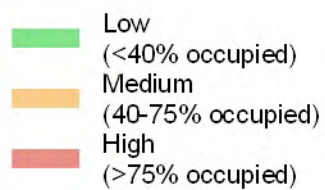
- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



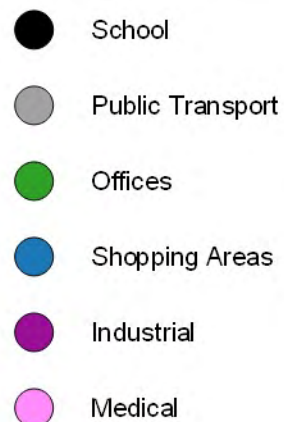
## Parking Pressure Survey

### Greenbank Area

### Level of Parking Pressure



## Generators of Parking Pressure



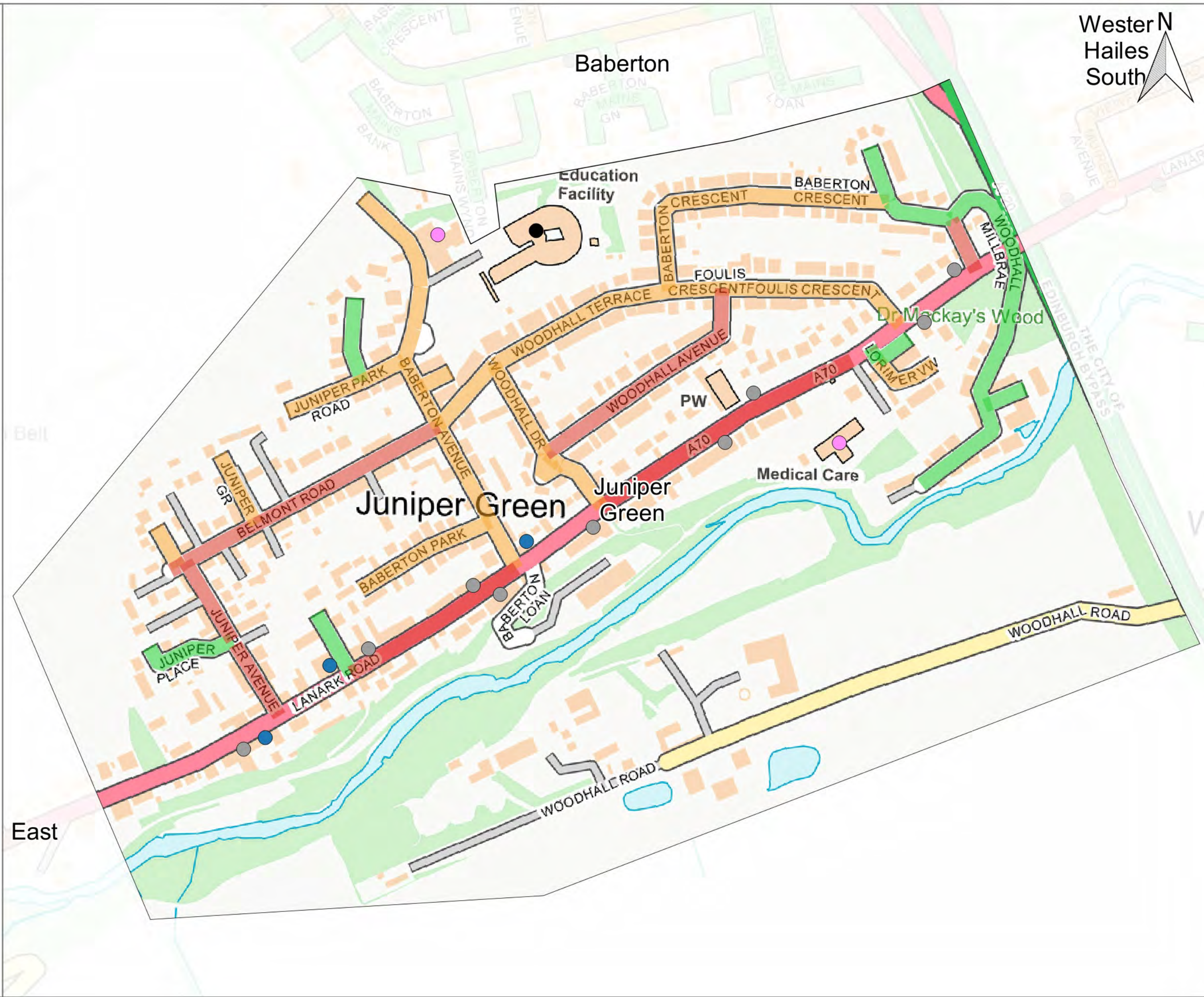
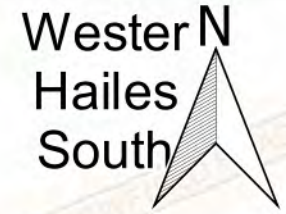
Parking Pressure Survey  
Juniper Green Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey  
Kingsknowe Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

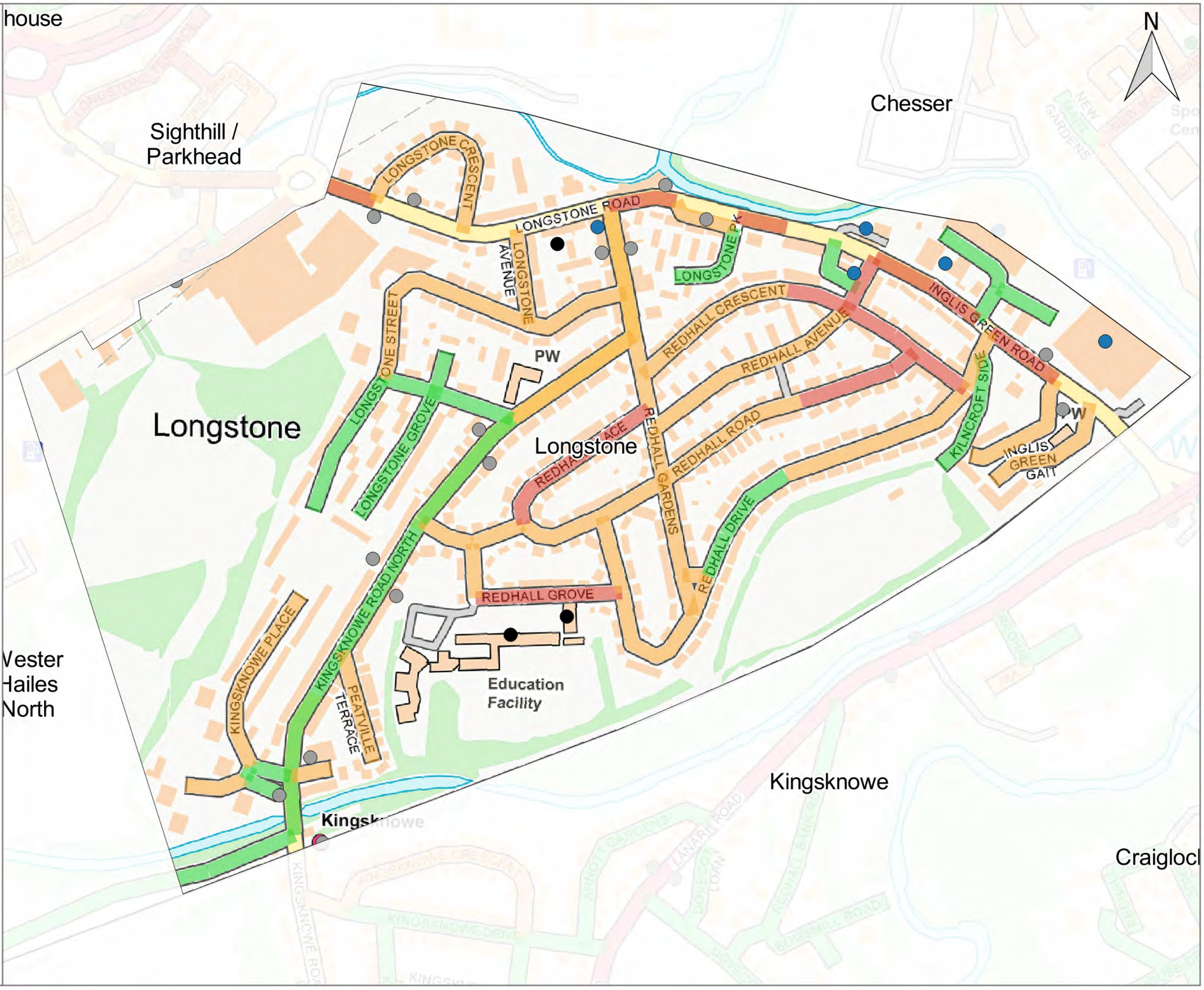
- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey  
Longstone Area

- Level of Parking Pressure
- Low (<40% occupied)
  - Medium (40-75% occupied)
  - High (>75% occupied)

- Generators of Parking Pressure
- School
  - Public Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical





