

# Traffic Regulation Orders Sub-Committee

**10.00am, Monday, 12 May 2025**

## **Footway Parking – Objections to TRO/24/14**

**Executive/routine  
Wards**

**1 - Almond, 13 - Leith, 14 - Craigentinny / Duddingston,  
16 – Liberton / Gilmerton**

### **1. Recommendations**

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- 1.1 It is recommended that the Traffic Orders Sub-Committee set aside the objections to the Traffic Regulation Order TRO/24/14 and approve the making of the Traffic Regulation Order, with the following change:
  - 1.1.1 The removal of the advertised measures from the Lochend Drive and Lochend Quadrant, as set out in this report.

**Gareth Barwell**

Interim Executive Director of Place

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## Footway Parking – Objections to TRO/24/14

### 2. Executive Summary

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- 2.1 The draft Traffic Regulation Order (TRO/24/14) proposing the introduction of waiting and loading restrictions at various locations was advertised on 7 February 2025 at which point those interested in the proposals were invited to make their views known to the Council.
- 2.2 This report details the outcome of the advertisement of the TRO, including details and consideration of the objections received.
- 2.3 This report seeks the authority to set aside the objections and make the advertised Order, with the removal of the advertised proposals for Lochend Drive and Lochend Quadrant with a view to re-advertising a revised proposal in future after consideration of TRO response feedback and further stakeholder engagement.

### 3. Background

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- 3.1 The [Transport \(Scotland\) Act 2019](#) prohibited footway parking, double parking and parking at pedestrian dropped crossing points and also granted Scottish councils additional powers to enforce such parking contraventions. Enforcement of the footway parking prohibition started in Edinburgh on 29 January 2024.
- 3.2 Prior to enforcement commencing, in August 2022 the Council [committed](#) to implement a complete ban on pavement parking with no exemptions other than those mandated by the Scottish Government.
- 3.3 Footway parking enforcement is taking place in many of streets across the city, with the exception of some streets (where further monitoring was required). Transport and Environment Committee in August 2024 received an [update](#) on the affected streets.
- 3.4 On 7 February 2025, the Council formally advertised proposed amendments to waiting and / or loading restrictions across five locations which affected 13 streets through draft Traffic Regulation Order TRO/24/14 in accordance with legislative requirements.
- 3.5 The TRO was made in terms of Section 1 of the Road Traffic Regulations Act 1984. The detailed process for making a TRO is set out in the Local Authorities Traffic

Orders (Procedure) (Scotland) Regulations 1999 (the “1999 Regulations”). The 1999 Regulations provide that where objections to the proposed TRO measures are received, the roads authority must consider those objections before determining whether to make the order.

- 3.6 Paragraph 86 of Appendix 6 of the Council’s Scheme of Delegation to Officers delegates authority to the Executive Director of Place to make traffic orders where there have been no more than six objections received from the public and where there have been no statutory objections. In all other circumstances, objections are referred to the relevant Committee for a decision on how to proceed. This TRO has been referred to the Committee as more than six objections have been received from the public. No objections from statutory consultees were received.
- 3.7 Where the decision on whether to approve a TRO is referred to the Committee, it may either:
  - 3.7.1 Approve the TRO as advertised;
  - 3.7.2 Approve the TRO with minor modifications, provided such modifications would not extend the application of the order or increase the stringency of any prohibition or restriction contained in it (Regulation 10 of the 1999 Regulations);
  - 3.7.3 Direct that a public hearing is to be held on the proposed TRO, in terms of Regulation 8 of the 1999 Regulations, chaired by an Independent Person;
  - 3.7.4 Approve making the TRO in part; or
  - 3.7.5 Refuse the TRO.

## **4. Main Report**

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- 4.1 The proposals contained in TRO/24/14 were in response to concerns raised by stakeholders in January 2024 as a result the introduction of footway parking legislation. Issues were raised by Lothian Buses and other stakeholders (including the Council’s waste team) with plans supported by the emergency services and other statutory consultees in response to difficulties faced by larger vehicles when accessing certain streets.
- 4.2 Restrictions have been enforced from 29 January 2024 and, as a result, vehicles, that were previously parked on the footway, now park on the road at various locations obstructing bus movements and other forms of large vehicle access at locations within this report.
- 4.3 Therefore, waiting, loading, and unloading restrictions were subsequently proposed to ensure that large vehicles (including emergency service vehicles, waste collection vehicles and buses) can access these streets. Proposed restrictions support the Council’s City Mobility Plan as described in section 7 of this report.
- 4.4 In accordance with legislative requirements relating to traffic orders, the Council carried out an initial consultation with statutory consultees in April 2024. The second

stage consultation took place in February 2025 for TRO/24/14, during which feedback and objections were invited, with such feedback forming the basis of this report.

- 4.5 Proposals (Appendix 1) to install new or amend existing yellow line waiting restrictions were prepared for sections of Pennywell Gardens, Muirhouse Grove, Macmillan Crescent, Salamander Street, Seafield Road, Seafield Place, Boothacre Cottages, Craigour Avenue, Craigour Grove, Loganlea Drive, Craigentenny Road and Lochend Drive, Lochend Quadrant as advertised under TRO/24/14.

### **Responses to the Statutory Advertisement of TRO/24/14**

- 4.6 The following representations were received from members of the public or organisations during the statutory advertising period across all locations:
- 4.6.1 Wholly Object to measures introduced by the order – 53 received;
  - 4.6.2 Partial Objections to measures introduced by the order – five received;
  - 4.6.3 Comments in support of the measures introduced by the order - one received; and
  - 4.6.4 Additional responses containing neutral comments or questions which were deemed to be objections – two received.
- 4.7 There were no additional representations received which contained feedback exclusively on measures that are outside the scope of TRO/24/14.
- 4.8 Full consultation data including full text responses that were submitted to the TRO are provided for consideration in Appendix 2.
- 4.9 The main objection themes for each location, with objections and officer responses are represented in Appendices 3, 4, 5, and 7, with the exception of the Lochend Drive and Lochend Quadrant responses as themes for these locations are covered in the Main Report with a recommendation that this proposal is not progressed. The full consultation data is provided in Appendix 6.

### **Pennywell Gardens, Muirhouse Grove, Macmillan Crescent**

- 4.10 Proposals for Pennywell Gardens, Muirhouse Grove, Macmillan Crescent and Pennywell Grove (Maps 1 and 2 of Appendix 1) were created in response to a request from Lothian Buses in January 2024. Given no objections have been received specifically in relation to proposals which have retained Lothian Buses support, it is recommended that this proposal should be retained and progressed through TRO/24/14.

### **Seafield Place, Seafield Road, Salamander Street, and Boothacre Consultation Responses**

- 4.11 There were eight objections received in relation to the proposal covering Seafield Place, Seafield Road, Salamander Street, and Boothacre Cottages. Objection themes and consultation data for Seafield Place, Seafield Street, Salamander Street, and Boothacre Cottages are shown in Appendix 3.

- 4.12 Proposals for Salamander Street, Seafield Road, Seafield Place, and Boothacre Cottages (Map 3 of Appendix 1) were proposed in response to a request from Lothian Buses in January 2024, which have retained Lothian Buses support after further recent engagement. The proposals were designed to mitigate against obstructive parking as a result of the introduction of footway parking legislation. Vehicles that were previously parked on the footway, now park on the road at this location obstructing bus movements and other forms of large vehicle access. This includes the possibility of access issues for waste and emergency services, which will be rectified with the implementation of proposed restrictions.
- 4.13 There appeared to be confusion from some objectors who believed that paid parking similar to a Controlled Parking Zone was being proposed in Boothacre Cottages. This is not the case and the only restriction being proposed is the addition of a small section of 24 Hour waiting restrictions at the junction with Seafield Place at the north west end of the street opposite the existing 24 hour restrictions which are already in place at the junction with Pirniefield Place. Given the minimal introduction of restrictions, no loss of safe existing parking is anticipated.
- 4.14 One objector commented on the lack of good bus links in the area. This proposal was progressed in response to a direct request from Lothian Buses to ensure the bus service can operate effectively and that the road is kept clear. It was also suggested that daytime controls could be implemented to limit effects on residents, however this is not a suitable request given the need for clear roads for emergency service vehicles throughout the entire day.
- 4.15 Some objectors stated that there is no need for restrictions, and adding waiting restrictions to one side of Seafield Place would have been sufficient. This is not the case as parking issues are prevalent on both sides of Seafield Place, with unnecessary congestion caused by parked vehicles on the carriageway creating inaccessibility for larger vehicles.
- 4.16 Given the objections received, it is recommended that these objections are set aside and that this proposal should be retained and progressed through TRO/24/14.

#### **Craigour Avenue and Craigour Grove Consultation Responses**

- 4.17 Three objections were received in relation to proposals at Craigour Avenue and Craigour Grove. Objection themes and consultation for Craigour Avenue and Craigour Grove are shown in Appendix 4.
- 4.18 Proposals for Craigour Avenue and Craigour Grove (shown in Map 4 of Appendix 1) were developed in response to a request from Lothian Buses in January 2024. The proposals were designed to mitigate against obstructive parking as a result of the introduction of footway parking legislation. Vehicles that were previously parked on the footway, now park on the road at this location obstructing bus movements and other forms of large vehicle access. This includes the possibility of access issues for waste and emergency services, which will be rectified by the implementation of proposed restrictions.

- 4.19 The first objection to proposals in Craighour Avenue and Craighour Grove was on the grounds that proposals would increase speed within the streets. Officers note the street are both already subject to a 20 mph speed limit, and there is no evidence to suggest traffic speeds would increase with similar waiting restrictions used already across the city. The second objection stated the current road layout is wide enough to accommodate cars parking on the carriageway. Lothian Buses have indicated this is not the case and that they experience movement issues in Craighour Avenue. The third objection suggested there are no alternative parking opportunities for residents and hospital staff parking vehicles in the area. It should be noted that surrounding streets are not subject to parking controls and there is parking opportunity available in surrounding streets outwith properties with driveways. Given the three objections received, it is recommended that these objections are set aside and that this proposal should be retained and progressed through TRO/24/14.

#### **Loganlea Drive and Craighentinny Road Consultation Responses**

- 4.20 Three objections were received in relation to proposals at Loganlea Road and Craighentinny Road. Objection themes and consultation data for Loganlea Drive and Craighentinny Road are shown in Appendix 5.
- 4.21 Proposals for Loganlea Road and Craighentinny Road (Map 5 of Appendix 1) were developed in response to a request received from Lothian Buses in January 2024 to mitigate against obstructive parking as a result of the introduction of footway parking legislation. Vehicles that were previously parked on the footway, now park on the road at this location obstructing bus movements and other forms of large vehicle access. This includes the possibility of access issues for waste and emergency services, which will be rectified with the implementation of proposed restrictions.
- 4.22 One objection requested the removal of School Keep Clear measures to create more residential parking, this view is not supported. The second objection related to the introduction of parking changes in neighbouring streets. It should be noted this TRO proposal does not propose introduce any parking charges, with only 24-hour waiting restrictions proposed. The third objection stated that proposals would increase parking pressures in the area and stated that no improvements will be noted by Edinburgh residents. Given the three objections received, it is recommended that these objections are set aside and this proposal should be retained and progressed through TRO/24/14.

#### **Lochend Drive and Lochend Quadrant TRO Consultation Responses**

- 4.23 Proposals for Lochend Drive and Lochend Quadrant (Map 6 of Appendix 1) were created in response to a request received from Lothian Buses in January 2024. Of the 61 objections and comments received to the TRO/24/14 advertisement 41 related to the proposal for Lochend Drive and Lochend Quadrant.
- 4.24 Enforcement of pavement parking legislation is not currently taking place in Lochend Drive and Lochend Quadrant. Vehicles still park either wholly or partially on the footway within certain sections of the street. Whilst drivers are in contravention of footway parking legislation, as things currently stand should

enforcement of parking legislation commence then all drivers parking on the footpath would then move on to the carriageway within these streets, which would become entirely blocked and inaccessible by all road users as no appropriate parking measures are currently in place.

### **Lochend Drive Bus Services**

- 4.25 The Council initiated TRO proposals for Lochend Drive and Lochend Quadrant in 2024 based on concerns raised by Lothian Buses and the Council's waste collection team. After further engagement with stakeholders, Lothian Buses have subsequently advised they no longer require use of Lochend Drive for bus services. Given the time required to complete TRO procedures Lothian Buses have taken the decision to permanently re-route bus services via Marionville Road as this is a high priority route. Lothian Buses have confirmed that should the Council's amended TRO proposals for Lochend Drive be implemented, all street furniture including bus stop markings and signage will be removed with no appetite to return services in future.
- 4.26 Based on feedback from residents during the subsequent TRO process, further investigation was undertaken to identify if any other Bus Operators utilised Lochend Drive as part of a service route. Whilst the operator McGill's of Scotland indicated they previously operated a Service 13 through Lochend Drive, they have advised that they have subsequently re-routed services as the bus was frequently unable to navigate Lochend Drive due to inconsiderately parked vehicles.
- 4.27 Although Lochend Drive is no longer part of any bus service routes there is still a need to introduce waiting restrictions to ensure other large vehicles (such as refuse collection and emergency service vehicles) can navigate the streets safely whilst improving general road safety for all road users in particular pedestrians and cyclists.
- 4.28 Whilst the previous proposal shown in Appendix 1 as advertised as part of TRO/24/14 removed all on street parking from Lochend Drive (with the exception of unmarked bus stops), the streetscape of the street has changed. The new proposal shown in Appendix 8 therefore offers staggered parking opportunities throughout the street however still aligns with Council commitments to reduce vehicle dominance and will enable more parking opportunities to the street than the previous proposal.

### **Loss of resident and visitor parking and effect on neighbouring streets**

- 4.29 One of the main objection themes relates to the loss of parking spaces to residents and the historic rights that residents and visitors have enjoyed for years in relation to parking opportunity in Lochend Drive. Whilst it is noted that there is a loss of parking opportunity, proposals support wider hierarchical transport policies and objectives discussed throughout this report. Currently residents park illegally on the footpaths, and this should not be the case. Neighbouring streets are not currently subject to parking controls and offer parking opportunity within the wider area.

### **Effect of waiting restrictions on disabled residents and their visitors**

- 4.30 Anticipated effects on people with protected characteristics, including Blue Badge Holders, were considered and are noted in section 7 of this report with mitigation measures discussed. Details of the relevant Integrated Impact Assessment (IIA) in relation to Blue Badge Holders and waiting and loading restrictions are also included within this report.

### **Existing Wide Pavements could be better utilised and alternative proposal**

- 4.31 Another of the key objection themes was that it was felt that the existing wide pavements offered opportunities to create laybys within Lochend Drive, as the pavements are seen to be wide enough to accommodate this. This is not something being considered at this time, and similar requests have been explored in other areas of the city including the Bangholms and Ferry Road area with detail noted in Section 10.2 of this report. The decision taken not to proceed based on the costs (which would be in the excess of an estimated £100,000 to complete, including all required utility diversions) and is not a suitable use of financial resource in the current climate.

### **Lochend Drive and Lochend Quadrant New Proposal**

- 4.32 The new proposal shown in Appendix 8 strikes a balance of maintaining the need for waiting restrictions to enable larger vehicle movements within Lochend Drive and Lochend Quadrant whilst enabling safe parking opportunity for local residents and visitors and ensuring streets remain clear for all road users including pedestrians and that footway parking enforcement in Lochend Drive and Lochend Quadrant will commence should TRO proposals be implemented in future.
- 4.33 Having considered the feedback received from stakeholders and objections received from the TRO advertisement, it is requested that this specific proposal be removed from the TRO, noting that officers plan to re-advertise the updated proposal separately. This will allow for other locations to proceed to the Made Order stage of the TRO process if agreed by Committee and enable the new proposal for Lochend Drive and Lochend Quadrant to be re-advised under a separate TRO. This will also allow residents and businesses to provide feedback on the new proposal.
- 4.34 No other parking arrangement will provide an enforceable measure, keep local roads clear for larger vehicles, maintain visibility at junctions for all road users and provide the most suitable option available to reasonably implement required adjustments to alter Lochend Drive and enable footway parking legislation can be suitably enforced.

### **Objections to all locations**

- 4.35 Three objections were received in relation to all proposals and are shown in Appendix 7 of this report.
- 4.36 Objections were generic in nature and simply stated that parking was difficult enough at the proposed locations and plans were not suitable.

- 4.37 It should be noted that at all locations within this report no surrounding streets are currently subject to Controlled Parking Zone parking controls and there is parking opportunity available in nearby streets. It is recommended that these objections are set aside and that these measures should be retained and progressed through TRO/24/14.

## **5. Next Steps**

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- 5.1 The Council has complied with the legal requirements of the TRO process to date and Committee can therefore proceed to determine whether to make the TRO with the suggested amendments.
- 5.2 The objections have been considered and outlined above and within Appendices to this report. Officers consider the range of inherent benefits associated with incorporating these changes as outweighing the number of issues raised, as detailed in this report.
- 5.3 The Council's other legal duties and other relevant determining issues are considered and discussed below in sections 3 to 8 of this report. The proposed TRO is considered to comply with the Council's legal duties. Officers consider the other determining issues to support the making of this TRO.
- 5.4 Having considered the objections received and all the other determining issues, it is recommended that Committee:
- 5.4.1 Set aside all representations to all locations with objections with the exception of Lochend Drive and Lochend Quadrant proposals as outlined in this report;
  - 5.4.2 Approves the removal of the Lochend Drive and Lochend Quadrant location drawing from TRO/24/14 proposals as a result further engagement with Lothian Buses after initial proposals were created and after detailed consideration of the resident feedback received to TRO/24/14;
  - 5.4.3 Agrees to make TRO/24/14 as amended, to introduce loading and waiting restrictions at all other locations, as set out in this report; and
  - 5.4.4 Notes that the new proposal for Lochend Drive and Lochend Quadrant will be re-advertised separately allowing other locations to proceed.
- 5.5 Should Committee provide authority to proceed with TRO/24/14 on the above basis, then all objectors will be contacted to advise them of this decision and the Council will continue the TRO process in respect of making TRO/24/14 however re-advertising the new Lochend Drive and Lochend Quadrant restrictions separately.

## 6. Financial Impacts

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- 6.1 There will be costs involved in processing TRO/24/14 and introducing restrictions to the associated locations. These costs will be met through the existing Parking Operations budget.

