

TRO/19/29: Edinburgh Controlled Parking Zones

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Response from Spokes, 25.11.19

to: Traffic Orders <trafficorders@edinburgh.gov.uk>
date: 25 Nov 2019, 16:06
subject: TRO/19/29 CPZ amendments, submission from Spokes

Spokes strongly *supports* the sections of the TRO which introduce charges for Sunday parking, for the following reasons:

- 1 to reduce congestion, which is now as bad on Sundays as on other days of the week;
- 2 to encourage use of public transport;
- 3 to enable public transport to move around more freely and speed up journey times;
- 4 to reduce air pollution and thus make the city and healthier and more pleasant environment to shop etc;

However, we *object* to the sections of the Order which propose to greatly increase the number of controlled parking spaces in all zones, for the following reasons:

- 1 This would attract more cars into the city, and thus runs contrary to the Council's own policies of *traffic reduction*, the *travel hierarchy* (walking, cycling and public transport prioritised first) and the global *climate emergency*. It is at odds with the *City Centre Transformation* and *Low Emission Zone* proposals.
- 2 It would see the George Street visitor parking, when it is removed completely under the *George Street and First New Town* redesign, be displaced to the extra spaces created in the streets north of Queen Street.
- 3 The streets would become almost completely filled by parking spaces, resulting in loss of amenity and making it harder for pedestrians to cross streets. In particular, *sight lines at corners would be adversely affected*, as some of these parked vehicles can be very large or with high sides.
- 4 Single yellow lines areas would be mostly replaced by parking spaces, thereby significantly reducing legitimate *loading opportunities for deliveries*.
- 5 Choice of location for bays has been made without regard to the location of *school gates*.

We trust the Order will be significantly amended accordingly.

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