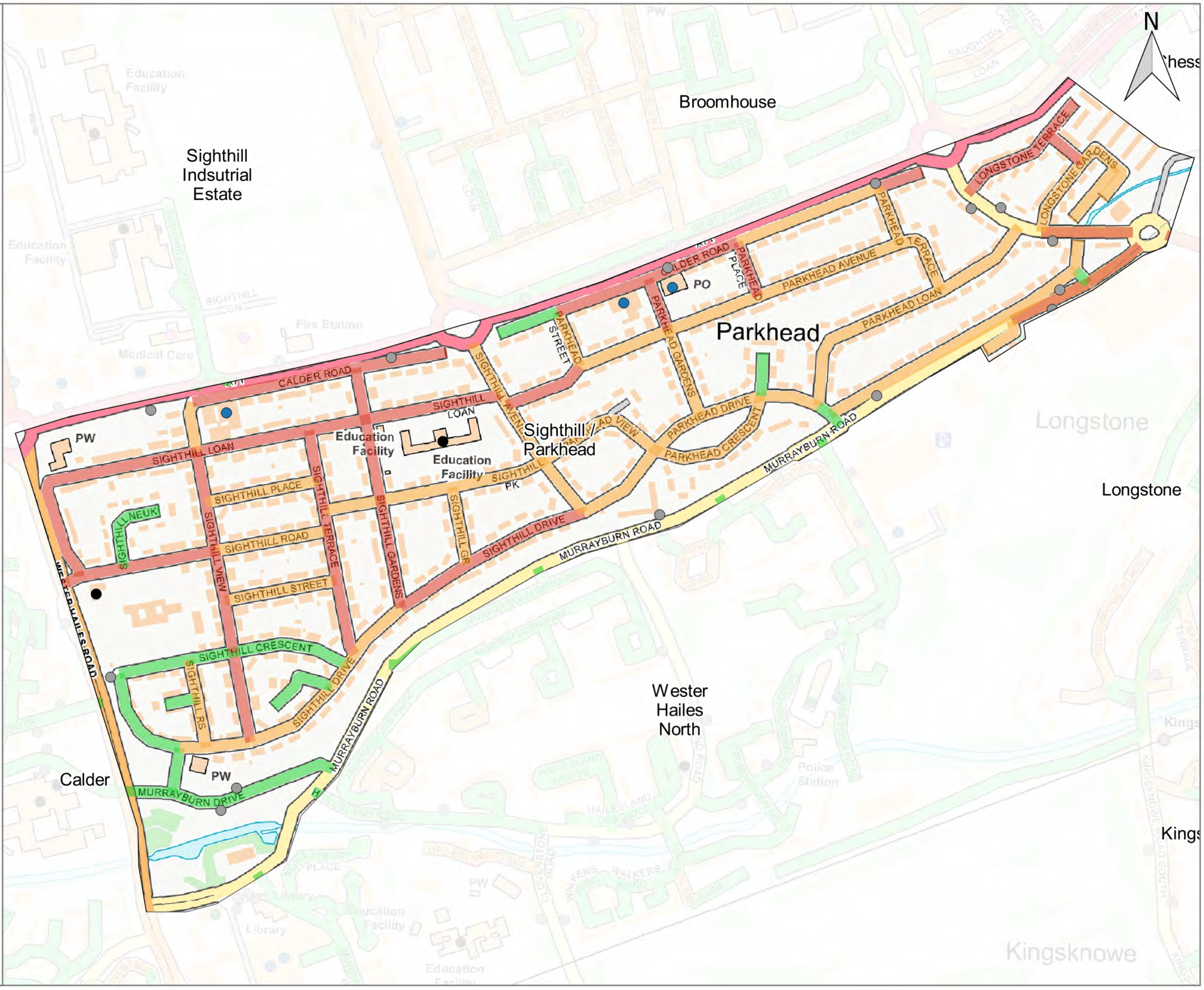
Parking Pressure Survey  
Sighthill / Parkhead Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



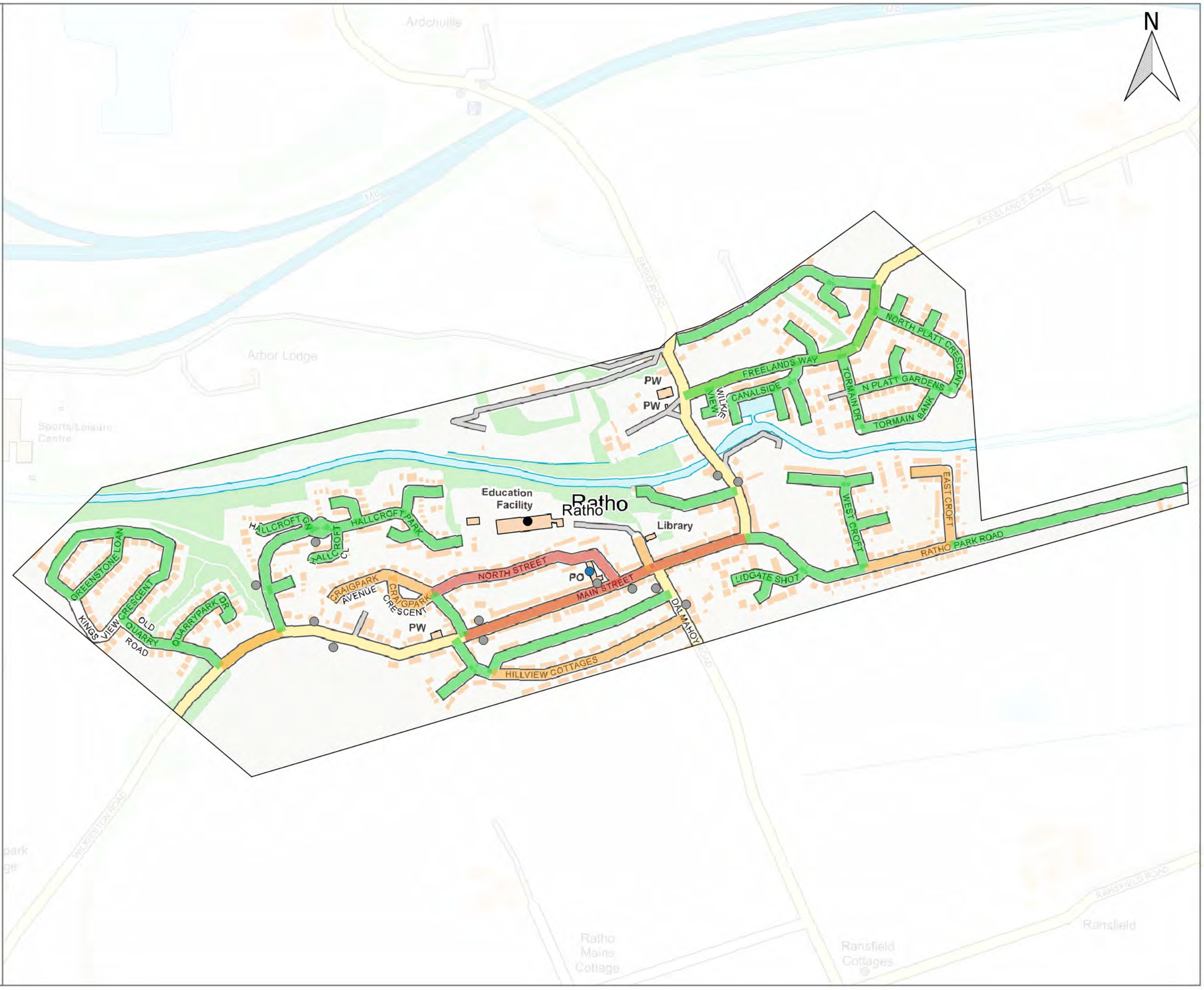
Parking Pressure Survey  
Ratho Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical





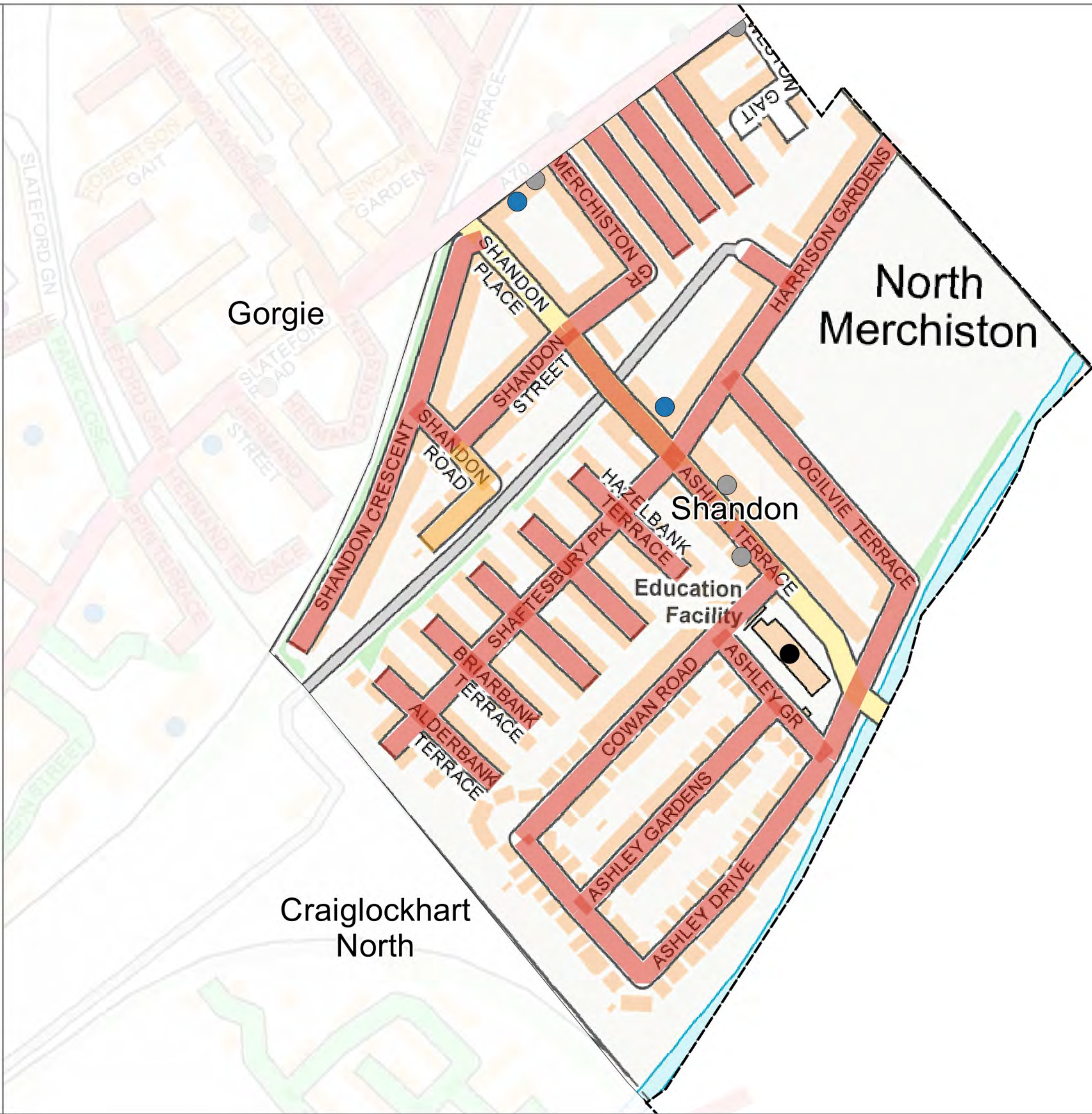
**Parking Pressure Survey**  
Shandon Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical

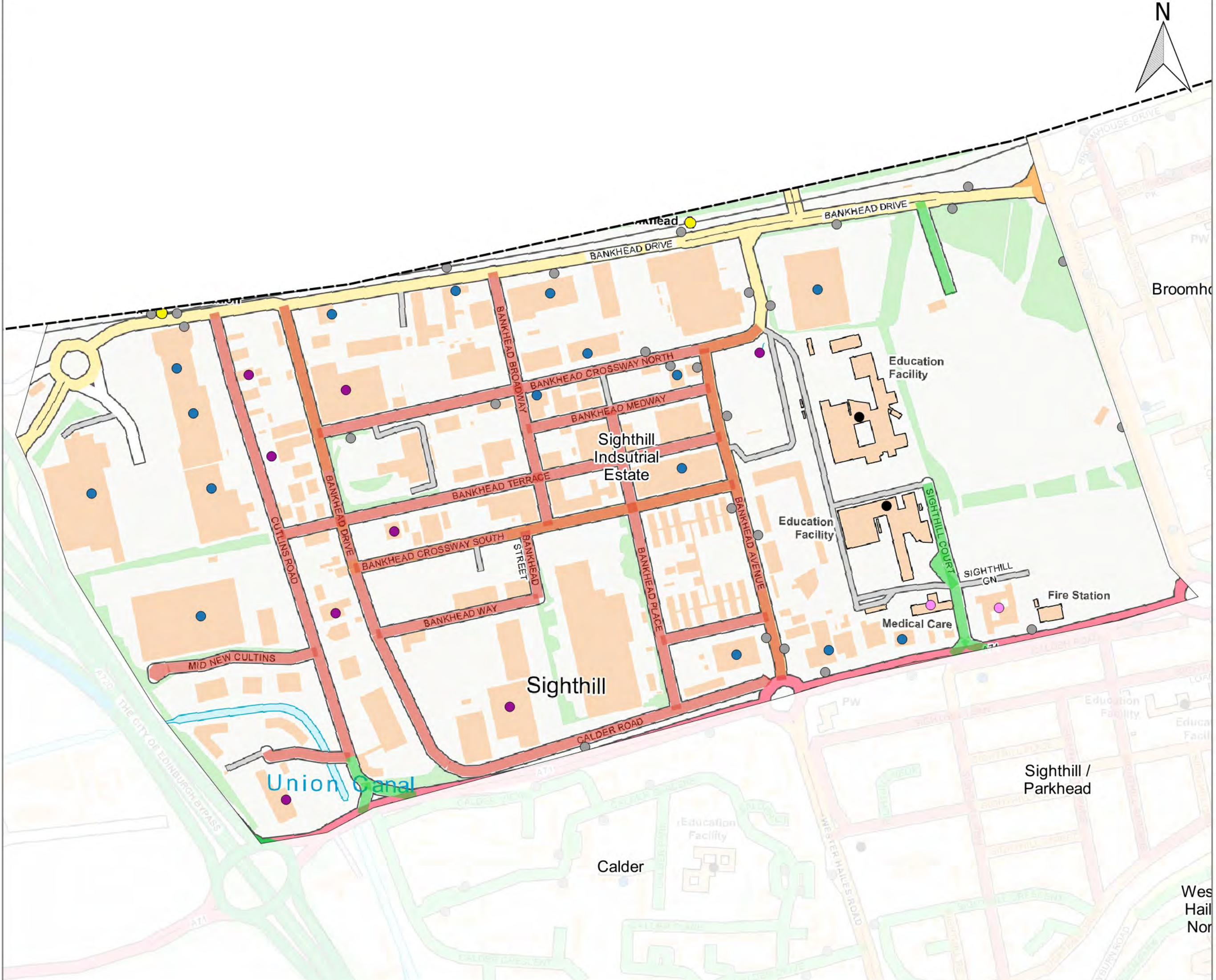


Parking Pressure Survey  
Sighthill Industrial Estate  
Area  
Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



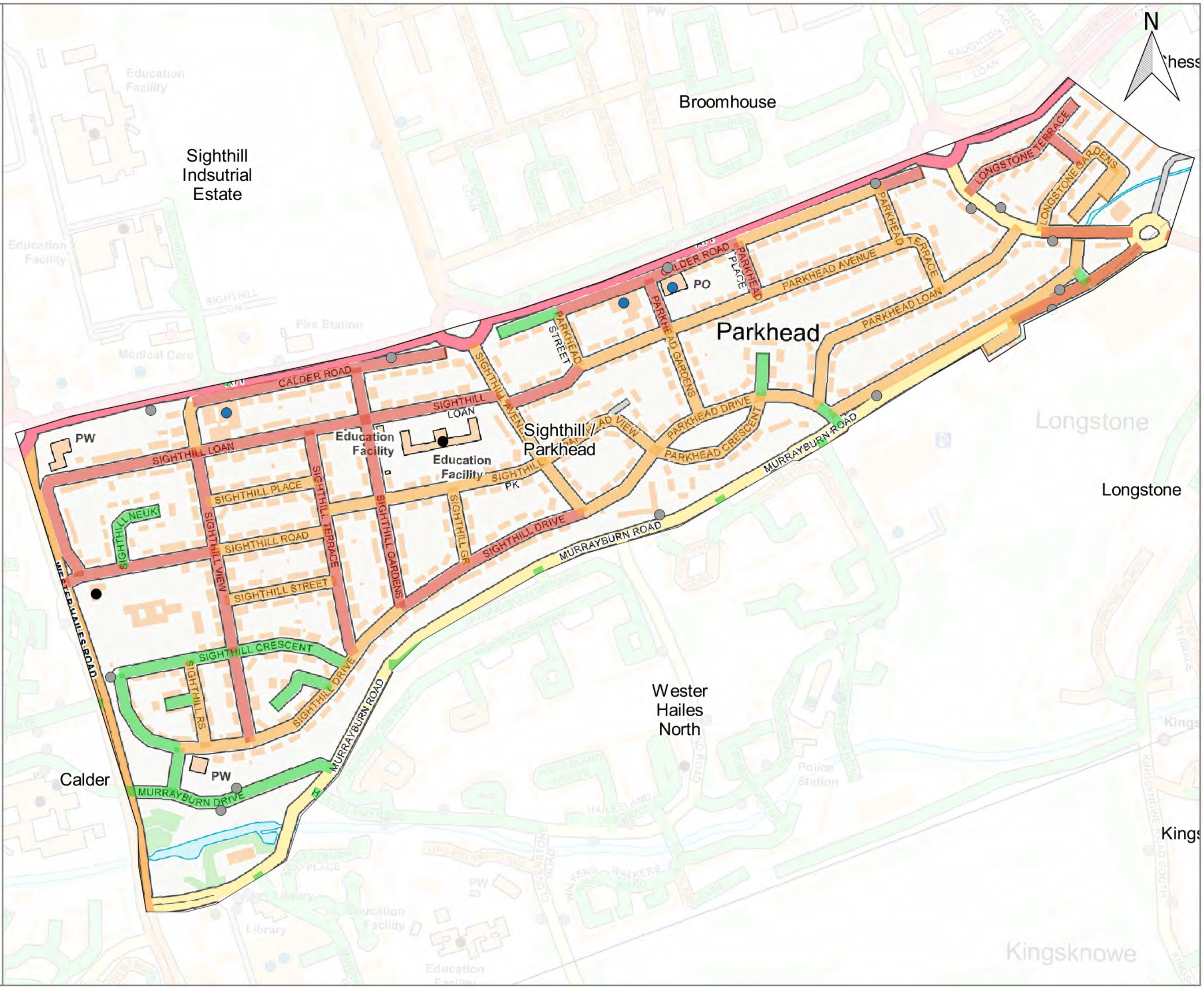
Parking Pressure Survey  
Sighthill Parkhead Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