## 7. Equality and Poverty Impact

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- 7.1 In addition to complying with its duties under the 1984 Act and 1999 Regulations, in determining the TRO, Committee must have due regard to the Council's public sector equality duty, in terms of section 149(1) of the Equality Act 2010, to the need to:
- 7.1.1 Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
  - 7.1.2 Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
  - 7.1.3 Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2 The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
- 7.3 The [City Mobility Plan](#) (CMP) sets out Edinburgh's strategic framework for achieving sustainable and effective mobility across the city. Policy measure Movement 17 within the CMP is focused on waiting and loading restrictions: 'Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties'.
- 7.4 The 2019 CMP had an Integrated Impact Assessment (IIA) undertaken, and in June 2023 a waiting and loading restrictions IIA was undertaken as part of drafting the Parking Action Plan, the delivery plan aimed at implementing the parking management policies in the CMP. The [CMP](#) and the [waiting and loading](#) restrictions IIAs are published and publicly available on the Council's website.
- 7.5 The waiting and loading restrictions IIA identify the following positive impacts, which are directly enabled through TRO/24/14:
- 7.5.1 The ability to keep streets clear of hazardous parking always enabling the safe flow of traffic.
  - 7.5.2 Waiting or loading restrictions can help discourage private car use while encouraging the use of public transport as well as walking, wheeling, and cycling. Improved air quality [resulting from parking restrictions/management] within Edinburgh makes the city a more pleasant place to work particularly for those working.

- 7.5.3 Improved air quality also greatly helps children and young people, as poor air quality can damage lung development and can result in breathing conditions such as asthma.
- 7.6 Potential negative impacts to disabled people were identified in the IIA associated with parking restrictions, however, these are offset by the Council enabling Blue Badge holders to park free of charge and without time limit on yellow lines as long as they are not causing an obstruction to vehicle flow at that location or parking where loading prohibitions are in place at specified times. The recommendations of this report are deemed to protect our most vulnerable road users and maintain footpaths for pedestrians.
- 7.7 In the context of the approved City Mobility Plan, vulnerable road users are placed at the top of the transport hierarchy and as such should be afforded appropriate protection. As part of this pavement parking review, it was not considered appropriate to allow vehicles to drive on and obstruct the pavement or to remove footpaths to construct substandard parking lay-bys.
- 7.8 The Council has approved an approach to aim for zero road deaths by 2030. The protection of footpath space is considered a positive step in this commitment and should make our roads safer for all road users.

## **8. Climate and Nature Emergency Implications**

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- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council must comply with:
- 8.1.1 Section 44 of the Climate Change Act 2009 (as amended by the (Emissions Reductions Targets) (Scotland) Act 2019), by exercising its functions in a way: Best calculated to contribute to the delivery of emissions reduction targets; Best calculated to deliver adaption programmes made under that Act; and
- 8.1.1.1 That they consider most sustainable.
- 8.1.1.2 Section 1 of the Nature Conservation (Scotland) Act 2004, in exercising its functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”.
- 8.1.1.3 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.
- 8.1.2 As part of the City Mobility Plan a [Strategic Environmental Assessment](#) was carried out, which concluded that the cumulative impacts of managing private car use and reducing commuting by private car travel, as enacted through

parking controls proposed in this report, would have a positive impact on reducing environmental impact and responding to climate change.

- 8.1.3 The outcome of this TRO will allow proposals to progress and continue to be implemented which in turn is intended to positively support environmental and climate change requirements.

## **9. Risk, policy, compliance, governance and community impact**

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- 9.1 The Transport (Scotland) Act 2019 introduced the footway parking prohibition and placed a duty on Councils to enforce this and mitigate against any impacts. Equalities impacts were considered as part of the legislative process when the Act progressed through the Scottish Parliament. 7.2 The introduction of additional waiting restrictions will help improve road safety and accessibility for disabled people in Edinburgh.
- 9.2 Traffic Regulation Orders (TRO) are required to enable enforcement of parking restrictions, this process includes a pre-TRO consultation period, followed by a statutory consultation period allowing the public to make representations in support of or object to the proposals. Comments are sought from the emergency services and other stakeholders in advance of public consultation.
- 9.3 Formal advertisements of traffic orders to the general public were communicated online, via local press, and street notices are erected on existing street furniture within affected streets, Community Councils and Councillors are also informed of proposals. These methods increase awareness to local residents and businesses of yellow line proposals, which explains their opportunity to object or support the proposals. Comments received from the public are taken into consideration before determining whether to proceed with or abandon any proposals.

### **Traffic Regulation Order Statutory Consultation**

- 9.4 The legal processes associated with TRO/24/14 have been conducted in accordance with statutory requirements, including consultation with statutory bodies, Community Councils and local resident and amenity groups.
- 9.5 Formal advertisements of this TRO to the general public shown in Appendices 9 and 10 of this report were communicated online, and via local press which explained their opportunity to object or support the proposals. Comments received from the public have been taken into consideration before determining whether to proceed with or abandon any proposals.
- 9.6 As part of the statutory TRO consultation commencement, street notices are erected on street lighting at the entrance to all proposed locations.
- 9.7 There is no requirement to send letters to individual property owners as part of the TRO process.

## **10. Background reading/external references**

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- 10.1 [City Mobility Plan 2021-2030](#)
- 10.2 [Footway Parking in the Bangholms and Ferry Road Report to Transport and Environment Committee March 2025](#)
- 10.3 [Implementing the Footway Parking Prohibitions \(August 2024\) Transport and Environment Committee](#)

## **11. Appendices**

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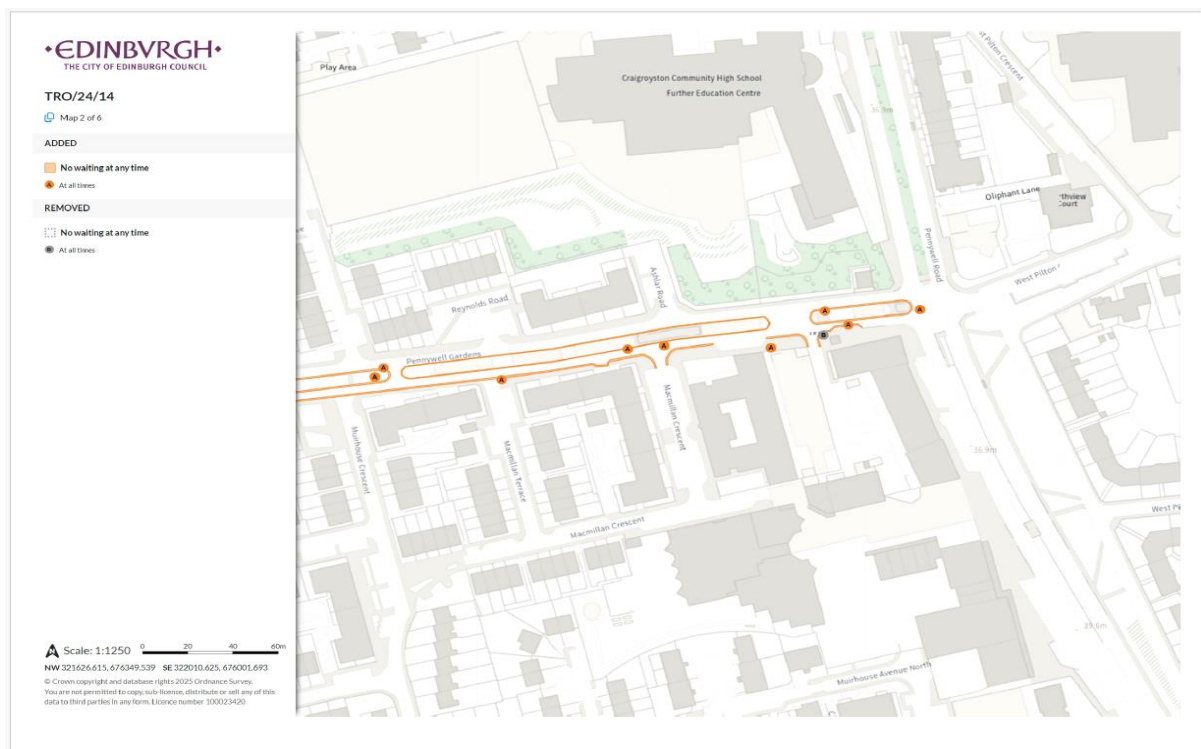
- Appendix 1: TRO-24-14 Copy of Advertised Proposals
- Appendix 2: TRO-24-14 Consultation Data for All Locations
- Appendix 3: TRO-24-14 Seafield Rd -Seafield St - Salamander Street - Boothacre Cottages - Main Objection Themes and Consultation Data
- Appendix 4: TRO-24-14 Craigour Avenue - Craigour Grove - Main Objection Themes and Consultation Data
- Appendix 5: TRO-24-14 Loganlea Road - Craigentinny Road - Main Objection Themes and Consultation Data
- Appendix 6: TRO-24-14 Lochend Drive - Lochend Quadrant - Consultation Data Only
- Appendix 7: TRO-24-14 Objections to All Locations - Main Objection Themes and Consultation Data
- Appendix 8: TRO-24-14 New Lochend Drive Proposal
- Appendix 9: TRO-24-14 Copy of Advertisement
- Appendix 10: TRO-24-14 Copy of Draft Order

## Appendix 1 – TRO-24-14 Copy of Advertised Proposals

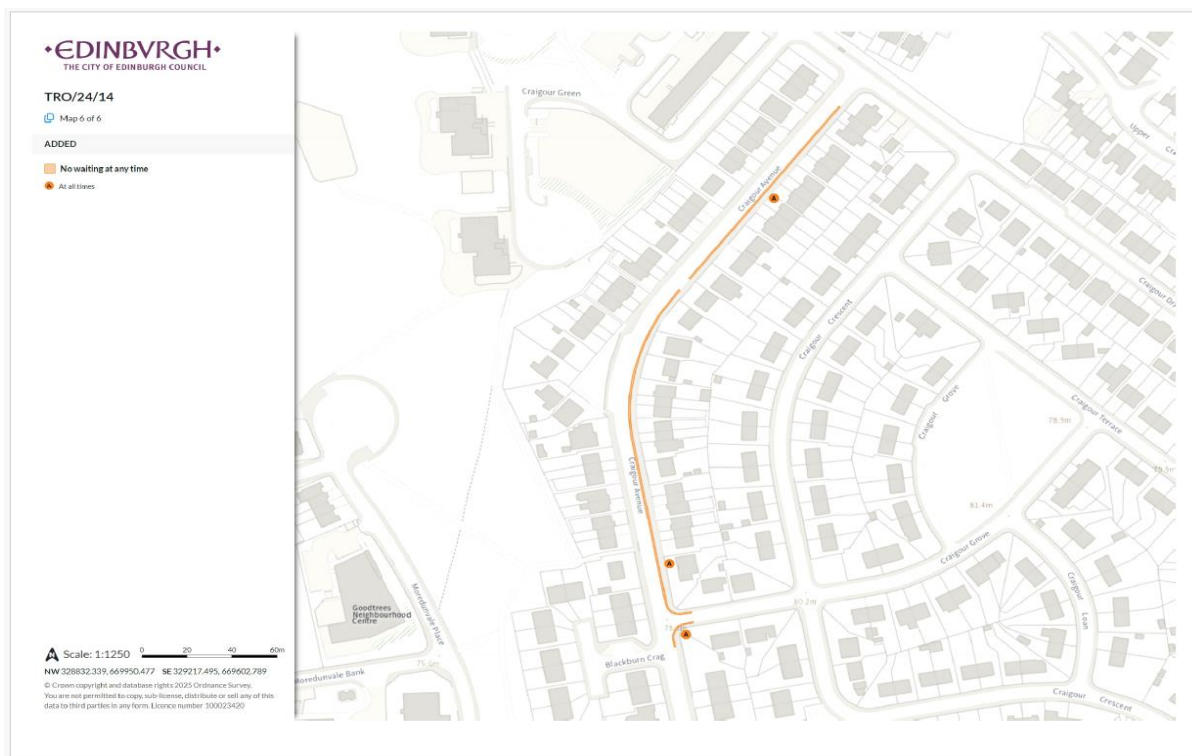
### Map 1 Pennywell Gardens - Muirhouse Loan



### Map 2 Pennywell Gardens – Macmillan Crescent



### Map 3 - Salamander Street – Seafeld Road – Seafeld Place – Boothacre Cottages





Map 6 – Lochend Drive – Lochend Quadrant



## Appendix 2 – TRO-24-14 Consultation Data For All Locations

### Lochend Drive / Lochend Quadrant

Objection Number	Objection Detail
01	<p>Parking wholly Object To bring in parking restrictions on lochend drive would be nothing short of a joke, you have implemented that you can't park on a pavement to which I agree but to then further that you are going to introduce double yellow lines on the road Because your friends at Lothian transport have Probably been in your ear is nothing short of a disgrace. How about you look into reducing the size of the pavements on that road to have parking on at least one side but that would be too much out of budget. I believe the residents of lochend drive never get thought of first like said above it will be to do with busses and pushing the narrative for people to get rid of their cars.</p>
02	<p>The introduction of yellow lines will not only impact me as a resident but also as a worker! I regularly work in the Lochend area as a gas engineer and parking is imperative for these jobs to be completed in a suitable manner at times. This proposal is an absolute joke, the council have spent X amount of monies widening Lochend Road but won't do the same for Lochend Drive? Questions of further depriving areas need to be raised.</p>
03	<p>Key Concerns Raised by Residents</p> <ul style="list-style-type: none"><li>• A wheelchair user and elderly resident has stated that she cannot leave her home without her daughter parking nearby to collect and assist her. These restrictions would leave her without any practical means of getting out.</li><li>• Multiple disabled residents have expressed serious concerns over where they will park and how they will manage their mobility issues if forced to park further away.</li><li>• Wells Pharmacy has confirmed that over 10 residents on Lochend Drive rely on a driver parking on the street to deliver essential medication. If parking is removed, these residents will struggle to receive their prescriptions.</li><li>• If the proposal has been raised due to Lothian Buses' concerns, residents have observed that only one No. 13 single decker bus passes at around 6:15 am, and no other buses regularly use Lochend Drive. Lothian Buses</li></ul>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>already utilise numerous alternative routes and stops on adjacent streets, making these restrictions unnecessary.</p> <p><b>Lack of Proper Resident Notification</b></p> <p>It is particularly alarming that an overwhelming number of residents were unaware of these proposed restrictions. Many have stated that they did not see the council's notice and would have expected a formal letter, similar to what they previously received regarding pavement parking restrictions.</p> <p>This lack of direct communication undermines the consultation process, as many affected residents have not been given a fair opportunity to express their concerns or object.</p> <p><b>Council's Duty to Assess the Needs of Vulnerable Residents</b></p> <p>This proposal appears to have been put forward without properly assessing the needs of those who will be most affected, including:</p> <ul style="list-style-type: none"> <li>• Elderly residents who need close access to their homes for safety and mobility.</li> <li>• Disabled individuals who rely on accessible parking to maintain independence.</li> <li>• Residents receiving essential medical deliveries from pharmacists and carers.</li> </ul> <p>Before proceeding with any restrictions, residents request that the council:</p> <ol style="list-style-type: none"> <li>1. Conduct a full assessment of the impact on disabled and elderly residents in line with its obligations under the Equality Act 2010.</li> <li>2. Provide clear justification for why these restrictions are necessary, particularly when there have been no significant accessibility or traffic issues on Lochend Drive for decades.</li> <li>3. Explain why less disruptive alternatives—such as targeted restrictions or exemptions—have not been considered.</li> <li>4. Ensure that all affected residents are properly notified and given the opportunity to participate in the consultation.</li> </ol>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>This proposal is unnecessary, impractical, and harmful to the residents of Lochend Drive. It will create significant hardship for vulnerable individuals and disrupt daily life without a clear justification or alternative parking plan. We urge the council to:</p> <ul style="list-style-type: none"> <li>• Abandon these restrictions in favour of a more balanced and inclusive approach.</li> <li>• Engage directly with residents to understand their needs and explore practical solutions.</li> <li>• Ensure full transparency by properly notifying all affected residents before making any decisions.</li> </ul> <p>Residents deserve fair treatment and consideration, and we strongly urge the council to rethink this flawed proposal.</p>
<b>04</b>	<p>I am writing to formally object to the proposed parking restrictions on Lochend Drive Edinburgh, on the grounds that they are wholly unnecessary and severely detrimental to residents.</p> <p>There has never been any pedestrian pavement access issues on Lochend Drive due to cars being parked on the pavement.</p> <p>The blanket ban on pavement parking recently brought in by Edinburgh council and applied across the board with no common sense applied whatsoever should not apply to Lochend Drive.</p> <p>The pavements are approx 4m wide, a car takes up approx 2m, leaving approx 2m of unobstructed pavement. Your own rules state a pavement should be 1.5m of unobstructed footway.</p> <p>Objections &amp; Supporting Evidence</p> <ol style="list-style-type: none"> <li>1. Several decades of established residential parking without issue</li> </ol> <ul style="list-style-type: none"> <li>• Residents have parked on the large pavements of Lochend Drive for decades without causing obstruction or safety concerns.</li> <li>• The council has provided no substantial evidence of safety hazards, pedestrian complaints, or accessibility concerns related to this particular street.</li> </ul>

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	<p>2. Lochend Drive's Pavement Width Makes the Restriction Unnecessary</p> <ul style="list-style-type: none"> <li>• Unlike other streets where pavement parking obstructs pedestrian movement, this has never been an issue on Lochend Drive.</li> <li>• Implementing a blanket restriction here contradicts the council's own statements of ensuring safe and practical parking solutions in residential areas.</li> </ul> <p>3. Severe Disruption to Residents,</p> <ul style="list-style-type: none"> <li>• Many residents, including elderly individuals and those with mobility issues, rely on being able to park close to their homes for accessibility and personal safety.</li> <li>• The proposed restrictions would force vulnerable individuals to park further away, increasing risks and safety concerns.</li> <li>• Under the Equality Act 2010, public authorities are legally required to consider the impact of their decisions on disabled individuals. The failure to assess the disproportionate burden this restriction places on those with disabilities may render it legally challengeable.</li> </ul> <p>4. Unjustified Financial and Practical Burdens on Working Residents</p> <ul style="list-style-type: none"> <li>• A significant number of residents are tradespeople who require their work vans to be parked securely outside their homes due to expensive tools and equipment stored inside.</li> <li>• Forcing tradespeople and others to park at a distance significantly increases the risk of vehicle break-ins and theft, which is a well-known issue in the area.</li> <li>• With the cost of living crisis already putting financial pressure on working-class residents, this proposal would create undue hardship by forcing residents to seek alternative reasonable parking solutions that are neither practical nor secure.</li> </ul> <p>5. No Clear Plan for Alternative Parking – Where Will These Cars Go?</p> <ul style="list-style-type: none"> <li>• The council has failed to provide a viable alternative parking solution for the many resident's vehicles currently</li> </ul>

