**General questions or process questions**

**QUESTION FROM RESIDENT**

1)            Where can we see the map tiles of the final version of the restrictions, as they will be installed? Page 3 of the Strategic Review of Parking website shows maps, but it’s not clear if these are the final version, as they will be installed?

**ANSWER FROM CEC**: The “map tiles” are the traffic order, so the restrictions on the map are the legal record of what has completed the legal process. However, we are aware that there will be changes required, as circumstances will have changed since the designs were drawn up.

The review element of implementation, where we check what is in the Order against what it is possible to actually mark on-street, is ongoing as work continues, so it could be some time before we have a full idea of what needs to change. This isn’t uncommon for a scheme of this size, especially where on-street situations might have changed during the life of the legal process.

Our contractor is working from the same set of map tiles that are currently on our website. A record of any changes that have to be made for the restrictions to be accommodated is being kept. We will use those changes to amend the Order, at which point we will have an Order that reflects the “as built” situation.

You can find the maps at [TRO/21/03B – Strategic Review of Parking - Phase one – The City of Edinburgh Council](https://www.edinburgh.gov.uk/downloads/download/15335/tro2103b-%E2%80%93-strategic-review-of-parking---phase-one)

**COMMENT FOLLOWING DISCUSSION**

TROs are map based, and are a legal record. If changes are made in implementation, the TRO maps need to be updated.

2)            Where can we see a detailed list of all the comments received during the consultation and the council’s response to each one? In many cases it looks like the council has ignored comments submitted during the consultation, and I’d like to know why? If it’s not possible to see each comment and response, is it possible to see common themes and the council’s response to these?

Answer: All objections received were considered and the detail of those were included in the [report to the Transport and Environment Committee](https://democracy.edinburgh.gov.uk/documents/s47964/7.5%20-%20Strategic%20Review%20of%20Parking.pdf) at the reconvened meeting on 1 September 2022. The range of grounds for objection, which were sorted by theme and/or issue, and the Council’s answers to those, are contained within the report.

Where suggestions were made, and it was legally possible to accommodate those changes, this was also generally addressed within that report, although not every change was detailed. A number of high-profile issues were detailed, where there had been significant interest, with some of those resulting in changes being made to the final designs.

Note: Within the legal process it is possible to make changes that reduce the severity of the proposal e.g., like changing a double yellow line to a single yellow line, but we can’t make a change that has a more restrictive effect e.g., change a single yellow line to a double yellow line.

3)            When will the controls come into force?

Answer: The legal Order has been completed, which means that we can fully bring the restrictions into effect as soon as it is possible to do so. To do that, and to be able to enforce parking places and single yellow lines, we do need to complete work across the entirety of each zone.

This is because we need to ensure that all the required road markings and all of the associated signing is in place, including time-plates and entry signs where applicable.

For any restriction that doesn’t rely on signs, such as double yellow lines, enforcement action may be taken if Parking Attendants identify vehicles that are parked in contravention.

**COMMENT FOLLOWING DISCUSSION**

The minute double yellow lines are painted on the street, they are ‘live’ and Parking Wardens can give you a ticket for parking on them. Other arrangements (e.g., parking bays) are not ‘live’ until the signs have been put up, which will be happening over the next few weeks. Trying to use existing walls and railings etc., rather than installing lots of new ‘poles’ for signs, to avoid adding ‘street clutter’.

The date for complete implementation if the CPZ is not definite, and is in line with progress on the tram. Basically ‘early summer’

4)            What communication with residents will there be before the controls come into force? Specifically, will I receive a letter giving me sufficient warning to allow me to get a permit?

Answer: The leaflet that we distributed, as well as the [Council’s website](https://www.edinburgh.gov.uk/parking/strategic-parking-review-1/2), explain that we will be in further contact regarding the restrictions coming into effect. We will give as much notice of the new zones coming into effect as possible, allowing residents enough time to apply for permits. That will be done through a further leaflet drop, but it is worth checking the website [Strategic parking review – The City of Edinburgh Council](https://www.edinburgh.gov.uk/parking/strategic-parking-review-1) for updates, as this is where information is likely to appear first.