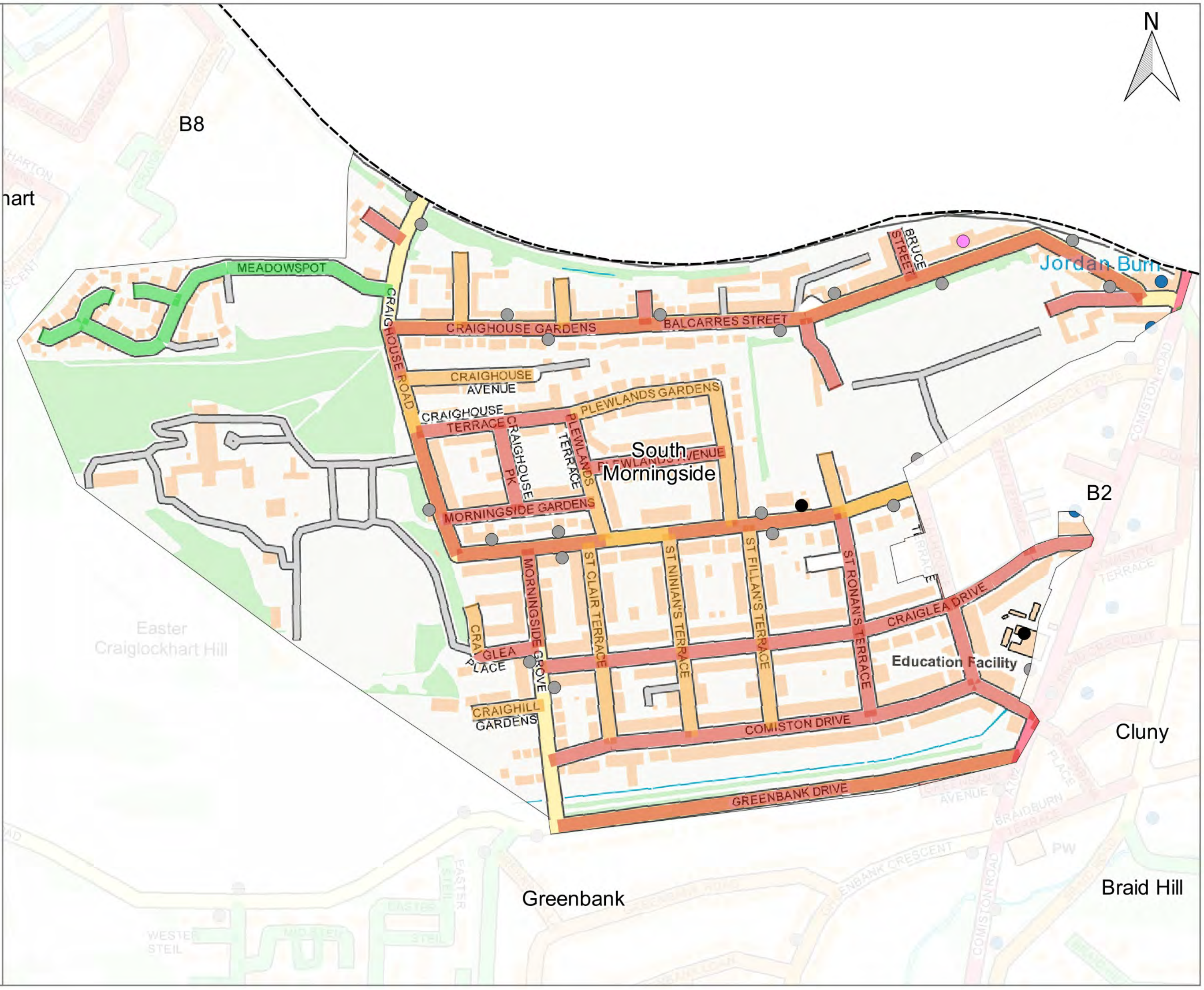
Parking Pressure Survey  
South Morningside Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



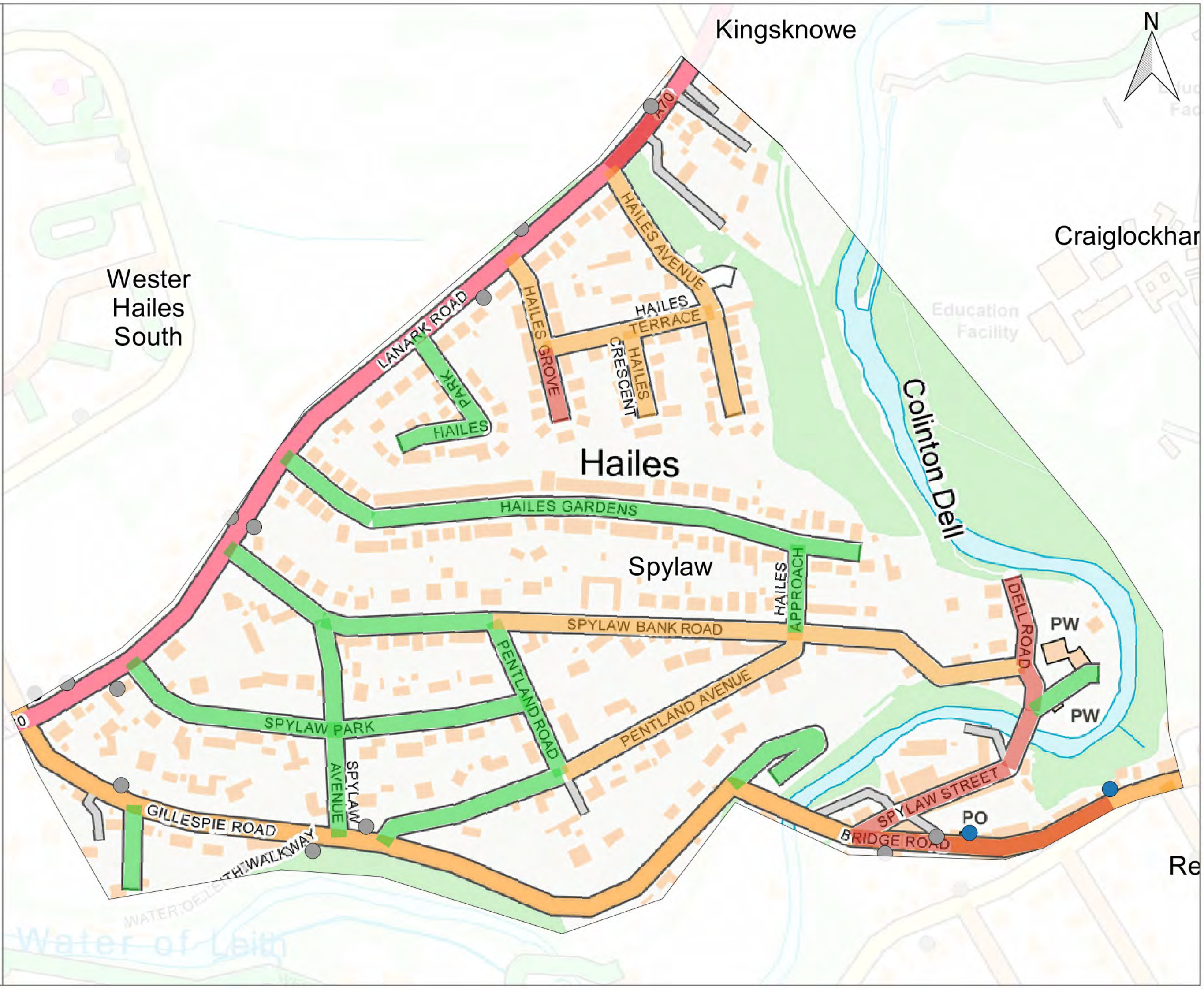
Parking Pressure Survey  
Spylaw Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical





Parking Pressure Survey  
Swanston Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey  
Wester Hailes North Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



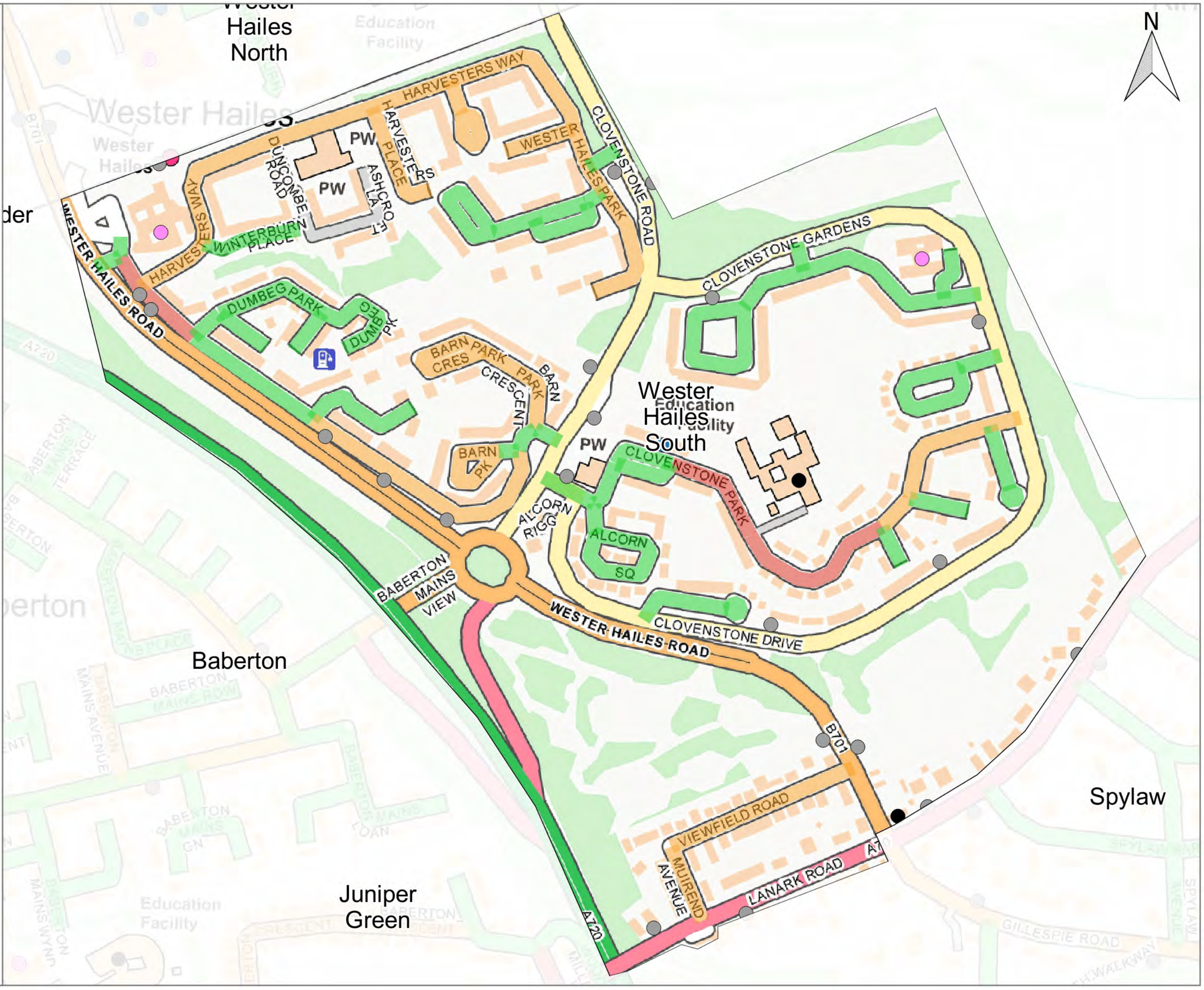
Parking Pressure Survey  
Wester Hailes South Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical