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	<p>parked on Lochend Drive.</p> <ul style="list-style-type: none"> <li>• This proposal will exacerbate parking congestion on surrounding streets, shifting the problem rather than solving it.</li> </ul> <p>6. More Cost-Effective &amp; Sensible Alternatives Exist</p> <ul style="list-style-type: none"> <li>• Exempting Lochend Drive from the pavement parking ban due to its unique pavement width is the obvious and sensible solution to the problem Edinburgh council has created in this street.</li> <li>• Introducing single or double yellow lines on one side of the road only and make the street one way, allowing buses to pass without removing all parking.</li> <li>• Reducing pavement width (if truly necessary) rather than displacing residents and their vehicles entirely.</li> <li>• These measures would accommodate both residents' needs and public transport access without excessive disruption or cost.</li> </ul> <p>7. Lack of Proper Resident Notification Raises Serious Concerns</p> <ul style="list-style-type: none"> <li>• It is highly questionable why Edinburgh City Council did not notify residents of Lochend Drive directly by posting letters through their doors, as they have done on multiple occasions when issuing notices about pavement parking fines and regulations.</li> <li>• Failing to inform residents properly will inevitably result in fewer objections, as many people may be completely unaware of their right to object and raise their personal concerns.</li> <li>• This lack of transparency and communication raises serious concerns about council processes and seems to be intentionally limiting public engagement to push through a deeply flawed proposal without due process.</li> <li>• Residents deserve a fair opportunity to voice their objections, the council has failed to notify them directly.</li> </ul>
<b>05</b>	<p>The imposition of these parking restrictions would not only inconvenience residents but also negatively impact local businesses and visitors. Our community has thrived on the ease of access and the ability to park without</p>

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	<p>undue hassle. Implementing these restrictions would disrupt the daily lives of many and could potentially lead to unnecessary conflicts and enforcement challenges. • The council failing to consider, follow up or consult with residents over the original recommendations made in the Appendix C Wards Annex 11 to 14 document produced by PCL for the City of Edinburgh Council where there were mitigation, impact and displacement was listed. There is no consideration of the report produced for CEC by PCL or the data, mitigation or impacts identified, the reason why I have taken to carry out a detailed analysis of the PCL report is to commend them on the level of detail to their data, mitigation and recommendations. In that report they detail options of physical construction of parking bays, using road markings or even exemptions. • The current mitigation, impact and displacement are not being addressed in this consultation with no consideration for the day-to-day life of the community, drivers, people with special / support or physical needs as well as delivery vehicles, trades people, family or friends visiting. • The restrictions being proposed are too restrictive for the number of properties and residents affected, these restrictions would have a significant impact on all residents in this street as well as adjoining streets where a number of other vehicles have been displaced due to the implementations of parking restrictions in the Meadowbank and Marionville streets. • The map and details provided in this consultation are not accurate with insufficient detail: Ø Statement of reasons - I understand that this is a generic statement and states that the council has received requests from Lothian Buses to provide new restriction on waiting, loading and unloading. It also adds to assist with bus movements where vehicles previously parked on footpaths are causing a carriageway obstruction and preventing bus services on existing routes. If the council had Ø There is no impact assessment provided as part of this consultation regarding parking displacement or residents. Insufficient detail is being provided. The original report produced by PCL indicated that an option was to introduce double yellow lines on one side of the carriageway while this consultation only shows spuriously located double yellow lines on both side of the carriageway which then makes a significant impact on parking displacement. Using the PCL Table 2. Methodology makes the result of the Impact of Parking Displacement become a Significant D - &gt;50% of identified</p>

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	<p>footway (or carriageway) parking will be displaced to nearby roads, and. 100% of parking displacement can be accommodated but leading to “significant” parking pressures on surrounding roads (i.e. available parking spaces on nearby roads will likely to be reduced by &gt;50%. Ø In the plan / map which has been shared as part of this consultation none of the restrictions, bus stops, or disabled bays have been marked for review by the public. Insufficient detail is being provided. Ø The proposed restrictions being shared in this consultation do not align to the recommendations made in the Appendix C Wards Annex 11 to 14 document produced by the City of Edinburgh Council in November 2023 with no further report being provided. Ø Type of restriction – No waiting at any time, there is evidently no consideration being given to residents, carers, families, businesses to stop or park a vehicle in this street at any point. 12 Ø The hours of restrictions – Hours of operation 24 hours, why is this being implemented. The reason being given for these restrictions is to allow Lothian Buses to operate – the route is not served 24 hours a day. Ø Football parking – if all the residents vehicles from Lochend Drive are displaced to other streets reducing the capacity on other streets there will be occasions when Hibernian are playing home matches that residents will not be able to stop at all to drop off goods/family – including young children, disabled or reduced mobility as well as taking deliveries or allowing tradespeople to carry out repairs. Meaning that people’s lifestyles and health will be significantly affected.</p> <p>In Summary I acknowledge that there has been a significant change in parking in Lochend Drive since the implementation of legislation and the prohibition of pavement parking but the restriction being proposed are not clear and contradict the very detailed and balanced report produced by PCL for CEC. • Lochend Drive is very different in the layout compared to other streets within the city with low pavement which are approximately four metres wide, over the years there had not been any complaints or issues where the carriageway has been restricted or pedestrians, parents with buggies or people with guide dogs etc when vehicles had been parked on the pavements. • The report from PCL detailed the impact of parking in Lochend Drive and adjoining streets and advised on mitigation including yellow lines on one side of the carriageway and the introduction of lay-bys. Since</p>

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	<p>this report was produced the bus stop lengths have been doubled in length and disabled parking bays have been introduced. • There are insufficient details in the consultation I am replying too which is why I have formally requested further information under freedom of information legislation. The map provided does not have details of the bus stops, physical traffic calming pinch points or disabled parking bays. • The current proposal included double yellow lines on both sides of the carriageway which has a significant impact on the lives of all residents in tenement and “four in a block” properties there is evidently no study or report been produced regarding the parking displacement under this proposal and the impact to drivers, residents and nearby roads. • The method this consultation was communicated to the community was poor with only posts on lamp posts which had been torn down, local discussions took place to spread the word, many people do not have equipment or are familiar with computers – letters should have been served on every household.</p>
<b>06</b>	<p>The proposed parking restrictions have not been thought through properly as you cannot expect residents with vehicles rough have to park streets away from their homes.</p> <p>The pavements and road is in a terrible state anyway so why not just reduce the width of the pavements ( which are ridiculously wide) to allow on street parking and enough space for the buses to use the street.</p> <p>It seems Edinburgh council is choosing to go down the cheapest route for themselves without taking into consideration the many people that rely on having a vehicle for work or for mobility / disabilities.</p> <p>I urge the council to rethink their plans and think about the people that live here rather than themselves.</p>
<b>07</b>	<p>Many of the residents are elderly and need a car parked nearby for necessities.</p> <p>I don't understand why we need 3m pathways. Parking on the pavements had no obstructions for passersby. Including the young and disabled. Instead of causing a community to get angry by stopping them parking you could reduce the width of the pavements. They are the widest I have seen. There is no need. The council will do</p>

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	<p>what they want anyway as usual and make working class suffer. You have no consideration for the residents in Edinburgh. You only care about lining your pockets</p>
<b>08</b>	<p>As a tradesman I would have to unload tools from my van at night as wouldn't be able to keep an eye on. Think should of been kept as pavement parking with white lines.</p>
<b>09</b>	<p>I think that this is an outrageous idea that you can't get parked outside your own home. When people have disabled family members visiting or are disabled themselves or people with young children why should they have to walk to where their cars has been parked. Or for those of us who work having to potentially walked streets away for car. Stupid enough idea with no parking on pavements. Thousands of pounds of damage done to cars and even more dangerous to the public.</p>
<b>10</b>	<p>There are a number of reasons why this makes no sense. Firstly, where on earth are people supposed to park. There are a number of cars that park on this street, prior to the implementation of the initial restrictions around parking there were no issues. The pavements were wide enough for a car to park and people were able to freely walk along both pavements, including with pushchairs. There were no issues. There were no contingencies put in place when the restrictions were implemented. This resulted, initially, in chaos, with buses unable to drive down the street and cars unable to freely pass. This shortsightedness was ridiculous in the extreme. Now, yet again, restrictions are being proposed with no contingencies in place. Cars don't just disappear. Where are people supposed to park? From a personal perspective, I am a carer for my elderly parents. I have to regularly attend urgently, to help them with situations. I need to have access to my vehicle at short notice and for it to be close to hand, to enable me to reach them as quickly as possible. I cannot emphasise enough how impactful these restrictions will be. I implore you to reconsider them. They will have a serious impact on the care I can provide and on my life in general.</p>

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<b>11</b>	<p>Double yellow lines will create more problems to the residents on Lochend Drive. Narrowing the pedestrian pavements seems to be the most reasonable solution.</p>
<b>12</b>	<p>I am writing to challenge the proposed traffic modification to Lochend Drive - TRO/24/14. I believe that the suggested outcome of removing parking is not an option that benefits the local community. Opening the road up to be a busy street could only appeal to the people travelling through the area. I do not believe this is a correct or moral stance for Edinburgh Council to take. Lochend Drive is a SIMD area 1 and has suffered for years without any local investment. For Edinburgh Council to come to this conclusion without proper engagement or consultation appears to be institutional neglect to the community of Lochend Drive. I believe there are several different options that could be taken to can provide some benefit to the local community.</p> <p>Make Lochend Drive a “local access only” road – After the government’s ban on pavement parking, there has been significantly less traffic utilising Lochend Drive. I do not welcome the prospect of Lochend Drive becoming a busy street again. A barrier could be installed midway along Lochend Drive to prevent it being used as a thoroughfare. Removing parking to create more road space will encourage more traffic and negatively impact the environment and community. I believe the increase road traffic will increase the chance for accidents to occur.</p> <p>Facilitate private parking – The proposal to remove parking from Lochend Drive will have a significant negative impact on my personal life and potentially my ability to sell the property. There is also very limited parking in the nearby area that does not require a permit. I would be open to the option of converting my garden into off street parking. Edinburgh Council could advise local residents how to install parking on their properties.</p> <p>Increase the width of Lochend Drive – There is adequate pavement space to accommodate a wider road which would allow parking and increase traffic flow. There is evidence for this at the top of Lochend Drive, where a parking bay has been installed for years and there is still more than adequate pavement space. The cost of this infrastructure improvement could be funded through the introduction of permit parking.</p> <p>In addition, this ‘problem’ has only been created after the Scottish Government’s ban on pavement parking. There</p>

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	<p>has never been an issue with pedestrians and cars coexisting on Lochend Drive before this ban. Please hold a formal information event to encourage engagement from the local community. It does not appear that Edinburgh Council has taken any meaningful steps to adequately notify the local community. I am only aware of this proposal after a neighbour informed me. I have seen a photo of an A4 'poster' which was previously displayed on a lamppost. I believe Edinburgh Council must do more to engage with the local community and offer alternative solutions before making this decision.</p>
<b>13</b>	<p>Residents have safely parked here for years, and many purchased homes with the expectation of on-street parking. This change will cause unnecessary disruption to residents and visitors, including families like mine who frequently visit the area. The council should reconsider this proposal, as it unfairly penalises long-term residents for poor planning decisions.</p>
<b>14</b>	<p>This change will cause unnecessary disruption to residents and visitors, including families like mine who frequently visit the area. The council should reconsider this proposal, as it unfairly penalises long-term residents for poor planning decisions</p>
<b>15</b>	<p>Adding double lines for parking restrictions at Lochend drive will create plenty of problems for residents and visitors. These houses do not have parking space, and all of the cars will be moved to other areas where literally there is no space to park. There is absolutely any need to allow buses crossing Lochend drive, there are plenty of bus stops nearby.</p> <p>Are you expecting that neighbours destroy their garden spending their own money to transform nice gardens into a private parking space? This is nonsense! Sustainable policies but this will the result, less gardens to be turned into private parking areas.</p>
<b>16</b>	<p>I am writing to express my strong objection to the proposed parking restrictions on Lochend Drive, Edinburgh. These restrictions are unnecessary, unfair to residents, and will cause significant disruption to the local community.</p>

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	<p>It appears that the proposal has been introduced at the request of Lothian Buses, despite there being viable alternative routes available. Specifically, bus stops “Sleigh Drive” and “Marionville Avenue” are only a two minute walk from the bus stops on Lochend Drive. Furthermore, Lochend Drive has long accommodated both residential parking and pedestrian access without issue, thanks to its unusually wide pavements.</p> <p>Reasons for Objection</p> <ol style="list-style-type: none"> <li> <b>1. No History of Parking Problems or Obstructions</b>  For many years, residents have parked on Lochend Drive without causing disruption to traffic, pedestrians, or public transport. The council has not provided any compelling evidence of safety concerns, accessibility complaints, or pedestrian issues that would justify such drastic measures. Introducing restrictions where no problem exists is both unnecessary and unfair. </li> <li> <b>2. Wide Pavements Make the Ban Unjustified</b>  Unlike narrower streets where pavement parking obstructs pedestrian movement, Lochend Drive benefits from exceptionally wide pavements. These comfortably allow for both parked vehicles and pedestrians, including wheelchair users and those pushing prams, to move freely. There is no justification for banning parking here when it has never been a safety or accessibility issue. </li> <li> <b>3. Negative Impact on Elderly and Disabled Residents</b>  Many local residents, particularly elderly individuals and those with mobility difficulties, rely on being able to park near their homes for accessibility and security. If these restrictions are introduced, they will be forced to park further away, increasing risks such as trips, falls, and physical strain. Under the Equality Act 2010, the council is required to consider the impact of its decisions on disabled individuals, and this proposal appears to overlook the disproportionate difficulties it would cause for vulnerable residents. </li> <li> <b>4. Unreasonable Burden on Working Residents and Tradespeople</b>  A significant number of residents rely on having secure parking outside their homes, particularly tradespeople who </li> </ol>

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	<p>store expensive tools and equipment in their work vans. Being forced to park further away increases the risk of theft and vandalism, which is already a problem in the area. At a time when many are struggling with the rising cost of living, imposing additional financial and logistical burdens on working residents is unreasonable.</p> <p><b>5. No Viable Alternative Parking Solutions Provided</b></p> <p>The council has not presented a realistic alternative parking plan to accommodate the many vehicles that would be displaced by this restriction. Nearby areas already have paid parking schemes and high levels of break-ins, making them unsafe and impractical options. Simply removing parking from Lochend Drive will not solve any issues but will instead push the problem onto surrounding streets, worsening congestion elsewhere.</p> <p><b>6. More Practical and Balanced Solutions Are Available</b></p> <p>If bus access is the main concern, there are far less disruptive ways to address the issue, such as:</p> <ul style="list-style-type: none"> <li>• Allowing an exemption for Lochend Drive due to its unique pavement width.</li> <li>• Implementing limited restrictions, such as single or double yellow lines on only one side of the street, rather than an outright ban.</li> <li>• Adjusting pavement layouts if absolutely necessary, rather than eliminating parking entirely.</li> </ul> <p>These alternatives would protect residents' ability to park while also ensuring public transport can operate smoothly.</p> <p><b>7. Lack of Direct Resident Notification Raises Concerns</b></p> <p>It is concerning that the council did not properly inform residents of Lochend Drive about this proposal, particularly when they have previously issued direct notices for other parking-related matters. Many residents may not even be aware of the proposed restrictions, which limits their ability to voice their objections. Transparency and fair consultation are essential in decision-making processes that significantly impact local communities.</p> <p><b>Conclusion and Request for Reconsideration</b></p> <p>Given the absence of historical parking problems, the severe negative impact on residents—particularly vulnerable</p>

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	<p>individuals—and the failure to provide a workable alternative, I strongly urge the council to reconsider this proposal and instead grant an exemption for Lochend Drive.</p> <p>Should the council insist on proceeding with these restrictions, I formally request:</p> <ol style="list-style-type: none"> <li>1. A comprehensive Equality Impact Assessment detailing how elderly and disabled residents will be affected.</li> <li>2. A clear and practical alternative parking plan that does not impose additional costs or safety risks on residents.</li> <li>3. Justification for why less disruptive options—such as partial restrictions or pavement adjustments—have not been considered.</li> <li>4. An explanation for the failure to directly notify residents about the proposal.</li> </ol> <p>This proposal is neither necessary nor beneficial to the community, and I strongly encourage the council to rethink its approach in Favor of a fairer and more practical one.</p>
<b>17</b>	<p>I am writing to formally object to the proposed parking restrictions on Lochend Drive, Edinburgh, on the grounds that they are unnecessary, unfair, and detrimental to residents. This proposal appears to have been instigated at the request of Lothian Buses, despite the fact that there are alternative routes and ample nearby streets that buses could use without issue. Furthermore, no significant problems have been recorded for decades regarding parking on Lochend Drive, where the unusually wide pavements have always safely accommodated parked vehicles while still allowing ample space for pedestrians, wheelchair users, and prams to pass freely.</p> <p><b>Key Objections &amp; Supporting Evidence</b></p> <ol style="list-style-type: none"> <li>1. Decades of Established Residential Parking Without Issue <ul style="list-style-type: none"> <li>• Residents have legally and responsibly parked on the large pavements of Lochend Drive for decades without causing obstruction or safety concerns.</li> <li>• The council has provided no substantial evidence of safety hazards, pedestrian complaints, or accessibility concerns related to this practice.</li> </ul> </li> <li>2. Lochend Drive's Pavement Width Makes the Restriction Unnecessary</li> </ol>

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	<ul style="list-style-type: none"> <li>• Unlike other streets where pavement parking obstructs pedestrian movement, Lochend Drive has exceptionally wide pavements that can safely accommodate both parked vehicles and pedestrian traffic, including those using mobility aids.</li> <li>• There has been no documented history of pedestrian accessibility problems on this street.</li> <li>• Implementing a blanket restriction here contradicts the council's own stated goal of ensuring safe and practical parking solutions in residential areas.</li> </ul> <p>3. Severe Disruption to Residents, Particularly the Elderly and Those with Disabilities</p> <ul style="list-style-type: none"> <li>• Many residents, including elderly individuals and those with mobility issues, rely on being able to park close to their homes for accessibility and personal safety.</li> <li>• The proposed restrictions would force vulnerable individuals to park further away, increasing the risk of falls, physical strain, and safety concerns.</li> <li>• Under the Equality Act 2010, public authorities are legally required to consider the impact of their decisions on disabled individuals. The failure to assess the disproportionate burden this restriction places on those with disabilities may render it legally challengeable.</li> </ul> <p>4. Unjustified Financial and Practical Burdens on Working Residents</p> <ul style="list-style-type: none"> <li>• A significant number of residents are tradespeople who require their work vans to be parked securely outside their homes due to expensive tools and equipment stored inside.</li> <li>• Forcing tradespeople and others to park at a distance significantly increases the risk of vehicle break-ins and tool theft, which is a known issue in the area.</li> <li>• With the cost of living crisis already putting financial pressure on working-class residents, this proposal would create undue hardship by forcing residents to seek alternative, often paid, parking solutions that are neither practical nor secure.</li> </ul>