**COMMENT FOLLOWING DISCUSSION** Residents will get a leaflet in May 2023 with further information.

5)            Zones N7 and N8 don’t appear to be listed on the council’s list of residents’ parking permit charges on the council website. Why not? When will they be listed? What will the price of a permit be in zones N7 and N8?

Answer: The permits are not yet “live”. The Order is complete, but we will only update the website with Zone information at the point where it becomes possible to obtain permits.

That will include details of the applicable charges, although the charges in the new zones will be the same as those that apply in [Zones N1 to N5 and in S1 to S4](https://www.edinburgh.gov.uk/downloads/file/30717/central-peripheral-and-extended-residents-parking-permit-prices-4-april-2022).

**COMMENT FOLLOWING DISCUSSION**

Gavin Brown committed to telling the Community Council when the application for permits process goes live online, so that LLCC can inform residents, who may not be able to spend their time checking the website for news of this. The first permit for a car in a household will cost £104, a second one (maximum allowed) will be £130. (Different rates for bigger vehicles), see website or attached slides.

6)            Why are you introducing these changes? There is no problem with parking in my area.

Answer: There is significant information on this question on the website [Strategic parking review – The City of Edinburgh Council](https://www.edinburgh.gov.uk/parking/strategic-parking-review-1) and in the various reports that have been taken to Committee.

We began a review in response to communities across the city asking us to tackle parking problems. Residents in some areas told us that the lack of parking controls makes it difficult for them and their visitors to park near their homes.

We agreed that a review of parking pressures should look at parking across the whole city. By taking a holistic approach we could compare results for every area and make recommendations based on where the evidence suggested there was the greatest pressure on parking.

Whilst it is acknowledged that not every street, or every part of an area, will have parking issues, Phase 1 covers some of the areas of the city where parking pressures were, on average, very high and there are many streets and areas where parking problems are acute and have significant impact on residents and businesses.

While a street-by-street approach is often suggested, an area-based approach pre-empts parking migration and ensures that parking problems do not move from one street to the next.

Commuters will find uncontrolled parking very quickly, which is one of the reasons why we also have a monitoring strategy in place to identify those areas where migration occurs. However, reacting to that migration may not happen quickly as the design and legal processes take time to complete.

7)            What consultation was carried out prior to this work starting? Where can I read the consultation reports?

Answer: All of that information is on our website [Strategic parking review – The City of Edinburgh Council](https://www.edinburgh.gov.uk/parking/strategic-parking-review-1), with links to all of the reports, starting with the initiation of the Review and culminating in the decision to proceed with the introduction of the new Zones.

**COMMENT FOLLOWING DISCUSSION**

LLCC made the point that ordinary people do not – and many, who are digitally excluded, cannot – spend all their time searching through the council website, following up different lengthy reports etc. Even if people can find the relevant section, the maps and/or wording are often not entirely clear. Communication needs to be improved. Council could use the Community Councils to help with this, rather than avoiding speaking to them, which seems to have been happening in this case over recent months.

8)            Some of the map tiles I have seen do not appear to have been updated with the results of the tram work. What coordination happened between the CPZ team and tram team? For example, some sections immediately adjacent to the tram line only have restrictions until 5.30pm, whereas any parking at that location is likely to stop tram operations?

Answer: The Tram Order is not currently reflected on the map tiles, as all of the Tram restrictions sit within a separate written Order. However, the Tram Order will override/replace/revoke any existing restrictions with the updated restrictions/hours of operation. This has been allowed for within the legal process for Tram.

We have been working with Tram throughout the process to make sure that the two schemes didn’t conflict, and we are continuing to work with them with the aim of consolidating the Tram Order into our mapping system. The two schemes knit together and there are no legal issues.