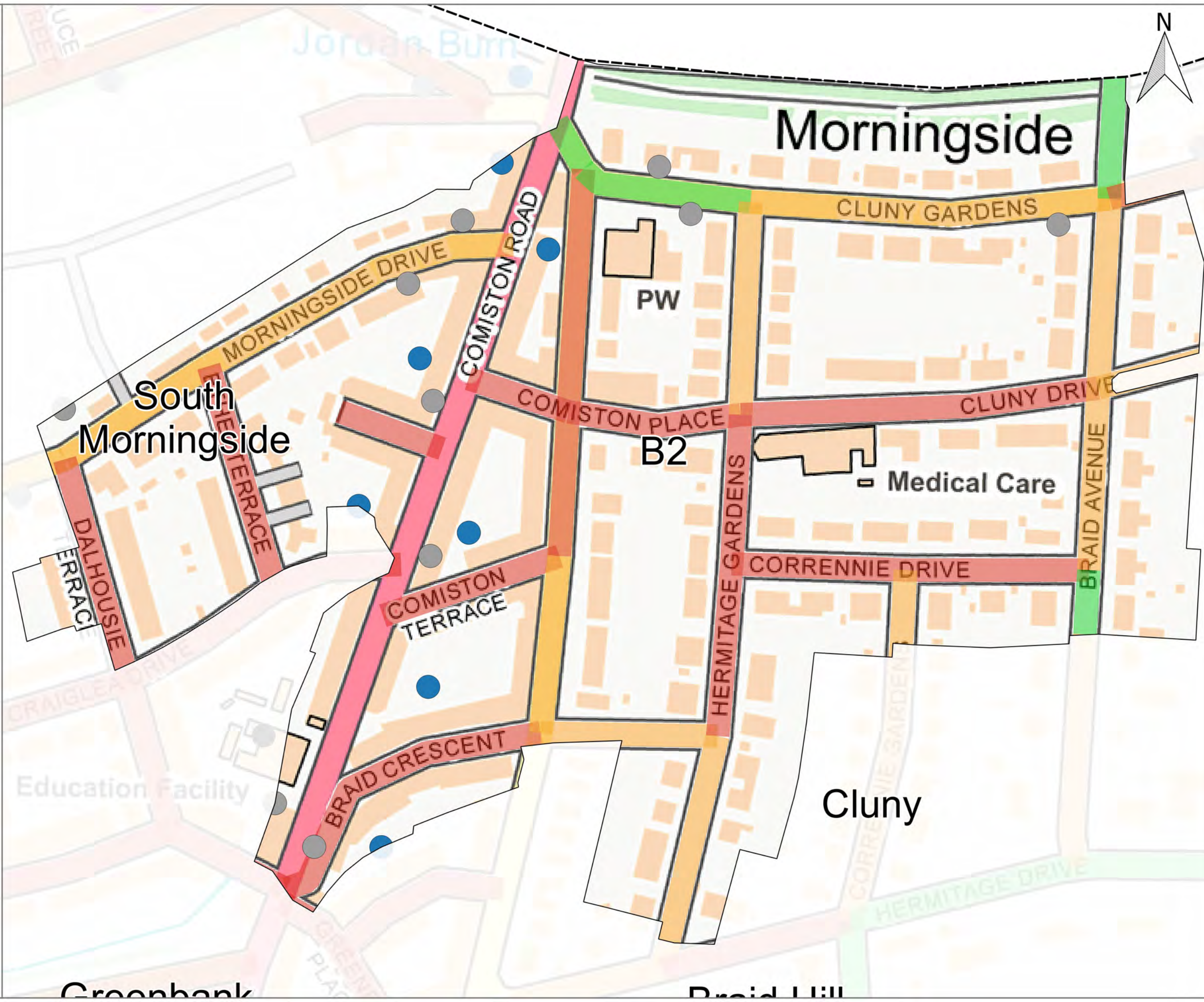


## Appendix C – B2 & B8 Heat Maps

Parking Pressure Survey  
B2 Area

- Level of Parking Pressure
- Low (<40% occupied)
  - Medium (40-75% occupied)
  - High (>75% occupied)

- Generators of Parking Pressure
- School
  - Public Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