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	<p>5. No Clear Plan for Alternative Parking – Where Will These Cars Go?</p> <ul style="list-style-type: none"> <li>• The council has failed to provide a viable alternative parking solution for the many vehicles currently parked on Lochend Drive.</li> <li>• Nearby areas such as Meadowbank have paid parking restrictions and high levels of vehicle break-ins, making them unsuitable and unsafe options.</li> <li>• This proposal will exacerbate parking congestion on surrounding streets, shifting the problem rather than solving it.</li> </ul> <p>6. More Cost-Effective &amp; Sensible Alternatives Exist</p> <ul style="list-style-type: none"> <li>• If bus access is the primary concern, less disruptive and more cost-effective solutions could be implemented, such as:</li> <li>• Exempting Lochend Drive from the pavement parking ban due to its unique pavement width.</li> <li>• Introducing single or double yellow lines on one side of the road only, allowing buses to pass without removing all parking.</li> <li>• Reducing pavement width (if truly necessary) rather than displacing residents and their vehicles entirely.</li> <li>• These measures would accommodate both residents' needs and public transport access without excessive disruption or cost.</li> </ul> <p>7. Lack of Proper Resident Notification Raises Serious Concerns</p> <ul style="list-style-type: none"> <li>• It is highly questionable why Edinburgh City Council did not notify residents of Lochend Drive directly by posting letters through their doors, as they have done on multiple occasions when issuing notices about pavement parking fines and regulations.</li> <li>• Failing to inform residents properly will inevitably result in fewer objections, as many people may be completely unaware of their right to object and raise their personal concerns.</li> <li>• This lack of transparency and communication raises serious concerns about whether the council is intentionally</li> </ul>

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	<p>limiting public engagement to push through a deeply flawed proposal without proper scrutiny.</p> <ul style="list-style-type: none"> <li>• Residents deserve a fair opportunity to voice their objections, and the council's failure to notify them directly undermines the integrity of this process.</li> </ul> <p>Summary and Demand for Reconsideration</p> <p>Given the lack of any historical issues, the negative impact on residents (especially vulnerable individuals), the absence of a viable alternative parking plan, and the unnecessary financial strain this would place on working-class people, I strongly urge Edinburgh City Council to abandon this proposal and instead grant an exemption for Lochend Drive due to its unique characteristics.</p> <p>Should the council proceed with the proposed restrictions despite overwhelming resident opposition, I would request:</p> <ol style="list-style-type: none"> <li>1. A full Equality Impact Assessment regarding the effect on elderly and disabled residents.</li> <li>2. A detailed alternative parking plan that does not force residents into unsafe or financially burdensome situations.</li> <li>3. Justification for why other viable solutions (e.g., partial restrictions, pavement adjustments, exemptions) have not been considered.</li> <li>4. An explanation for why residents were not directly informed in the same manner as previous communications regarding parking regulations.</li> </ol> <p>For the sake of fairness, practicality, and financial responsibility, I strongly urge the council to reconsider this unnecessary and damaging proposal.</p>
<b>18</b>	<p>I am writing to formally object to the proposed Traffic Regulation Order (TRO/24/14) concerning Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places on Lochend Drive. I am a resident of Lochend Drive and have been directly impacted by the recent enforcement of the pavement parking ban, which this proposal seeks to address with further restrictions.</p> <p>While I understand the Council's need to manage traffic and parking in the area following the introduction of the</p>

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	<p>national pavement parking ban, I believe the proposed solution – specifically the likely outcome of this consultation, which I understand to be the introduction of measures that will effectively act as double yellow lines prohibiting all parking – is disproportionate, poorly considered, and detrimental to the residents of Lochend Drive. My objections are based on the following points:</p> <p><b>Disproportionate Response:</b> The proposed Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places, which I believe will lead to a situation equivalent to the elimination of all parking on Lochend Drive, is an extreme measure that does not consider less restrictive alternatives and unduly punishes residents who rely on on-street parking. It feels like an overreaction to a situation that has been worsened by the Council's earlier enforcement of the pavement parking ban. The Council's response should be proportionate to the actual problem, and this heavy-handed approach clearly isn't. Implementing a blanket ban on parking is a drastic measure that fails to acknowledge the established parking needs of residents and the existence of readily available alternatives. It implies a 'one-size-fits-all' solution to the traffic management issue that is completely inappropriate for our street. The council should reconsider a more targeted and sensitive approach.</p> <p><b>Unjustified Elimination of Parking Given Pavement Width:</b> The pavements on Lochend Drive are exceptionally wide (approximately 12 feet). This provides ample space for pedestrians, including those with disabilities, parents with strollers, and the elderly, even with vehicles partially parked on the pavement. The outright elimination of parking is, therefore, unnecessary and represents a failure to balance the needs of all road users. Indeed, this suggests a rather one-sided view that completely dismisses the established parking needs of residents. The proposed restrictions are too broad and don't account for the existing infrastructure, effectively penalizing residents for a problem that existed minimally before the poorly thought through pavement parking ban. The current pavement width far exceeds the minimum requirement for pedestrian access and allows ample space for shared use, negating the necessity for the proposed restrictions. This excessive pavement width warrants a more adaptable and responsive parking plan.</p>

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	<p>Inadequate and Opaque Consultation Process: The Council's consultation process has been deeply flawed and, I suspect, deliberately designed to minimize resident input. The announcement of the proposed TRO was made through poorly placed and difficult-to-find notices (as evidenced by the attached photograph). These notices were positioned on such restrictive measures, the Council has a duty to explore and implement alternative solutions. Some possible alternative solutions include lampposts in a way that was easily overlooked, almost as if they were trying to hide the information. The links to consultation pages were also excessively long and cumbersome to type, effectively discouraging participation, particularly for older residents who may not be as technologically adept. This suggests a deliberate attempt to minimize public input and push through the proposal without proper scrutiny. A simple letter through the door to each resident would have been a far more transparent and democratic way of conducting the consultation. The consultation felt secretive and designed to exclude residents from fully participating, making the process appear undemocratic and unfair. The limited visibility of these notices raises serious questions about the Council's commitment to genuine public engagement and transparency, and creates a reasonable suspicion that the concerns of the residents of Lochend Drive are not considered important.</p> <p>Financial Implications for Residents: The proposed Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places will force residents to park further away from their homes, potentially in paid parking facilities located further afield. This will create an additional and unwelcome financial burden, particularly for lower-income households in the area and those who rely on their cars for work. The additional cost of parking will be a significant strain on household budgets. Furthermore, the lack of available parking may well depreciate the value of our properties on Lochend Drive, impacting residents' long term financial security. This added financial strain is unfair and unjustified, considering we were able to park without these issues prior to the pavement parking ban enforcement. It creates a financial penalty for simply living on Lochend Drive, and that's not fair, particularly when the problem has been manufactured by the council's actions. It punishes residents for what effectively amounts to a council failure in planning and implementation.</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>Safety Concerns: The proposed Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places will force residents to park further away from their homes, potentially on less secure streets, creating an inconvenience for many and a potential safety concern, particularly for women, elderly residents, and shift workers returning home late at night. The increased walking distance, particularly in poorly lit areas, will expose residents to unnecessary risks. Furthermore, by effectively eliminating parking on Lochend Drive, the problem will likely be displaced onto adjacent streets, potentially causing new congestion and safety issues there. Rather than solving the problem, it simply moves it elsewhere and impacts other residents. This creates a domino effect of parking issues, impacting the wider community and potentially increasing response times for emergency services due to increased congestion in the area. It may also lead to increased instances of dangerous or illegal parking as residents become more desperate to find available spaces near their homes, potentially further impacting safety.</p> <p>Lack of Consideration for Residents and Alternative Solutions: The proposed Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places, demonstrates a clear lack of consideration for the existing needs and routines of Lochend Drive residents. Before implementing</p> <p>Reduced Pavement Width: A small reduction in the pavement width, even by a foot or two, could create sufficient space for designated parking bays along the street without compromising pedestrian safety. This solution acknowledges the needs of both drivers and pedestrians and would significantly reduce the impact on parking availability.</p> <p>Designated Parking Bays: Implementing designated parking bays along one or both sides of the street could create a more organized and efficient use of the available space, ensuring that more residents are able to park near their homes. This promotes a more organized and efficient use of available space and is a less disruptive alternative to the proposed restrictions.</p>
<b>19</b>	<p>I live on Lochend drive and one of the biggest attractions was that there was on street parking. Our placements on either side are as wide as the road so we used to park on the pavement, I will never park on a pavement if there</p>

Objection Number	Objection Detail
	<p>want ample space for wheelchairs/buggies etc to get passed. When the on-pavement ban was passed i mostly agreed but didn't think it was the best use of space on this road. My car has been scratched so many times and buses can't come down. But I whole heartedly disagree with yellow lines being put on this street. There is already a struggle for parking in the area, especially in match days and is only going to affect residents. We have ample space to make the pavement thinner to allow on street parking and buses on this road. Please don't go down the double yellow option!</p>
20	<p>This street is already hard to get parked on, half the tenants have cars and work vans, the council would be better penalising the company vans taking up double the spaces, I completely object to losing half the parking, where do you suggest we park, Just go and clog up the neighbouring streets?</p>
21	<p>I have lived on this street my entire life. I have used the busses to get to/from school, college and still for work, but my mum has drove all my life. She has reoccurring leg issues, has a disabled badge, which makes it difficult to walk long lengths, especially with heavy things (such as shopping bags) being able to park outside our house and get to the door with ease is a massive help to me and my family. If the double yellow lines were in place my mum would struggle with daily activities. Also placing double yellow lines on the street, I think would cause unsafe parking in other areas especially when there is a football game played at Easter Road or Lochend Park in these scenarios it is already a difficulty to find a parking space that is safe and close by. The only solution I see fit, is for the pavements to be narrower.</p>
22	<p>I have lived on this street for 36 years. This is a residential street with young children to elderly. We don't need double yellow lines on the street as it would lead to what I believe to be unsafe parking. If the pavement were narrower/able to be parked on, public transport and emergency vehicles would be able to access the street with ease. This street never had public transport many years ago and was managed by residents.</p>

<b>Objection Number</b>	<b>Objection Detail</b>
<b>23</b>	<p>We wholly object to this, no parking in this street is completely unacceptable, to not be able to park outside our own front door with kids/grandkids is a safety concern , for what reason to bring a double decker bus service back down pur street that's not big enough to take it, our pavements were large enough to have cars parked on them and still leave the required space required for public access , why not as in Budapest draw a yellow line on the pavement ,and let cars park with at least 2 wheels on our extra wide pavements which still leaves more than enough space for pedestrian access, or even wiser would be not to have a main double decker bus epilate continue on our street which has bigger pavements than road , because obviously it's not in budget to widen road and reduce pavement, we pay road tax to drive on the road, our insurance premiums dictate a price of having our vehicle at our house premises so it's in earshot and visually can be seen and heard in case of breaking in or being hit We wish to have a full consultation meeting in regards to this</p> <p>It's a parking and a safety issue especially with hardly any parking in area as it is and specifically on football matchdays in the area</p>
<b>24</b>	<p>I reject to this proposal of no parking as there is lots of flats in the street and no other parking around</p>
<b>25</b>	<p>I have friends that live locally to the area A proposed who constantly struggle for parking space as it is. Introducing these new double yellows will greatly exacerbate this issue.</p>
<b>26</b>	<p>I am writing to formally object to the proposed Traffic Regulation Order (TRO/24/14) concerning Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places on Lochend Drive. As a long-term resident of Lochend Drive, I am deeply concerned about the negative consequences this plan will have on our community. The pavement parking ban has already created issues, and this proposed solution – essentially eliminating all parking – is simply making things worse.</p> <p>I believe this TRO is disproportionate, poorly considered, and will negatively impact the daily lives of many Lochend Drive residents. Here's why I object:</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>Disproportionate Response: The proposed restrictions are an overreaction. Instead of seeking reasonable solutions, the Council is opting for a complete ban on parking. This is unfair to residents and doesn't address the root of the problem. It's like using a sledgehammer to crack a nut – completely unnecessary.</p> <p>Unjustified Given Pavement Width: We have exceptionally wide pavements on Lochend Drive. There's plenty of room for pedestrians, even with cars partially parked. Eliminating parking altogether is overkill and ignores the reality of our street layout. The Council should be finding ways to share the space, not eliminate parking entirely.</p> <p>Consultation Process: The consultation was a joke. The notices were hidden away, and it was difficult to find the information. It felt like the Council wasn't really interested in hearing our opinions. A more open and transparent process is needed, where residents are properly informed and given a chance to have their say. This felt like a done deal from the start.</p> <p>Financial Impact: Many residents rely on on-street parking to avoid expensive parking fees. This plan will force people to pay more, adding financial stress to already struggling households. It's simply unfair to penalize residents for parking near their homes. Our homes may also be worth less.</p> <p>Safety: Forcing residents to park further away will create safety issues, especially for those who walk alone at night. It also creates a spillover effect, pushing parking problems onto neighboring streets. This doesn't solve anything; it just moves the problem elsewhere.</p> <p>Alternative Solutions: The Council should explore alternative solutions before resorting to a complete parking ban. Reducing the pavement width slightly or implementing designated parking bays would be far less disruptive and more considerate of residents' needs. There must be a better solution that protects the interests of those living on Lochend Drive. I strongly urge the Council to reconsider this proposal and engage in a genuine dialogue with residents to find a more sensible and community-friendly solution to parking on Lochend Drive. We deserve to be heard, and our needs should be taken seriously. This plan needs to be scrapped and rethought.</p>

<b>Objection Number</b>	<b>Objection Detail</b>
<b>27</b>	<p>I don't live in the area anymore but stayed in Abbeyhill and Craigentenny for 40 years before moving out of town, so hope my feedback is taken seriously.</p> <p>Lochend Drive has become a nightmare ever since the ban on parking on pavements was brought in. Something needs to be done but applying double yellows down a large part of both sides of the street is not the right approach. There are a lot of vehicles regularly parked on this street, where will they park in future. There will be a knock-on effect to parking on other streets nearby.</p> <p>The better approach would be to alter the footpaths and add parking bays while maintaining a wide carriageway with passing places if necessary. This would cost more than painting double yellows, but I believe it would be the best approach.</p>
<b>28</b>	<p>I wish to object to the proposal by Lothian Buses to install double yellow lines, removing all but a few disabled parking spaces in Lochend Drive. There is approx. 140 residential flats in this street and if this plan is allowed there will be no parking available. You can imagine the safety issue with the parking in neighbouring streets with the increased number of cars vying to park. I would raise the issue of why a bus has to go up a narrow residential street when a main throughfare (Restalrig Road South/Marionville Road) would appear to be the better, safer option. Until fairly recently buses always used this route avoiding Lochend Drive. I would point out that as a resident of this street I very rarely see people at the bus stops, Can Lothian Buses provide the the information on the passenger number that use the stops? I would also point out that although I appreciate the thought behind pavement parking and the problems it can cause, surely a street-by-street assessment would be in order. The pavements in Lochend Drive are more than double the legal requirement, therefore even with cars parking on the pavement it would still leave over 2 metres of unobstructed pavement for walking, causing no accessibility problems for wheelchairs/buggies/sight impaired with dogs or canes. From a personal point of view, I am 100 years old and rely on my family and carers with cars to visit me, do shopping and take me to appointments. My daughter is my main carer who visits daily. Even with disabled parking, the number of people who would require</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>using these spaces would far outnumber the actual spaces available. Even if Lothian buses insist on using this street as part of the route, consideration should be given on the installation of double yellow lines on 1 side only. This would allow plenty of space for the buses to operate.</p> <p>I would again reiterate that I find that local residents are being penalised at the expense of Lothian buses for a little used service in Lochend Drive.</p>
<b>29</b>	<p>There is no need for the bus to come up and down this street when there's a wider street Marionville Road which they have been using since the parking restrictions came into force last January 2024. There is too much noise and fumes coming from the buses, especially when they are running so frequently. Surely it would be better to keep it on the route it has at the moment which is better for everyone who stays in this street? This street already has problems with cars and scooters going too fast without putting buses in the mix.</p>
<b>30</b>	<p>Wholly object to yellow lines painted on both sides, in line with the recommendations made to CEC by its own report.</p> <p>Blocking all parking is short-term thinking that displaces the issues to other streets and provides no infrastructure to address it long term. CEC must start making long-term solutions, not just doing what seems easiest now and requires the least amount of consideration or effort. My objections are in line with your own report quoted below -</p> <p>"Displaced parking could potentially result in the inefficient operation of the road network, associated delays to public transport and emergency services, parking pressures in nearby streets, and road safety issues."</p> <p>Blocking all access to parking on Lochend drive will result in the above happening on surrounding roads. While also turning the road back into a rat run with high-speed vehicles causing a danger to residents.</p> <p>"Consider introducing DYLS to one side to ensure adequate cway width is maintained."</p> <p>- Please note this recommendation is for ONE side only. Which does not align with your proposals and will result in increased danger on surrounding roads.</p> <p>"Potential displacement of a portion of parked cars to Sleigh Drive."</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>- Sleigh Drive already has restricted parking, plus a large number of disabled bays, and the road is so full that people park in the bin areas. There is no space for displaced vehicles from Lochend Drive without causing further safety issues on an already dangerous road. "Lochend Drive is located within a built-up area and there is limited on-c/way parking space available on adjacent roads. Potential to narrow footways to 2m and provide parking bays Bay-by while maintaining the existing C/way width"</p> <p>- this is the only Mitigation that provides a true solution. Recognising the consequences of pushing the issues elsewhere instead. In addition, we have already seen residents change their front gardens to driveways in order to combat the lack of parking infrastructure. This adds to future issues of flooding possibilities and is the opposite of what all local climate adaptation advises.</p> <p>I have attached pictures so you can see the width of the pavements plus the obstructions caused by lampposts. Pavements being reduced to where the lamppost is, prevents pushing the issue onto other streets, does not impact the accessibility of the pavement (as the lamppost already make it inaccessible at that point), while allowing space for unobstructed emergency vehicles.</p> <p>it is essential that CEC fully consider the consequences of their decision to take the "easiest" solution. You have invested in a report and discarded the recommendations. This is a waste of our money. You will not make peoples work vans or cars disappear by painting DYL. You will, however, cause further traffic and parking issues on surrounding streets. You must invest in infrastructure instead of making it someone else's problem.</p>
<b>31</b>	<p>I object to this proposal as a resident of this street. There is adequate space for cars to park and still allow space for pedestrians to walk safely and for the bus service to resume. An exemption either needs to be put in place for this street or the pavements which are far too wide can be reduced. This would be the most sensible solution from the council. This residential street has many people and families who rely on private transport for work and caring</p>