**COMMENT FOLLOWING DISCUSSION**

Basically, the work of integrating the Tram works with the CPZ plans into a single map has not yet been done.

9)            Are these changes consistent with the proposed cycle lane along Lindsay Road, Commercial Street, Baltic Street etc as part of Leith Connections phase 3? Will the whole thing need to be ripped up if that project is approved? What coordination happened between the CPZ team and Leith connections team?

Answer: Council officers from the Parking and Active Travel teams meet regularly to specifically discuss Leith Connections.

Leith Connections Phase 3 is still at design/review stage and the ongoing discussions with the project team confirm that there is no conflict with CPZ work. There will need to be changes made to the “live” Order as it stands and there are no legal impediments to making future changes to enable Leith Connections Phase 3.

**COMMENT FOLLOWING DISCUSSION**

Apparently, yes, if necessary, recent work on pavements and parking bays etc. will be ripped up again and redone. Has there actually been adequate coordination to date, re things like bin hubs and cycle storage installations?

10)          What are the hours of operation of the new restrictions?

Answer: The restrictions will operate as originally proposed, Monday to Friday 08:30 to 17:30 hours.

**COMMENT FOLLOWING DISCUSSION**

These hours could be extended in the future, if necessary. (But not reduced?)

11)          If people act as paid or unpaid carers for somebody living in the new zone, how do they go about getting a permit? Is there a charge for carers to get a permit and if so, what is it?

Answer: While there is currently no permit offered for carers, the Council is consulting on proposals to introduce Carers’ permits <https://www.edinburgh.gov.uk/essentialuserparkingpermit>

Until a decision is made on this matter, there are other options available, such as Visitor Permits, as well as the ability to pay-and-display.

**COMMENT FOLLOWING DISCUSSION**

This is an extremely important concern. Very important to fill in this consultation online. UPDATE – consultation extended to 30th April 2023. Currently GPS and essential NHS workers get parking permits (£10 per year) but social carers (paid & unpaid) do not. Disabled residents (defined how? Blue Badge holders? But what about people who don’t drive and don’t own a car?) can get extra Visitor Permits at half price.

12)          What does the council intend to do to publicise the details of the new zone to residents and visitors, to ensure everyone is aware when it goes live?

Answer: There will be further leaflet drops to all affected areas well in advance of the “go live” date, giving residents and businesses advance warning of the new restrictions coming into effect.

We will also use our website to provide relevant updates as well as utilising social media and relaying information to Ward Councillors and Community Councils, so that we can reach as many people as possible. We will also look at on-street options, providing information on zone entry signs and in prominent locations within the new zones.

13)          If changes are needed to the scheme as installed, for example because parking bays are causing an obstruction, or if unrestricted roads in the area suffer from uncontrolled parking, what is the process and timetable for remedying this? What review processes are in place to ensure these issues are picked up and acted upon?

Answer: Bays causing obstruction - No parking bays should be introduced that are causing obstructions, or which impact access to property. Any such issues are being identified as part of the implementation works and will result in amendments being made to what is provided on-street. That will need to be followed up by a change to the traffic order to reflect what has been changed which will happen in the background.

Unrestricted streets within CPZ - CPZ Status requires that all roads be subject to parking controls, but only adopted roads have been included in the current traffic order. There will be instances where there are private roads, or roads that have recently been constructed which have not yet been adopted by the Council.

If there are resulting issues in such instances, then we would urge residents to contact us to discuss what options might be available. That could involve being added to the CPZ, but this would require a further traffic order which will take significant time.

Unrestricted streets outwith CPZ – as detailed in all of the reports available online, and on our website, we have a monitoring strategy for areas adjacent to the CPZ, with surveys already underway. The results of that monitoring will be collated (before, during and after surveys) and reported to Committee.