## Parking Pressure Survey

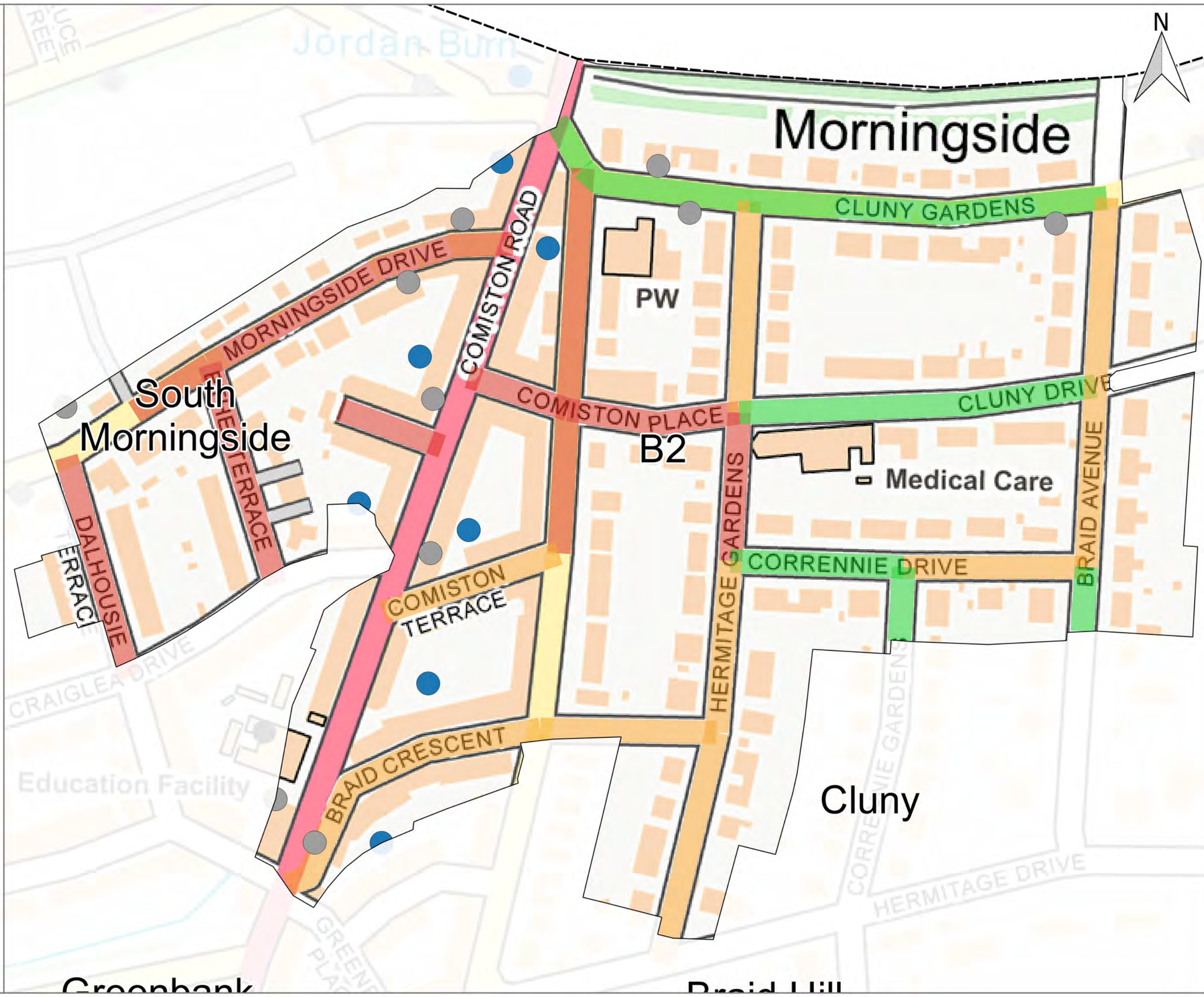
### Controlled Parking B2 Area

### Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

## Generators of Parking Pressure

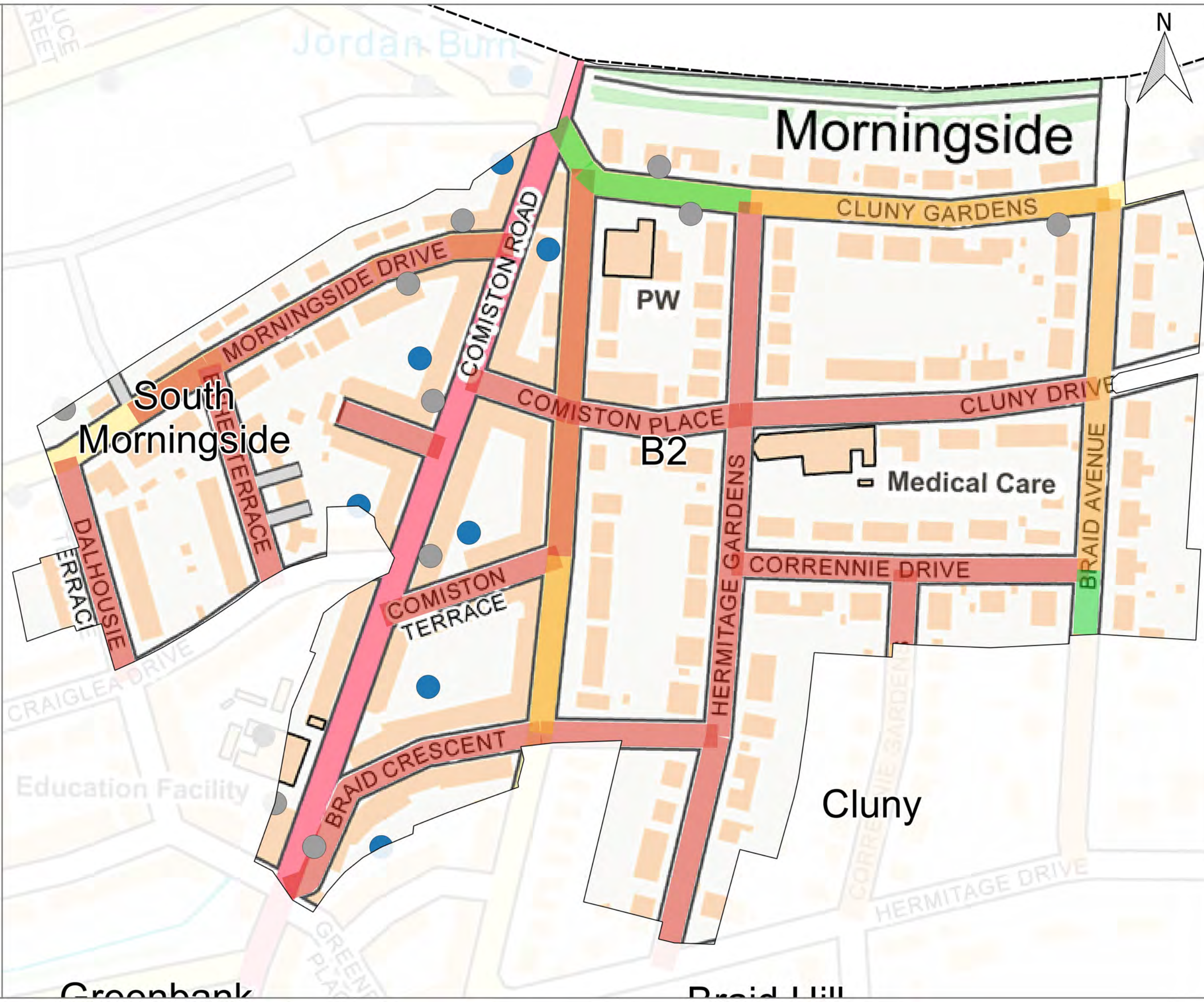
- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey  
Uncontrolled Parking B2 Area

- Level of Parking Pressure
- Low (<40% occupied)
  - Medium (40-75% occupied)
  - High (>75% occupied)

- Generators of Parking Pressure
- School
  - Public Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



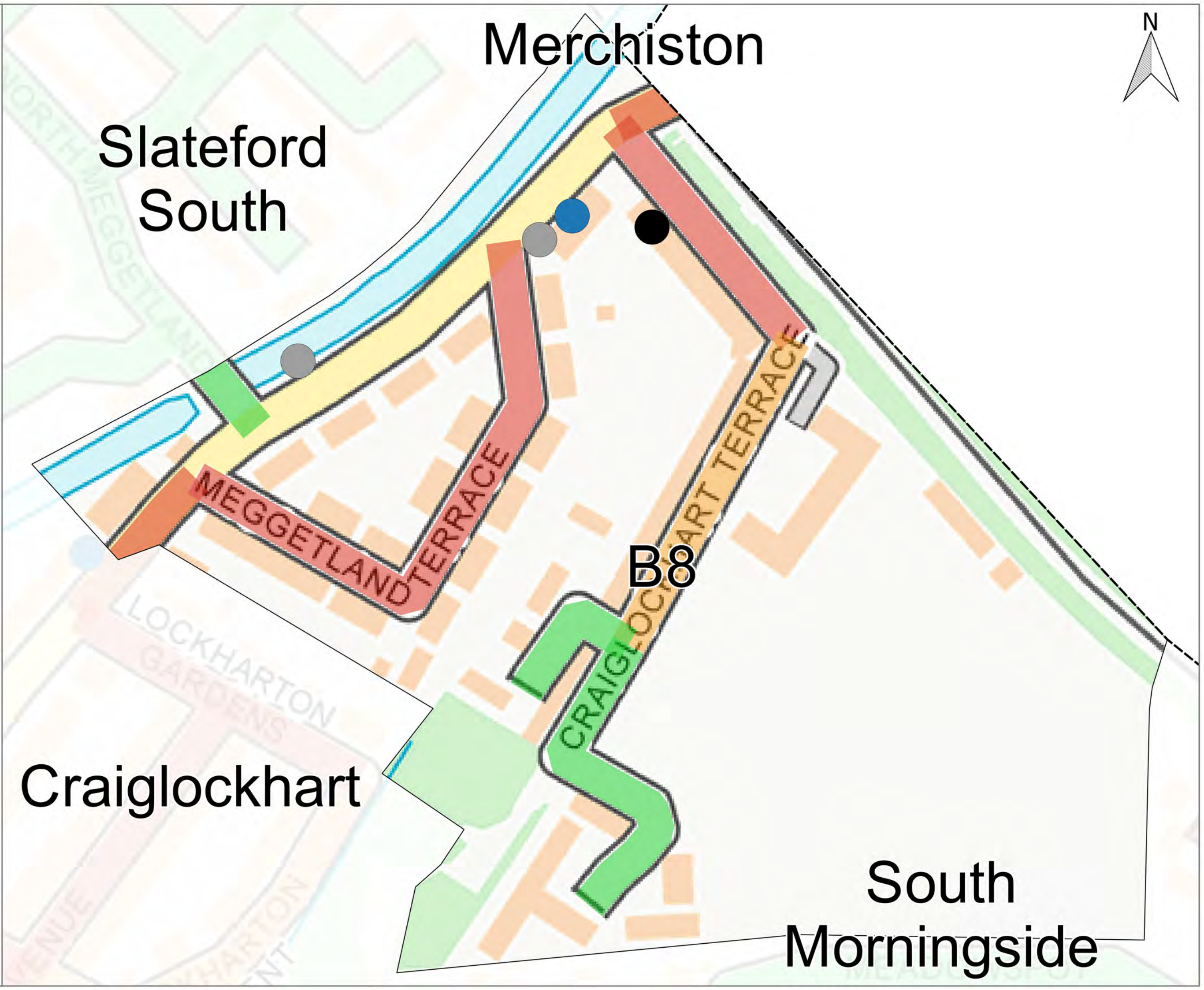
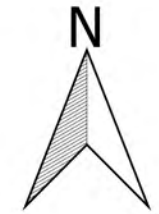
**Parking Pressure Survey**  
B8 Area

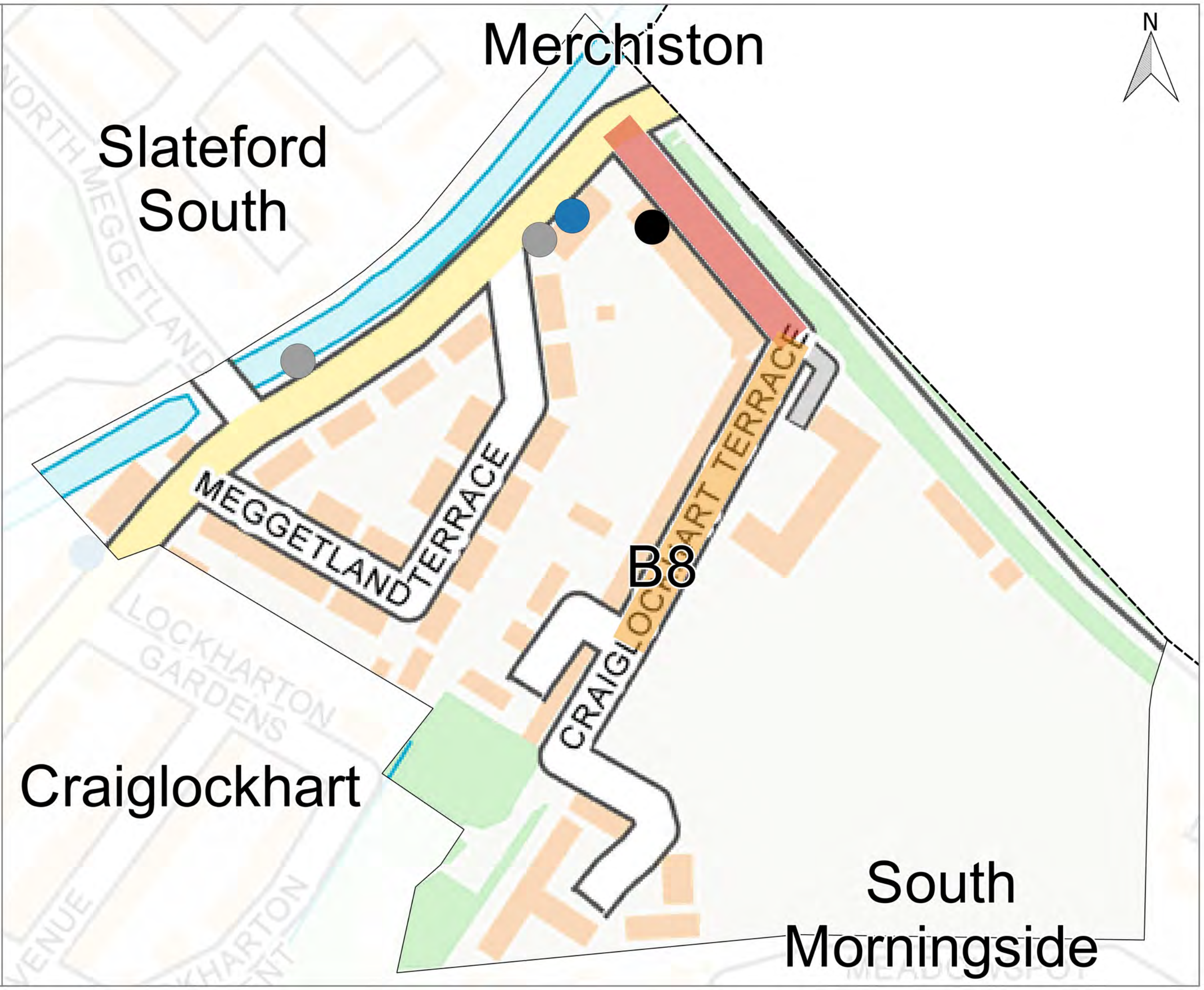
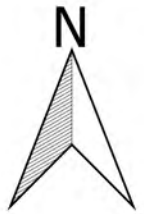
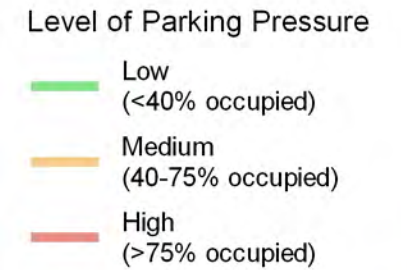
Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