Objection Number	Objection Detail
	commitments. It would also be concerning for people to park further away and have to walk home alone. There is also insufficient space in the surrounding areas for cars to relocate.
32	<p>This will leave approximately 80 cars for residents of Lochend Drive with nowhere to park. The Pavement Parking Ban has caused the problem on Lochend Drive. For many years residents safely parked on the pavements as the whole road is dropped kerb and at no point along both sides of pavement is it less the 4m wide. The government when announcing pavement parking said exceptions could be made for pavements where at least 1.5m of pavement is left for pedestrian. Lochend Drive meets all the requirement for exemption. Which is 1 alternative as the cars would no longer be blocking the carriageway. The second alternative is to reduce the width of the pavement and create parking bays down either 1 or both sides, leaving still plenty of pavement both sides. If you double yellow both sides of Lochend drive, you will displace 80 cars, even more on weekends and just cause blocked bus routes on surrounding roads. The original mitigation highlighted for Lochend Drive was to shorten pavement width, so just do that rather than remove all parking for a heavy residential road</p>
33	<p>Creating a parking war on a road full of flat/apartment buildings is just stupid. The pavements are double the width they need to be... On both sides! Please remove some of the footpath width in order to provide parking spaces off the driving portion of the road. This would create a win win solution providing better parking for residents and space enough for buses to pass along the road again. And I say this as a disabled person who occasionally uses a wheelchair.</p>
34	<p>Why double yellow on both sides outside my home??</p> <p>The parking here is difficult enough and the width of the pavements are a joke.</p> <p>Why doesn't the council propose to redo the pavements (which are not in good state) to a more acceptable width and widen the road instead of forcing me to park streets away from my home.</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>I think if the pavements were reduced to a normal size everyone would be happy. Residents, emergency services, bus drivers, bus users etc</p>
<b>35</b>	<p>I believe the pavements on Lochend Drive to be more than big enough to allow for parking. Personally, I don't have a car and I predominantly use the bus that can no longer access the road because of the parked cars. However, if parking spots were painted onto the pavements or the pavements amended to give more space to the road, this would be fine as they are so wide they have space for a car and two prams.</p>
<b>36</b>	<p>In reference to the Lochend Drive proposal, removing the proposed number of parking spaces causes householders in the street an issue as well as those in neighbouring streets where the cars belonging to those householders will inevitably move. Furthermore, for the people who have purchased their home in Lochend Drive, house prices will be adversely impacted due to the lack of parking amenity. The pavements on Lochend Drive are exceptionally generous in width dedicated parking, which didn't cause the current issues facing the street could easily be created if the council chose to do so. I'm sure though that the council will, yet again, take the cheaper option of painting lines and putting up signage over doing the right thing for residents of the street.</p>
<b>37</b>	<p>There is nowhere to displace the parking to. This will make the rat run that is Lochend drive even more dangerous. As you already are aware, I'm sure, the pavements on Lochend drive are huge, utilise this wasted space instead of making lives harder and more dangerous for children.</p> <p>You have tried to slyly hide the consultation and provided a long an obnoxious link that people can't easily access without searching or typing out long link.</p>
<b>38</b>	<p>Useless proposal nearly 100 cars will be displaced to other nearby roads, which will cause more congestion. It will be more useful to narrow the pavements that are at least 4 meters wide at any point. It has been done in lochend road so it could be done in lochend drive. Meeting residents needs and finding a good compromise should be a</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>priority for Edinburgh council has stated in the mission statement that promises to work for the people of Edinburgh.</p>
<b>39</b>	<p>As a nearby resident who already finds the parking on my street difficult, I do not think this will be a good idea as cars will be forced to park in surrounding areas</p>
<b>40</b>	<p>There has been very little notice to residents regarding this plan. Letters of the proposed plan should have been delivered through doors especially to affected residents, not notices on lampposts.</p> <p>I object to this proposal. I am a resident on this street and have been for 14 years. There were no safety/parking issues until the ban on pavement parking was implemented. Since the ban came into place, multiple cars have been damaged, and it feels unsafe to cross the road as there is less visibility.</p> <p>The pavements on Lochend Drive have sufficient space for a vehicle to park and still leave the required 1.5m clearance and the bus service could resume. The council could reduce the pavement size to allow for parking or could implement an exemption to this street.</p> <p>The residents and visitors to this street have been given no consideration to the matter at all. A restriction on parking is going to negatively affect the many residents who need private transport. The surrounding areas are busy with parked vehicles so this will cause further issues elsewhere.</p> <p>I work shifts, and it is not safe to park far away and walk home alone, in the dark. I have no option to use public transport with my working times. My car is essential for my work and my child's activities. There are many residents who require support and have carers assisting them who need parking.</p> <p>I really hope the council can seriously consider another way forward, by either applying an exemption or carrying out the required work to reduce the pavement width. The proposed restriction would have a wholly detrimental impact to the residents of this street.</p>

Objection Number	Objection Detail
41	<p>I whole object to this as this will mean it will push residents with cars onto different streets to be able to park. This situation was created by the Council who did not care on the impact their new regulation for pavement parking will bring. The Council should make the sidewalk smaller to enable your new rules to be applied without public distress. But instead, you want to slap some lines and not care about ppl who need cars to travel due to disability, work, life commitments. Do better!</p>

## Craigentenny Road / Loganlea Drive

Objection Number	Objection Detail	
42	<p>I am wholly opposed to the proposals of further parking restrictions being set on the residents of Loganlea Drive.</p> <p>As a resident of Loganlea Drive in the proposed affected area we have already been severely impacted by the council's actions which took away the ability to park on an entire side of the street in recent years due to the barriers being implemented on the school side and any further restrictions would only exacerbate the areas parking situation which is already very difficult to find space near peoples properties where they can ensure the safety of their vehicles.</p> <p>I would propose an alternative that if Lothian Buses are so impacted by the vehicles on the street remove the barriers on the school side thus freeing up parking spaces along the street elevating any parking issues and providing Lothian buses with the space needed.</p>	
43	<p>I understand why this being proposed but the council caused this by putting buses up Loganlea Drive in the first place, however maybe you could enforce the removal of household bins from Craigentenny Road for health and safety reasons as well as environmental</p>	
44	<p>This is an absolute disgrace, especially on Craigentenny Road &amp; Loganlea drive. You think we're stupid? We know exactly what you're up to. Putting double yellow lines on these streets (Craigentenny Road is super wide as well, so totally unnecessary) will just make people park in other streets like Reatalrig Drive, Loaning Crescent &amp; Loaning</p>	

Objection Number	Objection Detail	
	Road, this is exactly what you want so that you can put parking meters in these streets. The taxpayer & residents in this area aren't stupid, the people running the council are the only stupid people I can see. An absolute disgrace.	
45	This is more difficulties for those already struggling there is nothing to be gained for the residents of Edinburgh try living here before you make these decisions	

**Salamander Street /Seafield Road / Seafield Place / Boothacre Cottages**

Objection Number	Objection Detail
46	I object to 24-hour restricted parking at Seafield Place. There are residential flats on the corner of Seafild Road and Seafield Place that rely on some of that space. I understand that unfortunately, Seafield Coachworks Garage is parking their cars there and that there have been abandoned vehicles there too. It seems unfair that three or four residents of Seafield Road and Seafield Place should suffer - we park there overnight (Quiet time) and don't feel that we should be denied a place to leave their car overnight. Why 24hr? Extend the double yellows to below the footbridge, make one side 24 restricted, but not both. It's not necessary. Why not fix the state of the roads instead?

<b>Objection Number</b>	<b>Objection Detail</b>
<b>47</b>	<p>I am writing to object to the proposal TRO/24/14 seeking to introduce 24 Hour waiting restrictions on Seafield Road, Seafield Place and Boothacre Cottages.</p> <p>Introduction of these restrictions will adversely affect residents of Boothacre Cottages Seafield Place and Pirniefield Place as well as visitors to Seafield Cemetery /Crematorium as and the business Seafield Service and Repairs.</p> <p>Currently parking in the area is adequate, but imposition of the restrictions will create parking problems in the area adversely affecting safety by restricting the ability to park without crossing a busy road .</p> <p>While it is noted that the No 1 bus occasionally suffers minor delay due to the weight of traffic ant the Seafield Road/Place junction delay is seldom prolonged and is more frequently than not caused by the increasing weight of traffic that has resulted from the imposition on traffic restrictions preventing the free flow of traffic from Junction Street and Duke Street onto Salamander Street etc.</p> <p>As a resident at my address for Forty Years I can confirm that current problems are as a direct result of the unwanted and unnecessary anti motorist policies promoted by the council.</p>
<b>48</b>	<p>Boothacre Cottages Edinburgh Parking WhollyObject It is completely unclear what this proposal is? The map shows double yellow lines where they exist today and no indication of what the plans are. This is a small cul de sac with no through traffic and low footfall so I can't for the life of me see why any parking restrictions should apply. The busy road surrounding Leith Links is already awash with vans and camper vans so would certainly not benefit from additional vehicles being parked that are currently positioned in Boothacre Cottages. If the proposal is to add double yellow lines to Boothacre Cottages I certainly object and see no advantage in this whatsoever (please state the advantages). I would however support the addition of Permit Holder parking as I believe this would benefit the residents. I would also mention that this TRO was very difficult to find and not in the location on the Council website as described on the lamp post notice.</p>
<b>50</b>	<p>Fair enough, though historically there has never been a problem here and it only became a problem caused by the council's blanket ban on pavement parking.</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>Southern section of A.</p> <p>Once buses are around the corner from Seafield Road there isn't an issue here. There is enough room for vehicles parked on either side of the road + movement on both carriageways. Putting restrictions here will just annoy the garage who put cars there they are working on/finished, and restrict the number of parking places further up Seafield Place and Boothacre Cottages as people have to park further up the road as you have removed spaces elsewhere.</p> <p>Also, there is no need to put restrictions round the corner and into Boothacre Cottages. This will probably take out another parking space, reducing spaces there still further – it's already used mainly by people living on Pirniefield Place. There are no issues with sightlines, and I see no reason for this even if you go ahead with both the northern and southern sections of 'A'.</p>
<b>51</b>	<p>I object to the proposed parking restrictions on Seafield Road as it would cause disruptions to local residents.</p>
<b>52</b>	<p><b>1. Lack of Existing Parking Issues</b></p> <p>First and foremost, Boothacre Cottages is a predominantly residential area with no significant parking problems. The current parking situation is entirely adequate, and residents can park their vehicles safely and conveniently. The area was chosen by many of us, including myself, due to the availability of free parking for themselves and visitors. The introduction of a 24-hour waiting restriction would directly impact the daily lives of residents, particularly those who rely on their vehicles for daily activities, such as transporting goods or family members, as well as restricting visitor access to residents, with a lack of public transport options to the immediate area.</p> <p><b>3. Public Transport Accessibility</b></p> <p>This area is not well-served by public transport, with only the Number 1 bus passing through. The lack of reliable public transportation options means that residents, especially those who have limited mobility or who</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>need to transport goods, often depend on private vehicles. Restricting parking in this area would disproportionately affect those who rely on cars for daily tasks, as the public transport alternatives are infrequent.</p> <p><b>2. Safety and Accessibility Concerns</b></p> <p>Removing residents' parking from Boothacre Cottages would redirect it to the far side of Seafeld place, a main road, creating potential safety risks. The main road in this area has a sharp corner and heavy traffic, which makes it a far more unsafe location for residents to park their vehicles. It would also pose a significant danger when loading or unloading vehicles, making daily tasks far more difficult and dangerous. Particularly for individuals like myself who often transport bikes using a bike rack. Being forced to cross a busy road to attach heavy bike racks would expose me to unnecessary risk. The option for these residents to park on other nearby streets, such a Pirniefield Place will significantly increase the parking burden on these residential streets.</p> <p><b>3. Potential for Unintended Consequences</b></p> <p>It is important to consider the unintended consequences of introducing waiting restrictions (and parking permits) in an area that has not faced significant parking problems. These include increased congestion in nearby streets, as drivers are forced to seek parking further afield. I strongly believe this waiting restriction will lead to a “spillover” effect, where the pressure to find parking in other areas will create a problem where there was previously none.</p> <p><b>4. Financial Burden and Impact on Residents</b></p> <p>Moreover, the introduction of parking permits to the wider area would impose a financial burden on residents. This cost, which would be a regular expense, is particularly concerning for individuals and families who have chosen to live in the area based on the availability of free parking. Free parking contributes to the</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>community's freedom, allowing residents and visitors to come and go without the barrier of a financial toll. The introduction of parking permits can make parking more difficult and reduce the overall accessibility of the neighbourhood, potentially discouraging friends, family, and guests from visiting as well as diminish this key aspect of the neighbourhood, potentially making the area less attractive to prospective homeowners or renters. Over time, this could decrease property values and negatively impact the local real estate market. Furthermore, the implementation of parking permits could unfairly disadvantage people with larger vehicles, such as those who own campervans, who currently rely on available street parking for long-term storage.</p> <p><b>5. Loss of Community Freedom</b></p> <p>The free availability of parking has a direct impact on the sense of community in the area. It enables residents to participate more easily in community activities, attend local events, and engage with the nearby Leith Links Park. Parking permits, by restricting access to public spaces, will hinder the ease of access for visitors, guests, and members of the wider community, creating unnecessary barriers to social engagement and local participation.</p> <p><b>6. Unjustified Use of Traffic Orders</b></p> <p>The introduction of parking permits across the entire area, including Leith Links, would be an unjustified overreach by the Council. The area does not exhibit the severe parking pressures that would warrant such a measure, especially considering the availability of free, accessible parking in the vicinity. Imposing parking permits without clear, demonstrable evidence of a parking problem could set a precedent for other residential areas that do not require such intervention, effectively reducing the availability of free parking in this residential area.</p> <p><b>Conclusion</b></p> <p>In light of the above reasons, I urge the Council to reconsider both the 24-hour waiting restriction and the</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>introduction of parking permits. These measures are unnecessary and could cause considerable and unnecessary disruption to residents' daily lives. A more reasonable approach would be to retain the current parking arrangements or consider alternative solutions that address specific, localized parking concerns, without imposing broad restrictions on the entire community. If the introduction of permits is to go ahead, it would be far preferably to extend them to Boothacre Cottages in place of the waiting restriction.</p> <p>Thank you for taking the time to consider my objections. I trust that the Council will review the matter thoroughly and take the residents' concerns into account when making a decision.</p>
<b>53</b>	<p>I am a regular visitor to a residence near Leith links by the cemetery. The bus links are not good enough from Stockbridge to allow me to get the bus. Introducing parking restrictions will cause severe difficulties for me</p>

## Craigour Avenue / Craigour Grove

Objection Number	Objection Detail
54	<p>Craigour Avenue Parking Wholly Object I think it is unnecessary, and it will penalise hospital staff who will have to pay hospital parking charges if they cannot park for free in the area.</p>
55	<p>wholly Object I would like to object to the proposed restriction of parking on Craigour Avenue for a few reasons.</p> <ol style="list-style-type: none"><li>1. There is already a speeding issue on this street (buses included). The 20mph zone is poorly marked with ineffective speed control measures. Removal of any parked cars will create a clear run for this issue to be exacerbated in an area where there are many children live and play and use route for school access.</li><li>2. Craigour Avenue is a wide carriageway and with the majority of houses having driveways there are very few areas where cars could park on both sides of the street without blocking driveway access therefore plenty room for all vehicles to get through.</li><li>3. Prevention of street parking for residents will result in nowhere to park their car/s (where no driveway or 2 cars) which I feel is wholly unfair when, as mentioned, it is extremely unlikely vehicle access to travel in either direction on the street is unachievable. There is no alternative available parking in nearby area.</li></ol>

### Appendix 3- TRO-24-14 Salamander Street - Seafield Road -Seafield Street - Boothacre Cottages Main Objection Themes and Consultation Data

#### Main Objection Detail

Theme ref	Objection theme	Response	Action	No of Objections	Related Objection Numbers in Appendix 1
1	Bus links	I am a regular visitor to a residence near leith links by the cemetery. The bus links are not good enough from Stockbridge to allow me to get the bus. Introducing parking restrictions will cause severe difficulties for me	There are numerous parking opportunities in the local area	1	53
2	Safety risk	<p>Safety and Accessibility Concerns</p> <p>Removing residents' parking from Boothacre Cottages would redirect it to the far side of Seafield place, a main road, creating potential safety risks. The main road in this area has a sharp corner and heavy traffic, which makes it a far more unsafe location for residents to park their vehicles. It would also pose a significant danger when loading or unloading vehicles, making daily tasks far more difficult and dangerous.</p> <p>Particularly for individuals like myself who often transport bikes using a bike rack. Being forced to cross a busy road to attach heavy bike racks would expose me to unnecessary risk. The option for these residents to park on other nearby streets, such a Pirniefield Place will significantly increase the parking burden on these residential streets</p>	Short section of restrictions mirrors existing restrictions and will not have an impact on parking	1	52

<b>Theme ref</b>	<b>Objection theme</b>	<b>Response</b>	<b>Action</b>	<b>No of Objections</b>	<b>Related Objection Numbers in Appendix 1</b>
<b>3</b>	Unintended Consequences	Potential for Unintended Consequences It is important to consider the unintended consequences of introducing waiting restrictions (and parking permits)	No parking permits are proposed	1	52
<b>4</b>	Financial burden of permits	Financial Burden and Impact on Residents Moreover, the introduction of parking permits to the wider area would impose a financial burden on residents.	No parking permits are proposed	1	52
<b>5</b>	Removal of parking	Loss of Community Freedom The free availability of parking has a direct impact on the sense of community in the area.	No action	1	52
<b>6</b>	Unjustified Use of Traffic Orders	The introduction of parking permits across the entire area, including Leith Links, would be an unjustified overreach by the Council. The area does not exhibit the severe parking pressures that would warrant such a measure, especially considering the availability of free, accessible parking in the vicinity.	No parking permits are proposed at this time	1	52
<b>7</b>	Disruption to local residents	Introduction of these restrictions will adversely affect residents of Boothacre Cottages Seafeld Place and Pirniefield Place as well as visitors to Seafeld Cemetery /Crematorium as and the business Seafeld Service and Repairs.	No action	1,2	47, 51

<b>Theme ref</b>	<b>Objection theme</b>	<b>Response</b>	<b>Action</b>	<b>No of Objections</b>	<b>Related Objection Numbers in Appendix 1</b>
<b>8</b>	Nighttime parking	Seafield Coachworks Garage is parking their cars there and that there have been abandoned vehicles there too. It seems unfair that three or four residents of Seafield Road and Seafield Place should suffer - we park there overnight (Quiet time) and don't feel that we should be denied a place to leave their car overnight.	There are numerous unrestricted parking opportunities in the local area	1	46
<b>9</b>	24hr restrictions	Extend the double yellows to below the footbridge, make one side 24 restricted, but not both. It's not necessary.	24 hr access for Emergency Services	1	46