Many of the adjacent areas are in Phase 2, which is currently on hold, which will have an impact on the timescales for being able to deliver any mitigatory measures. **It is unlikely that any action could be taken within 18 months of Phase 1 going “Live”.**

**COMMENT FOLLOWING DISCUSSION**

This strategy is too long term and open ended… We would like much better reassurance about thorough and effective monitoring especially around the boundaries of the CPZ, plus a remedial strategy able to be implemented quickly, if necessary. Half of the LLCC area is within the CPZ and half is just outside it. If the residents outside the CPZ are negatively impacted, it is likely to be more or less immediately, not gradually, and then action will be needed quickly to deal with the problems created.

**Queries related to specific streets / locations:**

14)            Why is there pay-and-display parking at Salamander Street next to the junction with Salamander Place? This is the narrowest part of the street and likely to lead to problems. It should be double yellows.

Answer: This issue is one that has been raised internally as part of our own review of the restrictions. The result of that review has been to confirm that these bays will not be marked on-street.

15)            There should be a loading bay outside the convenience store on Salamander Place, why is this not included?

Answer: The traffic order allows for 30 minutes of loading/unloading to take place from any single or double yellow line, provided there are no loading prohibitions in place.

The Order also allows for 30 minutes of loading/unloading to take place, without charge, from any permit holder parking place or any shared-use parking place. This approach allows a balance to be made between specific loading provision that might only be required for very short periods against the need to provide parking for residents and visitors. Revisions will be considered, but permit demand must be understood before making any changes.

**COMMENT FOLLOWING DISCUSSION**

Wait and see how this goes?

16)            What is the council doing to address parking pressure around the Links on match days and other days when events happen? Why are the restrictions not 7-days?

Answer: Parking issues linked to major sporting events are being separately considered by the Stadiums Review. This looks at the larger sporting venues, rather than playing fields and smaller venues.

The controls are designed to address specific commuter parking pressures and concentrate on weekday parking pressures. The chosen hours of control were based on responses to a questionnaire, with responses indicating a preference for Monday to Friday controls.

With zones working during set hours across the zone, any amendments or adjustments to operational hours or days would need to be considered in that wider context, and not all areas would require or be supportive of longer hours or additional days of control.

**COMMENT FOLLOWING DISCUSSION**

This team is not looking at this particular issue. Hibs match days are nearly always Saturdays. This team is mainly looking at commuter issues, on weekdays.

17)            What are the proposals within the new Ropeworks development?

Answer: The new restrictions are shown in full on our website. Every publicly maintained road within the areas covered by the new zones will be subject to restrictions. If there are new developments where roads have been recently adopted, then those will have to be added to the Order at a later date.

**COMMENT FOLLOWING DISCUSSION**

Unclear.

18)            On Mill Lane there is a short section of residents parking shown. This is visitor parking for the former Leith Hospital, and should not be covered by restrictions.

Answer: Records indicate that this area is part of the adopted road. As such, it has been included in the traffic order.

**COMMENT FOLLOWING DISCUSSION**

Queried.

19)             Salamander Street on the south side appears to show parking restrictions, but this is where phase 3 of Leith connections intends to put the cycle lane?

Answer: It is our understanding from regular discussions with the team leading on Leith Connections that Phase 3 design work is continuing. We know that elements of the CPZ will be impacted by Leith Connections and that their proposals will require changes which will form part of future Orders. At this stage, the outcome of future legal processes cannot be pre-empted, but we will continue to work with the Leith Connections team to ensure that both projects complement each other as far as is possible. See also the other response related to Salamander Street.

**COMMENT FOLLOWING DISCUSSION**

Sounds like, Yes, new pavements and parking bays etc. will all get ripped up again if the Leith Connections Phase 3 gets the go-ahead. And that would mean further loss of many more parking spaces.

20)            What are the details on Portland Street? Will the end-on-parking be retained or not? If this is to be unrestricted, how will the council respond to parking problems as they arise?