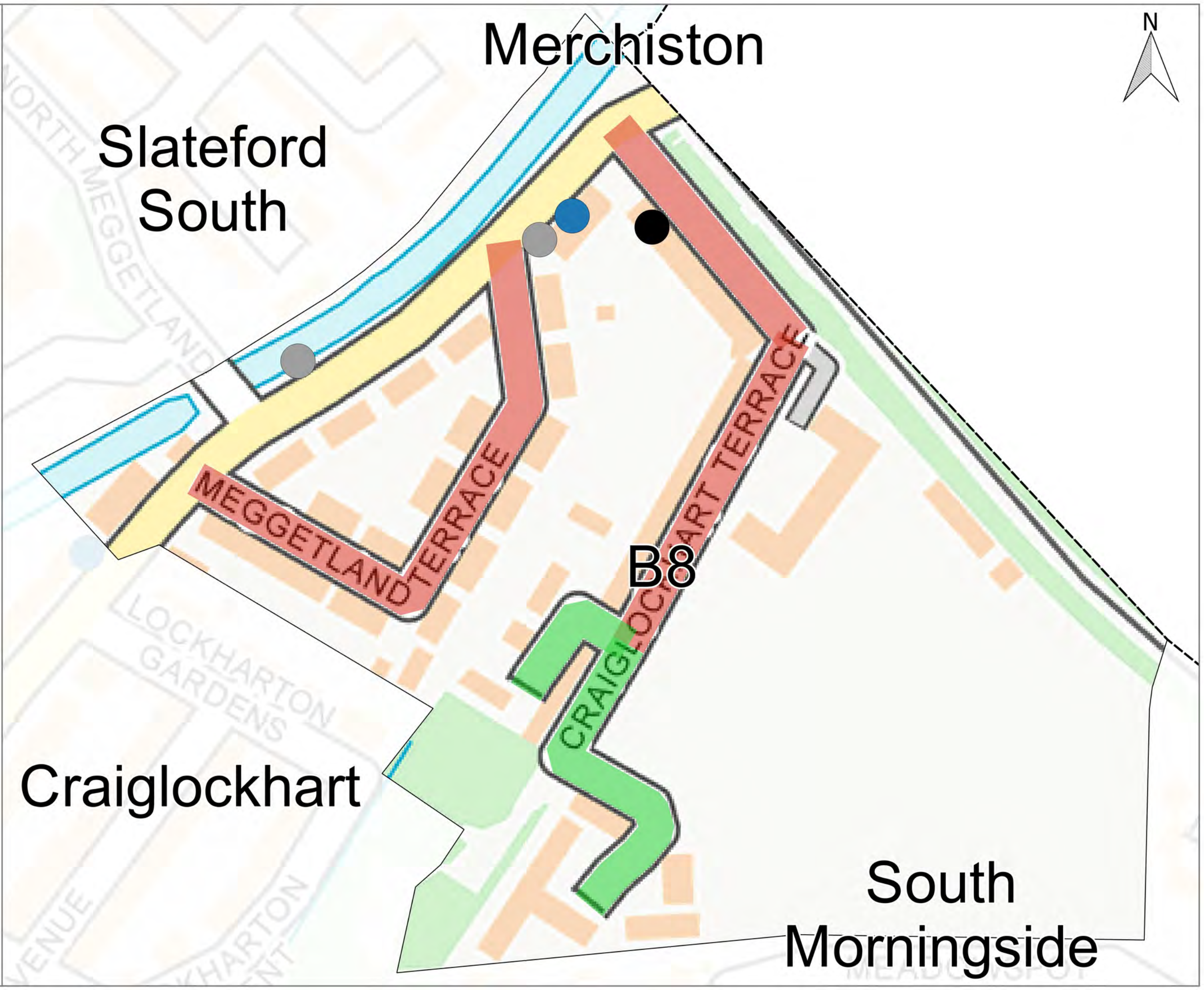
- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



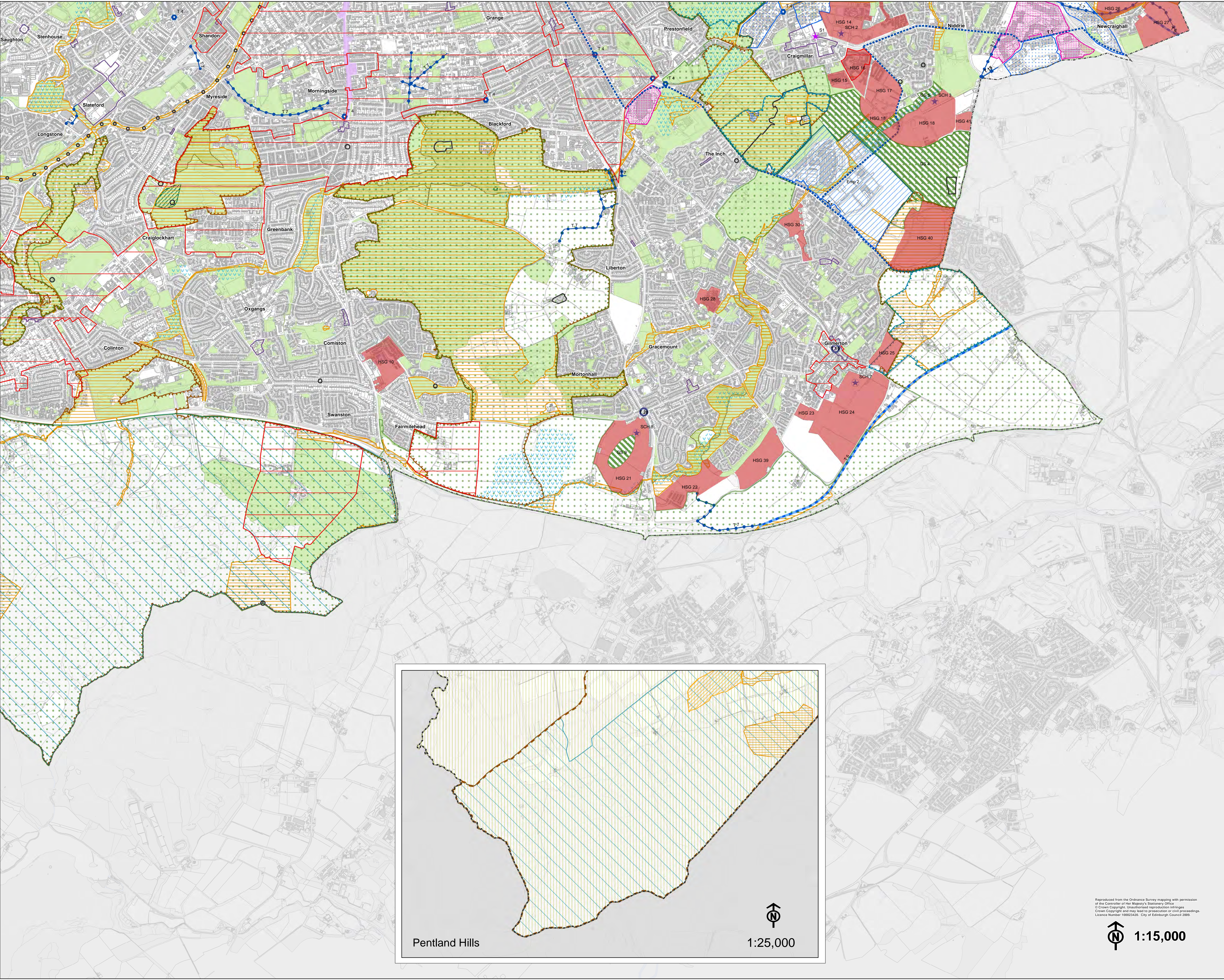


- Level of Parking Pressure
- Low (<40% occupied)
  - Medium (40-75% occupied)
  - High (>75% occupied)