## TRO/24/14 Consultation Data Seafield Road / Seafield Street / Boothacre Cottages

Objection Number	Objection Detail
46	<p>I object to 24-hour restricted parking at Seafield Place. There are residential flats on the corner of Seafild Road and Seafield Place that rely on some of that space. I understand that unfortunately, Seafield Coachworks Garage is parking their cars there and that there have been abandoned vehicles there too. It seems unfair that three or four residents of Seafield Road and Seafield Place should suffer - we park there overnight (Quiet time) and don't feel that we should be denied a place to leave their car overnight. Why 24hr? Extend the double yellows to below the footbridge, make one side 24 restricted, but not both. It's not necessary. Why not fix the state of the roads instead?</p>
47	<p>I am writing to object to the proposal TRO/24/14 seeking to introduce 24 Hour waiting restrictions on Seafield Road, Seafield Place and Boothacre Cottages.</p> <p>Introduction of these restrictions will adversely affect residents of Boothacre Cottages Seafield Place and Pirniefield Place as well as visitors to Seafield Cemetery /Crematorium as and the business Seafield Service and Repairs.</p> <p>Currently parking in the area is adequate, but imposition of the restrictions will create parking problems in the area adversely affecting safety by restricting the ability to park without crossing a busy road .</p> <p>While it is noted that the No 1 bus occasionally suffers minor delay due to the weight of traffic ant the Seafield Road/Place junction delay is seldom prolonged and is more frequently than not caused by the increasing weight of traffic that has resulted from the imposition on traffic restrictions preventing the free flow of traffic from Junction Street and Duke Street onto Salamander Street etc.</p> <p>As a resident at my address for Forty Years I can confirm that current problems are as a direct result of the unwanted and unnecessary anti motorist policies promoted by the council.</p>

Objection Number	Objection Detail
48	<p>Boothacre Cottages Edinburgh EH6 7QW United Kingdom Parking WhollyObject It is completely unclear what this proposal is? The map shows double yellow lines where they exist today and no indication of what the plans are. This is a small cul de sac with no through traffic and low footfall so I can't for the life of me see why any parking restrictions should apply. The busy road surrounding Leith Links is already awash with vans and camper vans so would certainly not benefit from additional vehicles being parked that are currently positioned in Boothacre Cottages. If the proposal is to add double yellow lines to Boothacre Cottages I certainly object and see no advantage in this whatsoever (please state the advantages). I would however support the addition of Permit Holder parking as I believe this would benefit the residents. I would also mention that this TRO was very difficult to find and not in the location on the Council website as described on the lamp post notice.</p>
49	<p>Boothacre Cottages Edinburgh Parking WhollyObject It is completely unclear what this proposal is? The map shows double yellow lines where they exist today and no indication of what the plans are. This is a small cul de sac with no through traffic and low footfall so I can't for the life of me see why any parking restrictions should apply. The busy road surrounding Leith Links is already awash with vans and camper vans so would certainly not benefit from additional vehicles being parked that are currently positioned in Boothacre Cottages. If the proposal is to add double yellow lines to Boothacre Cottages I certainly object and see no advantage in this whatsoever (please state the advantages). I would however support the addition of Permit Holder parking as I believe this would benefit the residents. I would also mention that this TRO was very difficult to find and not in the location on the Council website as described on the lamp post notice.</p>
50	<p>Fair enough, though historically there has never been a problem here and it only became a problem caused by the council's blanket ban on pavement parking.</p> <p>Southern section of A. Once buses are around the corner from Seafield Road there isn't an issue here. There is enough room for vehicles parked on either side of the road + movement on both carriageways. Putting restrictions here will just annoy the garage who put cars there they are working on/finished, and restrict the number of parking places further up Seafield Place and Boothacre Cottages as people have to park further up the road as you have removed spaces</p>

	<p>elsewhere.</p> <p>Also, there is no need to put restrictions round the corner and into Boothacre Cottages. This will probably take out another parking space, reducing spaces there still further – it's already used mainly by people living on Pirniefield Place. There are no issues with sightlines, and I see no reason for this even if you go ahead with both the northern and southern sections of 'A'.</p>
<b>51</b>	<p>I object to the proposed parking restrictions on Seafield Road as it would cause disruptions to local residents.</p>
<b>52</b>	<p><b>1. Lack of Existing Parking Issues</b></p> <p>First and foremost, Boothacre Cottages is a predominantly residential area with no significant parking problems. The current parking situation is entirely adequate, and residents can park their vehicles safely and conveniently. The area was chosen by many of us, including myself, due to the availability of free parking for themselves and visitors. The introduction of a 24-hour waiting restriction would directly impact the daily lives of residents, particularly those who rely on their vehicles for daily activities, such as transporting goods or family members, as well as restricting visitor access to residents, with a lack of public transport options to the immediate area.</p> <p><b>3. Public Transport Accessibility</b></p> <p>This area is not well-served by public transport, with only the Number 1 bus passing through. The lack of reliable public transportation options means that residents, especially those who have limited mobility or who need to transport goods, often depend on private vehicles. Restricting parking in this area would disproportionately affect those who rely on cars for daily tasks, as the public transport alternatives are infrequent.</p> <p><b>2. Safety and Accessibility Concerns</b></p> <p>Removing residents' parking from Boothacre Cottages would redirect it to the far side of Seafield place, a main road, creating potential safety risks. The main road in this area has a sharp corner and heavy traffic, which makes it a far more unsafe location for residents to park their vehicles. It would also pose a significant danger when loading or unloading vehicles, making daily tasks far more difficult and dangerous. Particularly for individuals like myself who often transport bikes using a bike rack. Being forced to cross a busy road to attach heavy bike racks would expose me to unnecessary risk. The option for these residents to park on other nearby streets, such as Pirniefield Place will significantly increase the parking burden on these residential streets.</p> <p><b>3. Potential for Unintended Consequences</b></p> <p>It is important to consider the unintended consequences of introducing waiting restrictions (and parking permits) in an area that has not faced significant parking problems. These include increased congestion in nearby streets, as drivers are forced to seek parking further afield. I strongly believe this waiting restriction will lead to a "spillover" effect, where the pressure to find parking in other areas will create a problem where there was previously none.</p>

#### 4. Financial Burden and Impact on Residents

Moreover, the introduction of parking permits to the wider area would impose a financial burden on residents. This cost, which would be a regular expense, is particularly concerning for individuals and families who have chosen to live in the area based on the availability of free parking. Free parking contributes to the community's freedom, allowing residents and visitors to come and go without the barrier of a financial toll. The introduction of parking permits can make parking more difficult and reduce the overall accessibility of the neighbourhood, potentially discouraging friends, family, and guests from visiting as well as diminish this key aspect of the neighbourhood, potentially making the area less attractive to prospective homeowners or renters. Over time, this could decrease property values and negatively impact the local real estate market. Furthermore, the implementation of parking permits could unfairly disadvantage people with larger vehicles, such as those who own campervans, who currently rely on available street parking for long-term storage.

#### 5. Loss of Community Freedom

The free availability of parking has a direct impact on the sense of community in the area. It enables residents to participate more easily in community activities, attend local events, and engage with the nearby Leith Links Park. Parking permits, by restricting access to public spaces, will hinder the ease of access for visitors, guests, and members of the wider community, creating unnecessary barriers to social engagement and local participation.

#### 6. Unjustified Use of Traffic Orders

The introduction of parking permits across the entire area, including Leith Links, would be an unjustified overreach by the Council. The area does not exhibit the severe parking pressures that would warrant such a measure, especially considering the availability of free, accessible parking in the vicinity. Imposing parking permits without clear, demonstrable evidence of a parking problem could set a precedent for other residential areas that do not require such intervention, effectively reducing the availability of free parking in this residential area.

#### Conclusion

In light of the above reasons, I urge the Council to reconsider both the 24-hour waiting restriction and the introduction of parking permits. These measures are unnecessary and could cause considerable and unnecessary disruption to residents' daily lives. A more reasonable approach would be to retain the current parking arrangements or consider alternative solutions that address specific, localized parking concerns, without imposing broad restrictions on the entire community. If the introduction of permits is to go ahead, it would be far preferably to extend them to Boothacre Cottages in place of the waiting restriction.

Thank you for taking the time to consider my objections. I trust that the Council will review the matter thoroughly and take the residents' concerns into account when making a decision.

**53**

I am a regular visitor to a residence near Leith links by the cemetery. The bus links are not good enough from Stockbridge to allow me to get the bus. Introducing parking restrictions will cause severe difficulties for me

## Appendix 4 - TRO-24-14 Craigour Avenue - Craigour Grove - Main Objection Themes and Consultation Data

### Main Objection Themes

Theme ref	Objection theme	Response	Action	No of Objections	Related Objection Numbers in Appendix 2
1	Speeding vehicles	There is already a speeding issue on this street (buses included). The 20mph zone is poorly marked with ineffective speed control measures. Removal of any parked cars will create a clear run for this issue to be exacerbated in an area where there are many children live and play and use route for school access.	Police issue and implementation of restrictions does not alter the speed limit.	1	55
2	Road wide enough	Craigour Avenue is a wide carriageway and with the majority of houses having driveways there are very few areas where cars could park on both sides of the street without blocking driveway access therefore plenty room for all vehicles to get through.	Lothian buses support this proposal after obstructive parking caused bus movement issues	1	55
3	No alternative parking	Prevention of street parking for residents will result in nowhere to park their car/s (where no driveway or 2 cars) which I feel is wholly unfair when, as mentioned, it is extremely unlikely vehicle access to travel in either direction on the street is unachievable. There is no alternative available parking in nearby area.	There are numerous parking opportunities in the local area	1	55

4	Hospital staff parking	Object I think it is unnecessary, and it will penalise hospital staff who will have to pay hospital parking charges if they cannot park for free in the area.	No action	1	54
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#### TRO/24/14 Consultation Data Craigour Avenue - Craigour Grove

Objection Number	Objection detail
54	Craigour Avenue Parking Wholly Object I think it is unnecessary, and it will penalise hospital staff who will have to pay hospital parking charges if they cannot park for free in the area.
55	<p>wholly Object I would like to object to the proposed restriction of parking on Craigour Avenue for a few reasons.</p> <ol style="list-style-type: none"> <li>1. There is already a speeding issue on this street (buses included). The 20mph zone is poorly marked with ineffective speed control measures. Removal of any parked cars will create a clear run for this issue to be exacerbated in an area where there are many children live and play and use route for school access.</li> <li>2. Craigour Avenue is a wide carriageway and with the majority of houses having driveways there are very few areas where cars could park on both sides of the street without blocking driveway access therefore plenty room for all vehicles to get through.</li> <li>3. Prevention of street parking for residents will result in nowhere to park their car/s (where no driveway or 2 cars) which I feel is wholly unfair when, as mentioned, it is extremely unlikely vehicle access to travel in either direction on the street is unachievable. There is no alternative available parking in nearby area.</li> </ol>

## Appendix 5 - TRO-24-14 Loganlea Drive - Craigentinny Road - Main Objection Themes and Consultation Data

### Main Objection Themes

Theme ref	Objection theme	Response	Action	No of Objections	Related Objection Numbers in Appendix 2
01	Remove school safety measures	I would propose an alternative that if Lothian Buses are so impacted by the vehicles on the street remove the barriers on the school side thus freeing up parking spaces along the street elevating any parking issues and providing Lothian buses with the space needed.	No action	1	42
02	Parking charges	will just make people park in other streets like Reatalrig Drive, Loaning Crescent & Loaning Road, this is exactly what you want so that you can put parking meters in these	There are numerous parking opportunities in the local area, no plans to introduce parking meters	1	44
03	Increase parking pressures	This is more difficulties for those already struggling there is nothing to be gained for the residents of Edinburgh try living here before you make these decisions.	No action	1	45

## TRO/24/14 Consultation Data Craigentenny Road – Loganlea Road

Objection Number	Objection Detail	
42	<p>I am wholly opposed to the proposals of further parking restrictions being set on the residents of Loganlea Drive. As a resident of Loganlea Drive in the proposed affected area we have already been severely impacted by the council's actions which took away the ability to park on an entire side of the street in recent years due to the barriers being implemented on the school side and any further restrictions would only exacerbate the areas parking situation which is already very difficult to find space near peoples properties where they can ensure the safety of their vehicles. I would propose an alternative that if Lothian Buses are so impacted by the vehicles on the street remove the barriers on the school side thus freeing up parking spaces along the street elevating any parking issues and providing Lothian buses with the space needed.</p>	
43	<p>I understand why this being proposed but the council caused this by putting buses up Loganlea Drive in the first place, however maybe you could enforce the removal of household bins from Craigentenny Road for health and safety reasons as well as environmental</p>	
44	<p>This is an absolute disgrace, especially on Craigentenny Road &amp; Loganlea drive. You think we're stupid? We know exactly what you're up to. Putting double yellow lines on these streets (Craigentenny Road is super wide as well, so totally unnecessary) will just make people park in other streets like Reatalrig Drive, Loaning Crescent &amp; Loaning Road, this is exactly what you want so that you can put parking meters in these streets. The taxpayer &amp; residents in this area aren't stupid, the people running the council are the only stupid people I can see. An absolute disgrace.</p>	
45	<p>This is more difficulties for those already struggling there is nothing to be gained for the residents of Edinburgh try living here before you make these decisions</p>	

## Appendix 6 - TRO-24-14 Lochend Drive - Lochend Quadrant Consultation Data Only

### Lochend Drive / Lochend Quadrant

Objection Number	Objection Detail
01	<p>Parking wholly Object To bring in parking restrictions on lochend drive would be nothing short of a joke, you have implemented that you can't park on a pavement to which I agree but to then further that you are going to introduce double yellow lines on the road Because your friends at Lothian transport have Probably been in your ear is nothing short of a disgrace. How about you look into reducing the size of the pavements on that road to have parking on at least one side but that would be too much out of budget. I believe the residents of lochend drive never get thought of first like said above it will be to do with busses and pushing the narrative for people to get rid of their cars.</p>
02	<p>The introduction of yellow lines will not only impact me as a resident but also as a worker! I regularly work in the Lochend area as a gas engineer and parking is imperative for these jobs to be completed in a suitable manner at times. This proposal is an absolute joke, the council have spent X amount of monies widening Lochend Road but won't do the same for Lochend Drive? Questions of further depriving areas need to be raised.</p>
03	<p>Key Concerns Raised by Residents</p> <ul style="list-style-type: none"><li>• A wheelchair user and elderly resident has stated that she cannot leave her home without her daughter parking nearby to collect and assist her. These restrictions would leave her without any practical means of getting out.</li><li>• Multiple disabled residents have expressed serious concerns over where they will park and how they will manage their mobility issues if forced to park further away.</li><li>• Wells Pharmacy has confirmed that over 10 residents on Lochend Drive rely on a driver parking on the street to deliver essential medication. If parking is removed, these residents will struggle to receive their prescriptions.</li><li>• If the proposal has been raised due to Lothian Buses' concerns, residents have observed that only one No. 13 single decker bus passes at around 6:15 am, and no other buses regularly use Lochend Drive. Lothian Buses already utilise numerous alternative routes and stops on adjacent streets, making these restrictions unnecessary.</li></ul>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p><b>Lack of Proper Resident Notification</b>  It is particularly alarming that an overwhelming number of residents were unaware of these proposed restrictions. Many have stated that they did not see the council's notice and would have expected a formal letter, similar to what they previously received regarding pavement parking restrictions.  This lack of direct communication undermines the consultation process, as many affected residents have not been given a fair opportunity to express their concerns or object.</p> <p><b>Council's Duty to Assess the Needs of Vulnerable Residents</b>  This proposal appears to have been put forward without properly assessing the needs of those who will be most affected, including:</p> <ul style="list-style-type: none"> <li>• Elderly residents who need close access to their homes for safety and mobility.</li> <li>• Disabled individuals who rely on accessible parking to maintain independence.</li> <li>• Residents receiving essential medical deliveries from pharmacists and carers.</li> </ul> <p>Before proceeding with any restrictions, residents request that the council:</p> <ol style="list-style-type: none"> <li>1. Conduct a full assessment of the impact on disabled and elderly residents in line with its obligations under the Equality Act 2010.</li> <li>2. Provide clear justification for why these restrictions are necessary, particularly when there have been no significant accessibility or traffic issues on Lochend Drive for decades.</li> <li>3. Explain why less disruptive alternatives—such as targeted restrictions or exemptions—have not been considered.</li> <li>4. Ensure that all affected residents are properly notified and given the opportunity to participate in the consultation.</li> </ol> <p>This proposal is unnecessary, impractical, and harmful to the residents of Lochend Drive. It will create significant hardship for vulnerable individuals and disrupt daily life without a clear justification or alternative parking plan.  We urge the council to:</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<ul style="list-style-type: none"> <li>• Abandon these restrictions in favour of a more balanced and inclusive approach.</li> <li>• Engage directly with residents to understand their needs and explore practical solutions.</li> <li>• Ensure full transparency by properly notifying all affected residents before making any decisions.</li> </ul> <p>Residents deserve fair treatment and consideration, and we strongly urge the council to rethink this flawed proposal.</p>
<b>04</b>	<p>I am writing to formally object to the proposed parking restrictions on Lochend Drive Edinburgh, on the grounds that they are wholly unnecessary and severely detrimental to residents.</p> <p>There has never been any pedestrian pavement access issues on Lochend Drive due to cars being parked on the pavement.</p> <p>The blanket ban on pavement parking recently brought in by Edinburgh council and applied across the board with no common sense applied whatsoever should not apply to Lochend Drive.</p> <p>The pavements are approx 4m wide, a car takes up approx 2m, leaving approx 2m of unobstructed pavement. Your own rules state a pavement should be 1.5m of unobstructed footway.</p> <p>Objections &amp; Supporting Evidence</p> <ol style="list-style-type: none"> <li>1. Several decades of established residential parking without issue <ul style="list-style-type: none"> <li>• Residents have parked on the large pavements of Lochend Drive for decades without causing obstruction or safety concerns.</li> <li>• The council has provided no substantial evidence of safety hazards, pedestrian complaints, or accessibility concerns related to this particular street.</li> </ul> </li> <li>2. Lochend Drive's Pavement Width Makes the Restriction Unnecessary <ul style="list-style-type: none"> <li>• Unlike other streets where pavement parking obstructs pedestrian movement, this has never been an issue on Lochend Drive.</li> <li>• Implementing a blanket restriction here contradicts the council's own statements of ensuring safe and practical parking solutions in residential areas.</li> </ul> </li> </ol>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>3. Severe Disruption to Residents,</p> <ul style="list-style-type: none"> <li>• Many residents, including elderly individuals and those with mobility issues, rely on being able to park close to their homes for accessibility and personal safety.</li> <li>• The proposed restrictions would force vulnerable individuals to park further away, increasing risks and safety concerns.</li> <li>• Under the Equality Act 2010, public authorities are legally required to consider the impact of their decisions on disabled individuals. The failure to assess the disproportionate burden this restriction places on those with disabilities may render it legally challengeable.</li> </ul> <p>4. Unjustified Financial and Practical Burdens on Working Residents</p> <ul style="list-style-type: none"> <li>• A significant number of residents are tradespeople who require their work vans to be parked securely outside their homes due to expensive tools and equipment stored inside.</li> <li>• Forcing tradespeople and others to park at a distance significantly increases the risk of vehicle break-ins and theft, which is a well-known issue in the area.</li> <li>• With the cost of living crisis already putting financial pressure on working-class residents, this proposal would create undue hardship by forcing residents to seek alternative reasonable parking solutions that are neither practical nor secure.</li> </ul> <p>5. No Clear Plan for Alternative Parking – Where Will These Cars Go?</p> <ul style="list-style-type: none"> <li>• The council has failed to provide a viable alternative parking solution for the many resident's vehicles currently parked on Lochend Drive.</li> <li>• This proposal will exacerbate parking congestion on surrounding streets, shifting the problem rather than solving it.</li> </ul> <p>6. More Cost-Effective &amp; Sensible Alternatives Exist</p> <ul style="list-style-type: none"> <li>• Exempting Lochend Drive from the pavement parking ban due to its unique pavement width is the obvious and sensible solution to the problem Edinburgh council has created in this street.</li> </ul>