Answer: The end-on parking on the north-east side of Portland Street does not form part of the current traffic order. Those spaces are currently maintained by the Housing Operations section of the Council. We are looking at instances like this in conjunction with colleagues in Housing Operations and hope to have further information in the near future.

**COMMENT FOLLOWING DISCUSSION**

Current end-on parking arrangements may well be affected in the future.

21) How and when will local residents receive information about all this? Why have we not been kept informed as the plans were being developed? There seems to have been no community engagement whatsoever about all this!

Answer: Initial consultation was carried out in 2019 on the draft proposals, with leaflet drops, drop-in sessions and online consultation tools.

The full designs were available to view, with the ability to leave comments on specific or general aspects of the scheme.

The results of that process were reported to Committee, and authority sought to move to the legal process.

Subsequent leaflet drops took place during the legal process, allowing anyone interested in the proposals to put forward their objections. That legal process concluded on 1 February 2023, with Committee having taken the decision, in September 2022, to proceed to implement the new zones.

A leaflet drop was undertaken prior to work starting, which contained information about the project and contained links to the website set up for this project. We will be updating that site regularly as work progresses, providing further information to residents, businesses and anyone interested in the new controls.

**COMMENT FOLLOWING DISCUSSION**

The leaflet was not informative. Not everybody has easy access to the website, nor time to spend combing through it. Navigation is difficult and it is hard to find the information needed and to understand the jargon used. Not user-friendly at all. Communication needs to be improved

22) How do we know if we need a permit or not? How much will the permits be? How / where/ when do we apply? Can we get permits for visitors and guests?

Answer: Information relating to available permits, prices and eligibility can be found on the Council website.

All of the provisions of the existing zones will apply to the new zones, so all permit types will apply, enabling residents access to resident and visitor permits, plus businesses will have access to business, retail and trades permits. We have also introduced a garage services permit that recognises the needs of businesses operating in this area.

Anyone resident within the new zones, who owns a vehicle and who wishes to leave that vehicle on-street during the hours of control, will be entitled to apply for a permit for that vehicle. There are restrictions on permit issue, such as one per person, two per household, as well as restrictions that apply to the type of vehicle that permits will be issued for. More information is on the website.

**COMMENT FOLLOWING DISCUSSION**

Again- simply referring people to the website is not an adequate response. Not everybody has easy access to the website, nor time to spend combing through it. Links need to be easier to access. Full information about permits for this area does not seem to be available online yet.

23) Why can’t we have parking control only at times that will stop commuters parking all day (like they have at the Grange)? Why does it have to be so all encompassing?

Answer: Priority Parking Areas (PPAs) only work in certain areas, primarily those where commuter parking is the predominant form of non-residential parking and where the level of parking demand is generally lower.

In busy areas where there are a range of other demands, such as in the vicinity of local shops and businesses, PPAs would not work.

PPAs work for short periods during the day and, in areas of higher demand, it is possible that those times could easily be avoided.

PPAs also only apply to part of the available space, which means that non-residents can occupy the remaining space. In preparing the proposals PPAs were considered, but they would not have provided sufficient management of space to have been a viable solution in the areas which form part of Phase 1 of the Strategic Review of Parking.

**COMMENT FOLLOWING DISCUSSION**

Sounds like ‘Council knows best’.

24) My family often come up from England to visit me, and stay a couple of days. Can I get a Visitor permit for them?

Answer: Yes, all residents of the CPZ will be able to obtain Visitor Permits for this type of situation. More information is on the website at [www.edinburgh.gov.uk/parking](http://www.edinburgh.gov.uk/parking).

25) I have an AirBNB in the area. How will my guests be able to park?

Answer: Visitors would need to make use of pay-and-display parking. If an AirBNB is not a primary residence, then it wouldn’t be possible to obtain Visitor Permits.

