

Consultation on citywide car parking ends on 28 March

The council is [consulting](#) on the need for the Controlled Parking Zone in several areas of the city including Easter Road, West Leith, Bonnington, Willowbrae North, Murrayfield, Saughtonhall, Corstorphine and Roseburn and has extended the time limit for comment until 28 March 2021.

A petition to stop the council creating unnecessary parking zones in Saughtonhall/Balgreen had 375 signatures on last examination.

Some locals do not believe that there is any problem in the area with commuter parking, and object to the council imposing yellow lines and paid for parking bays outside their homes. They [insist](#) that the council is creating a problem where none exists and is simply creating a money-making scheme.

We [reported](#) that some residents in Saughtonhall had not received some of the 17,000 leaflets which the council say they distributed to every property in the area. The council also say that every ward councillor and community councils were issued with an email before the consultation began.

In a 2019 report prepared for the council Project Centre identified problems in various areas of the city including

Saughton which “recorded varied levels of parking pressure”. The highest level of pressure was near the Saughton tram stop and the local shops on Saughton Road North. Despite noting that other areas had only medium levels of parking pressure the recommendation was that the area should be considered for the introduction of a Controlled Parking Zone.



Murrayfield Community Council has issued a response to the [consultation](#) which you can read below urging that an appropriate solution is found for each area rather than imposing “a one size fits all approach”.

Elderly residents told The Edinburgh Reporter they felt excluded as the leaflets which were received referred to a map which could only be viewed online.

Daughter of the former Lord Provost, Elizabeth Irons, told The Edinburgh Reporter: “My elderly parents live in Saughtonhall, one of the proposed CPZ areas. They were only recently made aware of this by a neighbour and had received no information. They subsequently checked with a number of neighbours and they were also unaware of this consultation. To date we are only aware of one neighbour who has received the leaflet.

“It is simply unacceptable that the Council will conclude a consultation and implement changes without ensuring that all those affected have an opportunity to review plans and provide input.”

Transport and Environment Convener Councillor Lesley Macinnes said: “This review responds to the concerns of residents across the city, many of whom have told us that they want to see controls introduced to help limit the impact of non-residential parking. As part of this, officers have carried out an in-depth, citywide analysis to identify the areas that may be most in need of restrictions.

“Proposed controls are about helping residents to park near

their homes, so of course we want to know what the people who live here think about them. Our suppliers have delivered over 1600 leaflets in the Saughtonhall area to try to reach every property in this area and around 17000 as part of this phase of wider consultation. We also have physical copies of the surveys available for those that may need them.”

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Dear Sir or Madam

EDINBURGH CITY-WIDE PARKING PHASE 2

Murrayfield Community Council welcomes the opportunity to respond to the Controlled Parking Zone Engagement in our area which contains Roseburn, Saughtonhall and Murrayfield. This is notwithstanding that it is taking place while there is an embargo on other Council consultations during lockdown, and we understand that there have been various problems including leaflets not delivered in Coltbridge Terrace. Some of the areas marked as shared use parking bays in Roseburn Maltings are in fact privately-owned spaces.

Our reading of the engagement document is that individual streets will not be able to opt out of the CPZ. That's good. The opt-out streets would quickly become a commuter car park or a free park-and-ride for the airport.

We would nevertheless urge that the most appropriate solution for each area should be sought, rather than imposing a one-size-fits-all approach. A contrast may exist between the two sides of Corstorphine Road, with more parking pressure on the uphill side : however residents of Murrayfield Drive claim to be unanimous in their view that the proposals are unnecessary and unwanted. Except around the Balgreen tram-stop, there would seem to be no support at this time for inclusion of Saughtonhall, with its quiet residential enclaves whose residents may be quite remote from shops and other facilities. Locations exist in our hinterland where the downsides for amenity of people responding to the CPZ by paving their front gardens would more than offset its benefits : though that process could at least be slowed if provision of electric-vehicle charging points proceeded in parallel with the CPZ.

In areas beset by commuter parking, there may be a groundswell of support. There the main caveat is that we don't yet know what the cost of a resident's permit will be.

We consider that pay-and-display should be time-limited, e.g. 2 hours maximum. It should not be available for all-day parking.

As the CPZ will operate Monday to Friday 8:30 to 5:30, additional controls will still be needed for weekend or evening events at Murrayfield Stadium (as at present).

We are assuming that specific issues such as location of yellow-line, pay-and-display and permit holder zones will be the subject of TROs in due course, and therefore subject to further consultation.

The financial health of some local traders may have already been damaged by lockdown, and we hope that the CPZ could be responsive to their business needs. The scheme should provide adequate pay-and-display spaces in the vicinity of Roseburn Terrace and Western Corner, and ought expressly to allow free parking for up to say 30 minutes in those spaces.

Encouragement of walking, cycling and the restored use in post-CoVid circumstances of public transport can only benefit our community. It would be welcome if a reduction in nuisance parking could extend to addressing the problem of parents dropping off pupils at fee-paying schools.

The Climate Emergency means that we are all going to change the way that we travel, and management of parking will be an important tool as we move towards a decarbonised Scotland. We look forward to being kept in touch on the outcome of this engagement.

Yours faithfully,


John Yellowlees
Chair, Murrayfield Community Council