<b>Objection Number</b>	<b>Objection Detail</b>
	<ul style="list-style-type: none"> <li>• Introducing single or double yellow lines on one side of the road only and make the street one way, allowing buses to pass without removing all parking.</li> <li>• Reducing pavement width (if truly necessary) rather than displacing residents and their vehicles entirely.</li> <li>• These measures would accommodate both residents' needs and public transport access without excessive disruption or cost.</li> </ul> <p>7. Lack of Proper Resident Notification Raises Serious Concerns</p> <ul style="list-style-type: none"> <li>• It is highly questionable why Edinburgh City Council did not notify residents of Lochend Drive directly by posting letters through their doors, as they have done on multiple occasions when issuing notices about pavement parking fines and regulations.</li> <li>• Failing to inform residents properly will inevitably result in fewer objections, as many people may be completely unaware of their right to object and raise their personal concerns.</li> <li>• This lack of transparency and communication raises serious concerns about council processes and seems to be intentionally limiting public engagement to push through a deeply flawed proposal without due process.</li> <li>• Residents deserve a fair opportunity to voice their objections, the council has failed to notify them directly.</li> </ul>
<b>05</b>	<p>The imposition of these parking restrictions would not only inconvenience residents but also negatively impact local businesses and visitors. Our community has thrived on the ease of access and the ability to park without undue hassle. Implementing these restrictions would disrupt the daily lives of many and could potentially lead to unnecessary conflicts and enforcement challenges. • The council failing to consider, follow up or consult with residents over the original recommendations made in the Appendix C Wards Annex 11 to 14 document produced by PCL for the City of Edinburgh Council where there were mitigation, impact and displacement was listed. There is no consideration of the report produced for CEC by PCL or the data, mitigation or impacts identified, the reason why I have taken to carry out a detailed analysis of the PCL report is to commend them on the level of detail to their data, mitigation and recommendations. In that report they detail options of physical construction of parking bays, using road markings or even exemptions. • The current mitigation, impact and displacement are not being addressed in this consultation with no consideration for the day-to-day life of the community, drivers, people with</p>

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	<p>special / support or physical needs as well as delivery vehicles, trades people, family or friends visiting. • The restrictions being proposed are too restrictive for the number of properties and residents affected, these restrictions would have a significant impact on all residents in this street as well as adjoining streets where a number of other vehicles have been displaced due to the implementations of parking restrictions in the Meadowbank and Marionville streets. • The map and details provided in this consultation are not accurate with insufficient detail: Ø Statement of reasons - I understand that this is a generic statement and states that the council has received requests from Lothian Buses to provide new restriction on waiting, loading and unloading. It also adds to assist with bus movements where vehicles previously parked on footpaths are causing a carriageway obstruction and preventing bus services on existing routes. If the council had Ø There is no impact assessment provided as part of this consultation regarding parking displacement or residents. Insufficient detail is being provided. The original report produced by PCL indicated that an option was to introduce double yellow lines on one side of the carriageway while this consultation only shows spuriously located double yellow lines on both side of the carriageway which then makes a significant impact on parking displacement. Using the PCL Table 2. Methodology makes the result of the Impact of Parking Displacement become a Significant D - &gt;50% of identified footway (or carriageway) parking will be displaced to nearby roads, and. 100% of parking displacement can be accommodated but leading to “significant” parking pressures on surrounding roads (i.e. available parking spaces on nearby roads will likely to be reduced by &gt;50%. Ø In the plan / map which has been shared as part of this consultation none of the restrictions, bus stops, or disabled bays have been marked for review by the public. Insufficient detail is being provided. Ø The proposed restrictions being shared in this consultation do not align to the recommendations made in the Appendix C Wards Annex 11 to 14 document produced by the City of Edinburgh Council in November 2023 with no further report being provided. Ø Type of restriction – No waiting at any time, there is evidently no consideration being given to residents, carers, families, businesses to stop or park a vehicle in this street at any point. 12 Ø The hours of restrictions – Hours of operation 24 hours, why is this being implemented. The reason being given for these restrictions is to allow Lothian Buses to operate – the route is not served 24 hours a day. Ø Football parking – if all the residents vehicles from Lochend Drive are displaced to other</p>

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	<p>streets reducing the capacity on other streets there will be occasions when Hibernian are playing home matches that residents will not be able to stop at all to drop off goods/family – including young children, disabled or reduced mobility as well as taking deliveries or allowing tradespeople to carry out repairs. Meaning that people’s lifestyles and health will be significantly affected.</p> <p>In Summary I acknowledge that there has been a significant change in parking in Lochend Drive since the implementation of legislation and the prohibition of pavement parking but the restriction being proposed are not clear and contradict the very detailed and balanced report produced by PCL for CEC. • Lochend Drive is very different in the layout compared to other streets within the city with low pavement which are approximately four metres wide, over the years there had not been any complaints or issues where the carriageway has been restricted or pedestrians, parents with buggies or people with guide dogs etc when vehicles had been parked on the pavements. • The report from PCL detailed the impact of parking in Lochend Drive and adjoining streets and advised on mitigation including yellow lines on one side of the carriageway and the introduction of lay-bys. Since this report was produced the bus stop lengths have been doubled in length and disabled parking bays have been introduced. • There are insufficient details in the consultation I am replying too which is why I have formally requested further information under freedom of information legislation. The map provided does not have details of the bus stops, physical traffic calming pinch points or disabled parking bays. • The current proposal included double yellow lines on both sides of the carriageway which has a significant impact on the lives of all residents in tenement and “four in a block” properties there is evidently no study or report been produced regarding the parking displacement under this proposal and the impact to drivers, residents and nearby roads. • The method this consultation was communicated to the community was poor with only posts on lamp posts which had been torn down, local discussions took place to spread the word, many people do not have equipment or are familiar with computers – letters should have been served on every household.</p>

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<b>06</b>	<p>The proposed parking restrictions have not been thought through properly as you cannot expect residents with vehicles rough have to park streets away from their homes.</p> <p>The pavements and road is in a terrible state anyway so why not just reduce the width of the pavements ( which are ridiculously wide) to allow on street parking and enough space for the buses to use the street.</p> <p>It seems Edinburgh council is choosing to go down the cheapest route for themselves without taking into consideration the many people that rely on having a vehicle for work or for mobility / disabilities.</p> <p>I urge the council to rethink their plans and think about the people that live here rather than themselves.</p>
<b>07</b>	<p>Many of the residents are elderly and need a car parked nearby for necessities.</p> <p>I don't understand why we need 3m pathways. Parking on the pavements had no obstructions for passersby. Including the young and disabled. Instead of causing a community to get angry by stopping them parking you could reduce the width of the pavements. They are the widest I have seen. There is no need. The council will do what they want anyway as usual and make working class suffer. You have no consideration for the residents in Edinburgh. You only care about lining your pockets</p>
<b>08</b>	<p>As a tradesman I would have to unload tools from my van at night as wouldn't be able to keep an eye on.</p> <p>Think should of been kept as pavement parking with white lines.</p>
<b>09</b>	<p>I think that this is an outrageous idea that you can't get parked outside your own home.</p> <p>When people have disabled family members visiting or are disabled themselves or people with young children why should they have to walk to where their cars has been parked. Or for those of us who work having to potentially walked streets away for car. Stupid enough idea with no parking on pavements. Thousands of pounds of damage done to cars and even more dangerous to the public.</p>
<b>10</b>	<p>There are a number of reasons why this makes no sense. Firstly, where on earth are people supposed to park.</p> <p>There are a number of cars that park on this street, prior to the implementation of the initial restrictions around parking there were no issues. The pavements were wide enough for a car to park and people were able to freely walk along both pavements, including with pushchairs. There were no issues. There were no contingencies put in</p>

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	<p>place when the restrictions were implemented. This resulted, initially, in chaos, with buses unable to drive down the street and cars unable to freely pass. This shortsightedness was ridiculous in the extreme. Now, yet again, restrictions are being proposed with no contingencies in place. Cars don't just disappear. Where are people supposed to park? From a personal perspective, I am a carer for my elderly parents. I have to regularly attend urgently, to help them with situations. I need to have access to my vehicle at short notice and for it to be close to hand, to enable me to reach them as quickly as possible. I cannot emphasise enough how impactful these restrictions will be. I implore you to reconsider them. They will have a serious impact on the care I can provide and on my life in general.</p>
<b>11</b>	<p>Double yellow lines will create more problems to the residents on Lochend Drive. Narrowing the pedestrian pavements seems to be the most reasonable solution.</p>
<b>12</b>	<p>I am writing to challenge the proposed traffic modification to Lochend Drive - TRO/24/14. I believe that the suggested outcome of removing parking is not an option that benefits the local community. Opening the road up to be a busy street could only appeal to the people travelling through the area. I do not believe this is a correct or moral stance for Edinburgh Council to take. Lochend Drive is a SIMD area 1 and has suffered for years without any local investment. For Edinburgh Council to come to this conclusion without proper engagement or consultation appears to be institutional neglect to the community of Lochend Drive. I believe there are several different options that could be taken to can provide some benefit to the local community.</p> <p>Make Lochend Drive a "local access only" road – After the government's ban on pavement parking, there has been significantly less traffic utilising Lochend Drive. I do not welcome the prospect of Lochend Drive becoming a busy street again. A barrier could be installed midway along Lochend Drive to prevent it being used as a thoroughfare. Removing parking to create more road space will encourage more traffic and negatively impact the environment and community. I believe the increase road traffic will increase the chance for accidents to occur.</p> <p>Facilitate private parking – The proposal to remove parking from Lochend Drive will have a significant negative impact on my personal life and potentially my ability to sell the property. There is also very limited parking in the</p>

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	<p>nearby area that does not require a permit. I would be open to the option of converting my garden into off street parking. Edinburgh Council could advise local residents how to install parking on their properties.</p> <p>Increase the width of Lochend Drive – There is adequate pavement space to accommodate a wider road which would allow parking and increase traffic flow. There is evidence for this at the top of Lochend Drive, where a parking bay has been installed for years and there is still more than adequate pavement space. The cost of this infrastructure improvement could be funded through the introduction of permit parking.</p> <p>In addition, this ‘problem’ has only been created after the Scottish Government’s ban on pavement parking. There has never been an issue with pedestrians and cars coexisting on Lochend Drive before this ban. Please hold a formal information event to encourage engagement from the local community. It does not appear that Edinburgh Council has taken any meaningful steps to adequately notify the local community. I am only aware of this proposal after a neighbour informed me. I have seen a photo of an A4 ‘poster’ which was previously displayed on a lamppost. I believe Edinburgh Council must do more to engage with the local community and offer alternative solutions before making this decision.</p>
<b>13</b>	<p>Residents have safely parked here for years, and many purchased homes with the expectation of on-street parking. This change will cause unnecessary disruption to residents and visitors, including families like mine who frequently visit the area. The council should reconsider this proposal, as it unfairly penalises long-term residents for poor planning decisions.</p>
<b>14</b>	<p>This change will cause unnecessary disruption to residents and visitors, including families like mine who frequently visit the area. The council should reconsider this proposal, as it unfairly penalises long-term residents for poor planning decisions</p>
<b>15</b>	<p>Adding double lines for parking restrictions at Lochend drive will create plenty of problems for residents and visitors. These houses do not have parking space, and all of the cars will be moved to other areas where literally there is no space to park. There is absolutely any need to allow buses crossing Lochend drive, there are plenty of bus stops nearby.</p>

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	<p>Are you expecting that neighbours destroy their garden spending their own money to transform nice gardens into a private parking space? This is nonsense! Sustainable policies but this will the result, less gardens to be turned into private parking areas.</p>
<b>16</b>	<p>I am writing to express my strong objection to the proposed parking restrictions on Lochend Drive, Edinburgh. These restrictions are unnecessary, unfair to residents, and will cause significant disruption to the local community. It appears that the proposal has been introduced at the request of Lothian Buses, despite there being viable alternative routes available. Specifically, bus stops “Sleigh Drive” and “Marionville Avenue” are only a two minute walk from the bus stops on Lochend Drive. Furthermore, Lochend Drive has long accommodated both residential parking and pedestrian access without issue, thanks to its unusually wide pavements.</p> <p>Reasons for Objection</p> <ol style="list-style-type: none"> <li>1. No History of Parking Problems or Obstructions For many years, residents have parked on Lochend Drive without causing disruption to traffic, pedestrians, or public transport. The council has not provided any compelling evidence of safety concerns, accessibility complaints, or pedestrian issues that would justify such drastic measures. Introducing restrictions where no problem exists is both unnecessary and unfair.</li> <li>2. Wide Pavements Make the Ban Unjustified Unlike narrower streets where pavement parking obstructs pedestrian movement, Lochend Drive benefits from exceptionally wide pavements. These comfortably allow for both parked vehicles and pedestrians, including wheelchair users and those pushing prams, to move freely. There is no justification for banning parking here when it has never been a safety or accessibility issue.</li> <li>3. Negative Impact on Elderly and Disabled Residents Many local residents, particularly elderly individuals and those with mobility difficulties, rely on being able to park near their homes for accessibility and security. If these restrictions are introduced, they will be forced to park further away, increasing risks such as trips, falls, and physical strain. Under the Equality Act 2010, the council is required to consider the impact of its decisions on disabled individuals, and this proposal appears to overlook the</li> </ol>

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	<p>disproportionate difficulties it would cause for vulnerable residents.</p> <p><b>4. Unreasonable Burden on Working Residents and Tradespeople</b>  A significant number of residents rely on having secure parking outside their homes, particularly tradespeople who store expensive tools and equipment in their work vans. Being forced to park further away increases the risk of theft and vandalism, which is already a problem in the area. At a time when many are struggling with the rising cost of living, imposing additional financial and logistical burdens on working residents is unreasonable.</p> <p><b>5. No Viable Alternative Parking Solutions Provided</b>  The council has not presented a realistic alternative parking plan to accommodate the many vehicles that would be displaced by this restriction. Nearby areas already have paid parking schemes and high levels of break-ins, making them unsafe and impractical options. Simply removing parking from Lochend Drive will not solve any issues but will instead push the problem onto surrounding streets, worsening congestion elsewhere.</p> <p><b>6. More Practical and Balanced Solutions Are Available</b>  If bus access is the main concern, there are far less disruptive ways to address the issue, such as:</p> <ul style="list-style-type: none"> <li>• Allowing an exemption for Lochend Drive due to its unique pavement width.</li> <li>• Implementing limited restrictions, such as single or double yellow lines on only one side of the street, rather than an outright ban.</li> <li>• Adjusting pavement layouts if absolutely necessary, rather than eliminating parking entirely.</li> </ul> <p>These alternatives would protect residents' ability to park while also ensuring public transport can operate smoothly.</p> <p><b>7. Lack of Direct Resident Notification Raises Concerns</b>  It is concerning that the council did not properly inform residents of Lochend Drive about this proposal, particularly when they have previously issued direct notices for other parking-related matters. Many residents may not even be aware of the proposed restrictions, which limits their ability to voice their objections. Transparency and fair consultation are essential in decision-making processes that significantly impact local communities.</p> <p><b>Conclusion and Request for Reconsideration</b></p>

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	<p>Given the absence of historical parking problems, the severe negative impact on residents—particularly vulnerable individuals—and the failure to provide a workable alternative, I strongly urge the council to reconsider this proposal and instead grant an exemption for Lochend Drive.</p> <p>Should the council insist on proceeding with these restrictions, I formally request:</p> <ol style="list-style-type: none"> <li>1. A comprehensive Equality Impact Assessment detailing how elderly and disabled residents will be affected.</li> <li>2. A clear and practical alternative parking plan that does not impose additional costs or safety risks on residents.</li> <li>3. Justification for why less disruptive options—such as partial restrictions or pavement adjustments—have not been considered.</li> <li>4. An explanation for the failure to directly notify residents about the proposal.</li> </ol> <p>This proposal is neither necessary nor beneficial to the community, and I strongly encourage the council to rethink its approach in Favor of a fairer and more practical one.</p>
<b>17</b>	<p>I am writing to formally object to the proposed parking restrictions on Lochend Drive, Edinburgh, on the grounds that they are unnecessary, unfair, and detrimental to residents. This proposal appears to have been instigated at the request of Lothian Buses, despite the fact that there are alternative routes and ample nearby streets that buses could use without issue. Furthermore, no significant problems have been recorded for decades regarding parking on Lochend Drive, where the unusually wide pavements have always safely accommodated parked vehicles while still allowing ample space for pedestrians, wheelchair users, and prams to pass freely.</p> <p><b>Key Objections &amp; Supporting Evidence</b></p> <ol style="list-style-type: none"> <li>1. Decades of Established Residential Parking Without Issue <ul style="list-style-type: none"> <li>• Residents have legally and responsibly parked on the large pavements of Lochend Drive for decades without causing obstruction or safety concerns.</li> <li>• The council has provided no substantial evidence of safety hazards, pedestrian complaints, or accessibility concerns related to this practice.</li> </ul> </li> <li>2. Lochend Drive's Pavement Width Makes the Restriction Unnecessary <ul style="list-style-type: none"> <li>• Unlike other streets where pavement parking obstructs pedestrian movement, Lochend Drive has exceptionally</li> </ul> </li> </ol>