**More Specific Questions**

26) Elderly and disabled people who live in a PoLHA block at 133 Constitution Street are ‘marooned’ in their homes as there are no spaces for parking or loading / unloading bays near their door, for taxis and relatives to pick them up and drop off. (Not to mention ambulances etc.)  What can be done to help them?

Answer from the Tram Team: A great deal of time was spent consulting with the community and stakeholders when developing designs to take the needs of different groups into account. This included POLHA and emergency services. While Constitution Street between the Foot of the Walk to Coatfield Lane will be tram-only, we have made sure that there is still parking available nearby. There’s also parking and loading available on Coatfield Lane and a drop-off point at Wellington Place for residents.

**COMMENT FOLLOWING DISCUSSION**

Does this actually answer the question? Walking to Coatfield Lane is too far for some residents, and not clear how accessible Wellington Place is either. Local people remember from the early days of the Tram consultations

an oral promise from the Tram Team to provide a pick up / drop off zone outside the building, but this was apparently ‘forgotten’ or dropped in later stages of the design, without notifying residents.

27) I’d like to know if the CPZ people have liaised with Lothian Buses? There are ongoing discussions about the route of the 34 bus and the location of permanent bus stops (Constitution Street/ Links Place / Links Gardens / Salamander Place), and I am concerned that road markings for the CPZ will not be coordinated with the new plans for the bus stops.

Answer: Our proposals don’t affect Constitution Street, as that is part of the Tram route. We are aware of ongoing discussions regards bus routes in this area. Any changes to the currently used routes would be accommodated in consultation with Lothian Buses and the Council’s Public Transport team. There is provision within the restrictions for bus stops and amendments would be made to accommodate any changes.

**COMMENT FOLLOWING DISCUSSION**

But yellow lines are being painted now, before LB have decided finally on the route the 34 bus will take and where permanent bus stops need to be located.

28) Police officers - Given the representations made to the consultation by a number of police officers about the impact on them, is there no way the Council can provide them with permits in conjunction with their employer?   A sort of essential worker with ‘anti social working hours’ permit?  Many start and finish work at times there is no or very limited public transport and may live quite a way from the Leith station where the Police vehicles are parked.   Was this issue even considered?

Answer: There are no permits offered by the Council that would support the use of a private vehicle as a means of commuting to a place of work within the Controlled Parking Zones.

**COMMENT FOLLOWING DISCUSSION**

Police Scotland were not consulted. If they have problems, they should get in touch directly to discuss, and possibly some arrangement could be considered (this happened at Fettes). Police officers are currently not considered to be ‘essential workers’ but the door might be open for conversations to be had about this issue.

29) I’d like to know if the council will repaint all lines /add new lines on Tower St. It’s devoid of ANY road markings. Also, George Brown & sons park big vans in 2 disabled spaces on Tower St alongside the Malmaison - and this must stop.

Answer: All existing yellow line markings within the new zones will be remarked if they are currently in a state that would prevent enforcement. The new restrictions will involve additional enforcement, which will mean that any vehicles parked in contravention of the new restrictions will be liable to receive a Penalty Charge Notice.

29) If I have a permit for my own home address (Links Gardens), will I also be able to park near my work if I need to at times (Commercial Street)?

Answer: A permit allows the vehicle to which the permit has been issued the opportunity to park in any permit or shared-use parking place within said zone. There will be exceptions, i.e., in Permit Parking Areas (like Hawthornbank Place, for example) where a specific permit will be required to park in that street. However, such instances will be clearly signed.

 30) I don’t really understand the zones – both North Leith and Leith seem to be numbered N8 – are they covered by the same permit?   With a permit for Links Gardens, will I be able to park in the North Leith zone, eg, away along at Newhaven?

Answer: Yes, N8 covers that entire area, so permits are valid across the zone.

31) We need a more nuanced scheme. Most of the time, there is no problem parking around here. On days when the Hibs are playing at Easter Road, there is a HUGE parking problem all around the Leith Links area.