- Generators of Parking Pressure
- School
  - Public Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



## Appendix D – CEC LDP Proposal Plans



South East



EDINBURGH LOCAL DEVELOPMENT PLAN  
**PROPOSALS MAP**  
ADOPTED NOVEMBER 2016

The City of Edinburgh Council Boundary  
General plan - wide policies

Del 1; Des 1-13; Env 2-4, Env 7-9, Env 12, Env 16; Env 18-22; Hou 1-7; Hou 9-10; Ret 1, Ret 6, Ret 8, Ret10-11; Tra 1-4, Tra 6, Tra 9-9, Tra 11; RS 1, RS 4, RS 6 - RS 7

Proposals Map designations and relevant policies and proposals in the Written Statement

	Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area	Emp 1, Emp 9-10, Hou 8, Ret 6, RS 3
	City Centre	Del 2, Emp 1, Ret 7, Tra 5
	City Centre Proposal	(CC1) Table 10 (CC2-4) Table 3, Table 10, Hou 1
	Edinburgh Waterfront	(EW 1a-c, EW 2a-d) Del 3, Hou 1, Ret 7 (EW 1d&e) Table 2, Del 3, Emp 8
	Edinburgh Park/South Gyle	Del 4, Emp 1
	World Heritage Site	Env 1
	Designated Conservation Area	Env 5, Env 6
	Scheduled Ancient Monument (including Union Canal)	Env 8
	Historic Garden / Designed Landscape - Inventory Site	Env 7
	Green Belt	Env 10
	Countryside Policy Area	Env 10
	Special Landscape Area	Env 11
	International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)	Env 13, Env 14
	Local Nature Conservation Site	Env 15
	Local Nature Reserve	Env 15
	Area of Importance for Flood Management	Env 21
	Open Space	Env 18, Env 19
	Greenspace Proposal (GS1-11)	Table 1
	Pentland Hills Regional Park	Env 17
	Housing Proposal (HSG 1 - HSG 41)	Tables 3 & 4, Hou 1
	School Proposal (SCH 4-5)	Table 5
	Indicative School Proposal(SCH 1-3, SCH 6-10)	Table 5
	Strategic Business Centre	Emp 1
	Business and Industry Area	Emp 8, RS 3
	Special Economic Area (Emp 2-8)	Table 2, Emp 2-8
	Safeguard for Potential Relocation of Royal Highland Centre	Emp 5
	Local Centre	Table 6, Ret 5, Ret 9, Emp 1
	Town Centre (including City Centre Retail Core)	Table 6, Ret 2, Ret 3, Ret 9, Emp 1
	Commercial Centre	Table 7, Ret 4
	Speciality Shopping Street	Ret 10
	Indicative Shopping Proposal(S1-S5)	Table 8, Ret 5, Ret 9
	Tram Route Safeguard with Proposed Stop	Table 9, Tra 7
	Existing Tram Route with Stops	Table 9, Tra 7
	Railway Safeguard	Table 9, Tra 7
	Station Safeguard	Table 9, Tra 7
	Roundabout / Junction Improvement	Table 9, Tra 10
	Road Safeguard / Improvement	Table 9, Tra 10
	Cycleway / Potential Public Transport Safeguard	Table 9, Tra 7, Tra 9
	Cycleway / Footpath Safeguard	Table 9, Tra 9
	Cycleway / Footpath Access Safeguard	Table 9, Tra 9
	Safeguard for Potential Additional Runway	Emp 4
	Airport Public Safety Zone	Tra 12
	Safeguarded Waste Management Facility	RS 2, RS 3, RS 4
	Minerals Site	RS 3, RS 5

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EDINBURGH LOCAL DEVELOPMENT PLAN

PROPOSALS MAP

ADOPTED

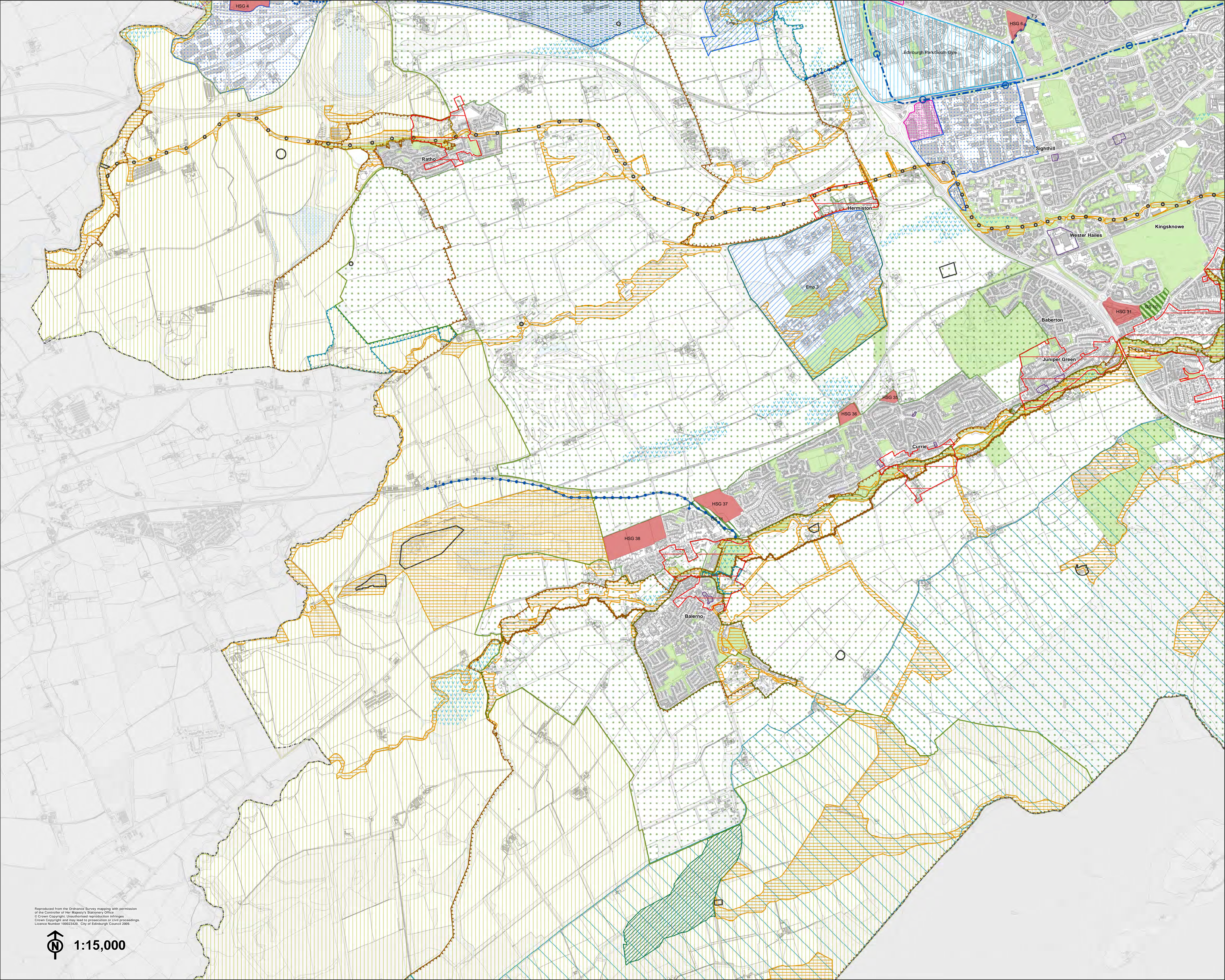
NOVEMBER 2016

The City of Edinburgh Council Boundary  
General plan - wide policies

Del 1: Des 1-13; Env 2-4,  
Env 7-9, Env 12, Env 16;  
Env 18-22; Hou 1-7; Hou 9-10;  
Ret 1, Ret 6, Ret 8, Ret10-11;  
Tra 1-4, Tra 6, Tra 8-9, Tra 11;  
RS 1, RS 4, RS 8-9, RS 17

Proposals Map designations and relevant policies and proposals in the Written Statement

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	City Centre		Del 2, Emp 1, Ret 7, Tra 5
	City Centre Proposal		Table 10 Table 3, Table 10, Hou 1
	Edinburgh Waterfront		Del 3, Hou 1, Ret 7 Table 2, Del 3, Emp 8
	Edinburgh Park/South Gyle		Del 4, Emp 1
	World Heritage Site		Env 1
	Designated Conservation Area		Env 5, Env 6
	Scheduled Ancient Monument (including Union Canal)		Env 8
	Historic Garden / Designed Landscape - Inventory Site		Env 7
	Green Belt		Env 10
	Countryside Policy Area		Env 10
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	International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)		Env 13, Env 14
	Local Nature Conservation Site		Env 15
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	Open Space		Env 18, Env 19
	Greenspace Proposal (GS1-11)		Table 1
	Pentland Hills Regional Park		Env 17
	Housing Proposal (HSG 1 - HSG 41)		Tables 3 & 4, Hou 1
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	Existing Tram Route with Stops		Table 9, Tra 7
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	Station Safeguard		Table 9, Tra 7
	Roundabout / Junction Improvement		Table 9, Tra 10
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	Cycleway/ Potential Public Transport Safeguard		Table 9, Tra 7, Tra 9
	Cycleway / Footpath Safeguard		Table 9, Tra 9
	Cycleway / Footpath Access Safeguard		Table 9, Tra 9
	Safeguard for Potential Additional Runway		Emp 4
	Airport Public Safety Zone		Tra 12
	Safeguarded Waste Management Facility		RS 2, RS 3, RS 4
	Minerals Site		RS 3, RS 5



## Appendix E – Area 2 Recommendations Map

Parking Pressure Survey  
Area 2, B2 & B8

- Recommend a CPZ
- Recommend a PPA
- No recommendation
- Further Monitoring