Answer: As per previous answers, the reasoning behind the controls is set out within the Committee reports accessible from our website. It is acknowledged that some streets are not busy now, but the scheme is designed to pre-empt migration of parking and mitigate its impact. The scheme also recognises the potential for Tram to draw parking into some areas where there are no controls to prevent it. Again, as per answers above, a separate Stadiums Review is looking at match-day parking issues.

**COMMENT FOLLOWING DISCUSSION**

What is the timescale of this Stadiums Review?   
Will monitoring of the area be carried out on match days?

**Monitoring**

**Within the CPZ**

32) What monitoring will be done to see if / how the design is working?

Answer: We will welcome feedback from residents and businesses on the new controls, and we will be assessing permit uptake on an area-by-area basis to gauge demand. This will be the main focus of post-implementation monitoring, ensuring that there is enough space for permit holders.

We will also conduct a post-implementation survey, as understanding the views of residents and businesses will be an important indicator of the success of the new controls.

**COMMENT FOLLOWING DISCUSSION**

How should residents give feedback?

What happens if there are simply not enough spaces for permit holders?

Timescales for monitoring?

**Outside the CPZ / Displacement parking**

33) I’d like to know what the arrangements are going to be for monitoring in the adjacent areas and how long the monitoring period will go on for.   Will there be a baseline established to monitor against?   If that is done during school holidays it will show a significantly lower number of cars parked in Duncan and Wellington Place and Links Place.

Answer: We have a baseline survey from 2018, but those surveys have already been repeated in areas adjacent to the new zones so that we have an updated baseline in advance of the works.

Those surveys will be repeated part way through implementation and again after the new zones go live, allowing us to gauge what changes have taken place since work began.

Surveys will not be undertaken during school holidays. The Strategic Review of Parking is an ongoing process, with plans in place to monitor parking at regular intervals. If the monitoring surveys indicate that there has been parking migration, then further decisions will be required in terms of whether additional monitoring is required, or whether we need to look at taking appropriate action to mitigate impacts.

Many of the adjacent areas are within Phase 2 of the Review, and while Phase 2 is on hold pending monitoring results, there is a commitment to report monitoring data to Committee as soon as it is possible to do so.

**COMMENT FOLLOWING DISCUSSION**

More information about the ‘updated baseline’ please? Timescales of monitoring?

34) Having seen the painting for ‘Permit Holders only’ has just gone in on Links Gardens and assume the double (?) yellows will go in next I would expect to see immediate displacement effects to other areas.    In the absence of signage to show the controls do not apply as yet people will avoid risking a parking fine.     Can I therefore ask the CPZ speakers to tell us more about how they will actually monitor displacement from now- not just when the controls actually come in which looks to be likely in six months time?    For example, are they setting up monitoring points/positions and doing parked vehicle counts at specific times/days of the week?    Do they have people living in certain streets to report in to them?   How will ‘monitoring’ actually work and when will it start?

Answer: See answer above.

**COMMENT FOLLOWING DISCUSSION**

Local residents are best placed to report on an ongoing basis and how to implement those local ‘eyes on the ground’ should be considered and included as part of the monitoring strategy.

35) I live just outside the CPZ, and am anticipating a huge problem of displaced parking in my street and immediately surrounding streets. What ‘monitoring’ will be done exactly? When will it start? How will the level of displaced parking be measured and recorded?

Answer: Every street is visited and an assessment made of the total capacity of the street, then the surveys consider occupancy rates compared to capacity. As stated above, monitoring has already started, and we will be comparing occupancy rates before, during and after implementation.

**COMMENT FOLLOWING DISCUSSION**

Again, local residents are best placed to report on an ongoing basis and that should be included as part of the monitoring strategy. Streets could be photographed every day, number of vacant spaces counted, number of occasions when residents cannot park in their own street etc.

**Questions and answers**

Some of the questions and answers provided by officers have been published on my website:<https://chasbooth1.wordpress.com/2023/03/27/controlled-parking-zone-extension-leith/>[](https://chasbooth1.wordpress.com/2023/03/27/controlled-parking-zone-extension-leith/)

Re Mill Lane and electric car charging points: If a car is charging on this street do, they ALSO have to pay parking fees on top of charging fees?

No. But a non-electric car parked in a charging point space (NOT charging), will be issued with a parking ticket.

Re number of parking spaces: Residents around Pilrig, Dryden Gait have experience of having lost about 33% of parking spaces. There are just not enough parking spaces for residents even though they have paid for permits. So how can you “accommodate” permit holders as you promise, if there are just not enough spaces?

There should be spaces somewhere else within the same parking zone, although not in the same street. But this could be a long way away! Recognised as an emotive issue…

Re Bathfield: Same problem – there are nothing like enough parking spaces for the residents in this street, which has been double yellow lined – simply nowhere to park, residents very upset and causing ‘parking wars’ between neighbours. We think the street is easily wide enough for on street bays.

Will send out officers to investigate this street. Same problems on North Hillhousefield, North Fort Street, Lindsay Road.

Re businesses: Can businesses (e.g., offices, retail) get permits for employees and customers to park nearby?

No. Only if a vehicle is actually registered to the business - they can get a Trade permit. Employees and customers have to use Pay and Display. I may lose my employees who cannot afford to pay for parking but need to use their cars to get to work, for family reasons and because of where they live / lack of suitable public transport.

Re displaced parking: Can you please communicate with residents in Burns Street, Primrose Street, Hermitage Park Grove (unadopted streets) where people park in front of garages etc.

Yes, happy to communicate about this.

Also, people in West Leith want more information about monitoring of displaced parking and how fast things are moving towards possible Phase 2 – please communicate.

This website lists all adopted streets. <https://www.edinburgh.gov.uk/roads-pavements/statutory-list-public-roads?documentId=13044&amp;categoryId=20089>

Re revenue from parking in Leith: How much money is likely to be made from introducing CPZ? And can we be sure revenue from Leith is used to improve roads and travel **in Leith,** e.g., much needed pavement repairs?

About £2million per year will come to Council from CPZ income (unclear if this is overall, or just from Leith??)

Re permits for carers: This is a very urgent issue as it will badly affect many households. Carers will not be able to afford Pay and Display, or may not be able to find spaces. Disabled people will suffer. This needs a clear solution quickly. Is it not indirect disability discrimination under the Equality Act 2010 Scotland to penalise disabled / ill / elderly people through lack of parking facilities for carers?

There is a consultation currently live on this issue. <https://www.edinburgh.gov.uk/essentialuserparkingpermit>

When will the current consultation on permits for carers report?

Re information: It has been extremely difficult to extract key information from the ‘tiles’ and miniscule legends made available. Acknowledged. What about public transport users, how are they affected by CPZ - where is the information about how new parking arrangements affect bus stops (which keep getting removed / or distances stretched between them), bus lanes etc.? Bus stops come under different legislation. Council can modify bus stops quickly and easily.

Re communication: Communication with local residents has been very poor and needs to be improved. It is not reasonable just to expect that people have the time, money and skills to scour the Council website every day to see if there are updates and new information. There is too much impenetrable jargon used, even if you do manage to navigate to the appropriate area of the website (which is not straightforward, in itself). Please notify the Community Councils every time new information is added to the website so that CCs can disseminate that info to their local community. Please allocate a named Council Officer that residents and CCs can communicate with on this topic.

Understand the criticism, will try to do better. For the moment, people should use the generic email, as it is monitored every day, unlike some personal emails. [ParkingOperations.CustomerCare@edinburgh.gov.uk](mailto:ParkingOperations.CustomerCare@edinburgh.gov.uk)

In the future it may be possible to establish a named Council Officer for CPZ communications.

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