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	<p>wide pavements that can safely accommodate both parked vehicles and pedestrian traffic, including those using mobility aids.</p> <ul style="list-style-type: none"> <li>• There has been no documented history of pedestrian accessibility problems on this street.</li> <li>• Implementing a blanket restriction here contradicts the council's own stated goal of ensuring safe and practical parking solutions in residential areas.</li> </ul> <p>3. Severe Disruption to Residents, Particularly the Elderly and Those with Disabilities</p> <ul style="list-style-type: none"> <li>• Many residents, including elderly individuals and those with mobility issues, rely on being able to park close to their homes for accessibility and personal safety.</li> <li>• The proposed restrictions would force vulnerable individuals to park further away, increasing the risk of falls, physical strain, and safety concerns.</li> <li>• Under the Equality Act 2010, public authorities are legally required to consider the impact of their decisions on disabled individuals. The failure to assess the disproportionate burden this restriction places on those with disabilities may render it legally challengeable.</li> </ul> <p>4. Unjustified Financial and Practical Burdens on Working Residents</p> <ul style="list-style-type: none"> <li>• A significant number of residents are tradespeople who require their work vans to be parked securely outside their homes due to expensive tools and equipment stored inside.</li> <li>• Forcing tradespeople and others to park at a distance significantly increases the risk of vehicle break-ins and tool theft, which is a known issue in the area.</li> <li>• With the cost of living crisis already putting financial pressure on working-class residents, this proposal would create undue hardship by forcing residents to seek alternative, often paid, parking solutions that are neither practical nor secure.</li> </ul> <p>5. No Clear Plan for Alternative Parking – Where Will These Cars Go?</p> <ul style="list-style-type: none"> <li>• The council has failed to provide a viable alternative parking solution for the many vehicles currently parked on Lochend Drive.</li> </ul>

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	<ul style="list-style-type: none"> <li>• Nearby areas such as Meadowbank have paid parking restrictions and high levels of vehicle break-ins, making them unsuitable and unsafe options.</li> <li>• This proposal will exacerbate parking congestion on surrounding streets, shifting the problem rather than solving it.</li> </ul> <p>6. More Cost-Effective &amp; Sensible Alternatives Exist</p> <ul style="list-style-type: none"> <li>• If bus access is the primary concern, less disruptive and more cost-effective solutions could be implemented, such as:</li> <li>• Exempting Lochend Drive from the pavement parking ban due to its unique pavement width.</li> <li>• Introducing single or double yellow lines on one side of the road only, allowing buses to pass without removing all parking.</li> <li>• Reducing pavement width (if truly necessary) rather than displacing residents and their vehicles entirely.</li> <li>• These measures would accommodate both residents' needs and public transport access without excessive disruption or cost.</li> </ul> <p>7. Lack of Proper Resident Notification Raises Serious Concerns</p> <ul style="list-style-type: none"> <li>• It is highly questionable why Edinburgh City Council did not notify residents of Lochend Drive directly by posting letters through their doors, as they have done on multiple occasions when issuing notices about pavement parking fines and regulations.</li> <li>• Failing to inform residents properly will inevitably result in fewer objections, as many people may be completely unaware of their right to object and raise their personal concerns.</li> <li>• This lack of transparency and communication raises serious concerns about whether the council is intentionally limiting public engagement to push through a deeply flawed proposal without proper scrutiny.</li> <li>• Residents deserve a fair opportunity to voice their objections, and the council's failure to notify them directly undermines the integrity of this process.</li> </ul> <p>Summary and Demand for Reconsideration</p> <p>Given the lack of any historical issues, the negative impact on residents (especially vulnerable individuals), the</p>

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	<p>absence of a viable alternative parking plan, and the unnecessary financial strain this would place on working-class people, I strongly urge Edinburgh City Council to abandon this proposal and instead grant an exemption for Lochend Drive due to its unique characteristics.</p> <p>Should the council proceed with the proposed restrictions despite overwhelming resident opposition, I would request:</p> <ol style="list-style-type: none"> <li>1. A full Equality Impact Assessment regarding the effect on elderly and disabled residents.</li> <li>2. A detailed alternative parking plan that does not force residents into unsafe or financially burdensome situations.</li> <li>3. Justification for why other viable solutions (e.g., partial restrictions, pavement adjustments, exemptions) have not been considered.</li> <li>4. An explanation for why residents were not directly informed in the same manner as previous communications regarding parking regulations.</li> </ol> <p>For the sake of fairness, practicality, and financial responsibility, I strongly urge the council to reconsider this unnecessary and damaging proposal.</p>
<b>18</b>	<p>I am writing to formally object to the proposed Traffic Regulation Order (TRO/24/14) concerning Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places on Lochend Drive. I am a resident of Lochend Drive and have been directly impacted by the recent enforcement of the pavement parking ban, which this proposal seeks to address with further restrictions.</p> <p>While I understand the Council's need to manage traffic and parking in the area following the introduction of the national pavement parking ban, I believe the proposed solution – specifically the likely outcome of this consultation, which I understand to be the introduction of measures that will effectively act as double yellow lines prohibiting all parking – is disproportionate, poorly considered, and detrimental to the residents of Lochend Drive. My objections are based on the following points:</p> <p>Disproportionate Response: The proposed Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places, which I believe will lead to a situation equivalent to the elimination of all parking on Lochend Drive, is an extreme measure that does not consider less restrictive alternatives and unduly punishes residents who rely on</p>

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	<p>on-street parking. It feels like an overreaction to a situation that has been worsened by the Council's earlier enforcement of the pavement parking ban. The Council's response should be proportionate to the actual problem, and this heavy-handed approach clearly isn't. Implementing a blanket ban on parking is a drastic measure that fails to acknowledge the established parking needs of residents and the existence of readily available alternatives. It implies a 'one-size-fits-all' solution to the traffic management issue that is completely inappropriate for our street. The council should reconsider a more targeted and sensitive approach.</p> <p><b>Unjustified Elimination of Parking Given Pavement Width:</b> The pavements on Lochend Drive are exceptionally wide (approximately 12 feet). This provides ample space for pedestrians, including those with disabilities, parents with strollers, and the elderly, even with vehicles partially parked on the pavement. The outright elimination of parking is, therefore, unnecessary and represents a failure to balance the needs of all road users. Indeed, this suggests a rather one-sided view that completely dismisses the established parking needs of residents. The proposed restrictions are too broad and don't account for the existing infrastructure, effectively penalizing residents for a problem that existed minimally before the poorly thought through pavement parking ban. The current pavement width far exceeds the minimum requirement for pedestrian access and allows ample space for shared use, negating the necessity for the proposed restrictions. This excessive pavement width warrants a more adaptable and responsive parking plan.</p> <p><b>Inadequate and Opaque Consultation Process:</b> The Council's consultation process has been deeply flawed and, I suspect, deliberately designed to minimize resident input. The announcement of the proposed TRO was made through poorly placed and difficult-to-find notices (as evidenced by the attached photograph). These notices were positioned on such restrictive measures, the Council has a duty to explore and implement alternative solutions. Some possible alternative solutions include lampposts in a way that was easily overlooked, almost as if they were trying to hide the information. The links to consultation pages were also excessively long and cumbersome to type, effectively discouraging participation, particularly for older residents who may not be as technologically adept. This suggests a deliberate attempt to minimize public input and push through the proposal without proper scrutiny. A simple letter through the door to each resident would have been a far more transparent and democratic way of</p>

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	<p>conducting the consultation. The consultation felt secretive and designed to exclude residents from fully participating, making the process appear undemocratic and unfair. The limited visibility of these notices raises serious questions about the Council's commitment to genuine public engagement and transparency, and creates a reasonable suspicion that the concerns of the residents of Lochend Drive are not considered important.</p> <p>Financial Implications for Residents: The proposed Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places will force residents to park further away from their homes, potentially in paid parking facilities located further afield. This will create an additional and unwelcome financial burden, particularly for lower-income households in the area and those who rely on their cars for work. The additional cost of parking will be a significant strain on household budgets. Furthermore, the lack of available parking may well depreciate the value of our properties on Lochend Drive, impacting residents' long term financial security. This added financial strain is unfair and unjustified, considering we were able to park without these issues prior to the pavement parking ban enforcement. It creates a financial penalty for simply living on Lochend Drive, and that's not fair, particularly when the problem has been manufactured by the council's actions. It punishes residents for what effectively amounts to a council failure in planning and implementation.</p> <p>Safety Concerns: The proposed Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places will force residents to park further away from their homes, potentially on less secure streets, creating an inconvenience for many and a potential safety concern, particularly for women, elderly residents, and shift workers returning home late at night. The increased walking distance, particularly in poorly lit areas, will expose residents to unnecessary risks. Furthermore, by effectively eliminating parking on Lochend Drive, the problem will likely be displaced onto adjacent streets, potentially causing new congestion and safety issues there. Rather than solving the problem, it simply moves it elsewhere and impacts other residents. This creates a domino effect of parking issues, impacting the wider community and potentially increasing response times for emergency services due to increased congestion in the area. It may also lead to increased instances of dangerous or illegal parking as residents become more desperate to find available spaces near their homes, potentially further impacting safety.</p> <p>Lack of Consideration for Residents and Alternative Solutions: The proposed Restrictions on Waiting, Loading and</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>Unloading, Stopping and Parking Places, demonstrates a clear lack of consideration for the existing needs and routines of Lochend Drive residents. Before implementing</p> <p>Reduced Pavement Width: A small reduction in the pavement width, even by a foot or two, could create sufficient space for designated parking bays along the street without compromising pedestrian safety. This solution acknowledges the needs of both drivers and pedestrians and would significantly reduce the impact on parking availability.</p> <p>Designated Parking Bays: Implementing designated parking bays along one or both sides of the street could create a more organized and efficient use of the available space, ensuring that more residents are able to park near their homes. This promotes a more organized and efficient use of available space and is a less disruptive alternative to the proposed restrictions.</p>
<b>19</b>	<p>I live on Lochend drive and one of the biggest attractions was that there was on street parking. Our placements on either side are as wide as the road so we used to park on the pavement, I will never park on a pavement if there want ample space for wheelchairs/buggies etc to get passed. When the on-pavement ban was passed i mostly agreed but didn't think it was the best use of space on this road. My car has been scratched so many times and buses can't come down. But I whole heartedly disagree with yellow lines being put on this street. There is already a struggle for parking in the area, especially in match days and is only going to affect residents. We have ample space to make the pavement thinner to allow on street parking and buses on this road. Please don't go down the double yellow option!</p>
<b>20</b>	<p>This street is already hard to get parked on, half the tenants have cars and work vans, the council would be better penalising the company vans taking up double the spaces, I completely object to losing half the parking, where do you suggest we park, Just go and clog up the neighbouring streets?</p>
<b>21</b>	<p>I have lived on this street my entire life. I have used the busses to get to/from school, college and still for work, but my mum has drove all my life. She has reoccurring leg issues, has a disabled badge, which makes it difficult to walk long lengths, especially with heavy things (such as shopping bags) being able to park outside our house and</p>

Objection Number	Objection Detail
	get to the door with ease is a massive help to me and my family. If the double yellow lines were in place my mum would struggle with daily activities. Also placing double yellow lines on the street, I think would cause unsafe parking in other areas especially when there is a football game played at Easter Road or Lochend Park in these scenarios it is already a difficulty to find a parking space that is safe and close by. The only solution I see fit, is for the pavements to be narrower.
22	I have lived on this street for 36 years. This is a residential street with young children to elderly. We don't need double yellow lines on the street as it would lead to what I believe to be unsafe parking. If the pavement were narrower/able to be parked on, public transport and emergency vehicles would be able to access the street with ease. This street never had public transport many years ago and was managed by residents.
23	<p>We wholly object to this, no parking in this street is completely unacceptable, to not be able to park outside our own front door with kids/grandkids is a safety concern , for what reason to bring a double decker bus service back down pur street that's not big enough to take it, our pavements were large enough to have cars parked on them and still leave the required space required for public access , why not as in Budapest draw a yellow line on the pavement ,and let cars park with at least 2 wheels on our extra wide pavements which still leaves more than enough space for pedestrian access, or even wiser would be not to have a main double decker bus epilate continue on our street which has bigger pavements than road , because obviously it's not in budget to widen road and reduce pavement, we pay road tax to drive on the road, our insurance premiums dictate a price of having our vehicle at our house premises so it's in earshot and visually can be seen and heard in case of breaking in or being hit We wish to have a full consultation meeting in regards to this</p> <p>It's a parking and a safety issue especially with hardly any parking in area as it is and specifically on football matchdays in the area</p>
24	I reject to this proposal of no parking as there is lots of flats in the street and no other parking around

<b>Objection Number</b>	<b>Objection Detail</b>
<b>25</b>	<p>I have friends that live locally to the area A proposed who constantly struggle for parking space as it is. Introducing these new double yellows will greatly exacerbate this issue.</p>
<b>26</b>	<p>I am writing to formally object to the proposed Traffic Regulation Order (TRO/24/14) concerning Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places on Lochend Drive. As a long-term resident of Lochend Drive, I am deeply concerned about the negative consequences this plan will have on our community. The pavement parking ban has already created issues, and this proposed solution – essentially eliminating all parking – is simply making things worse.</p> <p>I believe this TRO is disproportionate, poorly considered, and will negatively impact the daily lives of many Lochend Drive residents. Here's why I object:</p> <p>Disproportionate Response: The proposed restrictions are an overreaction. Instead of seeking reasonable solutions, the Council is opting for a complete ban on parking. This is unfair to residents and doesn't address the root of the problem. It's like using a sledgehammer to crack a nut – completely unnecessary.</p> <p>Unjustified Given Pavement Width: We have exceptionally wide pavements on Lochend Drive. There's plenty of room for pedestrians, even with cars partially parked. Eliminating parking altogether is overkill and ignores the reality of our street layout. The Council should be finding ways to share the space, not eliminate parking entirely.</p> <p>Consultation Process: The consultation was a joke. The notices were hidden away, and it was difficult to find the information. It felt like the Council wasn't really interested in hearing our opinions. A more open and transparent process is needed, where residents are properly informed and given a chance to have their say. This felt like a done deal from the start.</p> <p>Financial Impact: Many residents rely on on-street parking to avoid expensive parking fees. This plan will force people to pay more, adding financial stress to already struggling households. It's simply unfair to penalize residents for parking near their homes. Our homes may also be worth less.</p> <p>Safety: Forcing residents to park further away will create safety issues, especially for those who walk alone at night. It also creates a spillover effect, pushing parking problems onto neighboring streets. This doesn't solve</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>anything; it just moves the problem elsewhere.</p> <p>Alternative Solutions: The Council should explore alternative solutions before resorting to a complete parking ban. Reducing the pavement width slightly or implementing designated parking bays would be far less disruptive and more considerate of residents' needs. There must be a better solution that protects the interests of those living on Lochend Drive. I strongly urge the Council to reconsider this proposal and engage in a genuine dialogue with residents to find a more sensible and community-friendly solution to parking on Lochend Drive. We deserve to be heard, and our needs should be taken seriously. This plan needs to be scrapped and rethought.</p>
<b>27</b>	<p>I don't live in the area anymore but stayed in Abbeyhill and Craightinny for 40 years before moving out of town, so hope my feedback is taken seriously.</p> <p>Lochend Drive has become a nightmare ever since the ban on parking on pavements was brought in. Something needs to be done but applying double yellows down a large part of both sides of the street is not the right approach. There are a lot of vehicles regularly parked on this street, where will they park in future. There will be a knock-on effect to parking on other streets nearby.</p> <p>The better approach would be to alter the footpaths and add parking bays while maintaining a wide carriageway with passing places if necessary. This would cost more than painting double yellows, but I believe it would be the best approach.</p>
<b>28</b>	<p>I wish to object to the proposal by Lothian Buses to install double yellow lines, removing all but a few disabled parking spaces in Lochend Drive. There is approx. 140 residential flats in this street and if this plan is allowed there will be no parking available. You can imagine the safety issue with the parking in neighbouring streets with the increased number of cars vying to park. I would raise the issue of why a bus has to go up a narrow residential street when a main throughfare (Restalrig Road South/Marionville Road) would appear to be the better, safer option. Until fairly recently buses always used this route avoiding Lochend Drive. I would point out that as a resident of this street I very rarely see people at the bus stops, Can Lothian Buses provide the the information on the passenger number that use the stops? I would also point out that although I appreciate the thought behind</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>pavement parking and the problems it can cause, surely a street-by-street assessment would be in order. The pavements in Lochend Drive are more than double the legal requirement, therefore even with cars parking on the pavement it would still leave over 2 metres of unobstructed pavement for walking, causing no accessibility problems for wheelchairs/buggies/sight impaired with dogs or canes. From a personal point of view, I am 100 years old and rely on my family and carers with cars to visit me, do shopping and take me to appointments. My daughter is my main carer who visits daily. Even with disabled parking, the number of people who would require using these spaces would far outnumber the actual spaces available. Even if Lothian buses insist on using this street as part of the route, consideration should be given on the installation of double yellow lines on 1 side only. This would allow plenty of space for the buses to operate.</p> <p>I would again reiterate that I find that local residents are being penalised at the expense of Lothian buses for a little used service in Lochend Drive.</p>
<b>29</b>	<p>There is no need for the bus to come up and down this street when there's a wider street Marionville Road which they have been using since the parking restrictions came into force last January 2024. There is too much noise and fumes coming from the buses, especially when they are running so frequently. Surely it would be better to keep it on the route it has at the moment which is better for everyone who stays in this street? This street already has problems with cars and scooters going too fast without putting buses in the mix.</p>
<b>30</b>	<p>Wholly object to yellow lines painted on both sides, in line with the recommendations made to CEC by its own report.</p> <p>Blocking all parking is short-term thinking that displaces the issues to other streets and provides no infrastructure to address it long term. CEC must start making long-term solutions, not just doing what seems easiest now and requires the least amount of consideration or effort. My objections are in line with your own report quoted below - "Displaced parking could potentially result in the inefficient operation of the road network, associated delays to public transport and emergency services, parking pressures in nearby streets, and road safety issues."</p> <p>Blocking all access to parking on Lochend drive will result in the above happening on surrounding roads. While</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>also turning the road back into a rat run with high-speed vehicles causing a danger to residents.  "Consider introducing DYLS to one side to ensure adequate cway width is maintained."  - Please note this recommendation is for ONE side only. Which does not align with your proposals and will result in increased danger on surrounding roads.  "Potential displacement of a portion of parked cars to Sleigh Drive."  - Sleigh Drive already has restricted parking, plus a large number of disabled bays, and the road is so full that people park in the bin areas. There is no space for displaced vehicles from Lochend Drive without causing further safety issues on an already dangerous road. "Lochend Drive is located within a built-up area and there is limited on-c/way parking space available on adjacent roads. Potential to narrow footways to 2m and provide parking bays Bay-by while maintaining the existing C/way width"</p> <p>- this is the only Mitigation that provides a true solution. Recognising the consequences of pushing the issues elsewhere instead. In addition, we have already seen residents change their front gardens to driveways in order to combat the lack of parking infrastructure. This adds to future issues of flooding possibilities and is the opposite of what all local climate adaptation advises.</p> <p>I have attached pictures so you can see the width of the pavements plus the obstructions caused by lampposts. Pavements being reduced to where the lamppost is, prevents pushing the issue onto other streets, does not impact the accessibility of the pavement (as the lamppost already make it inaccessible at that point), while allowing space for unobstructed emergency vehicles.</p> <p>it is essential that CEC fully consider the consequences of their decision to take the "easiest" solution. You have invested in a report and discarded the recommendations. This is a waste of our money. You will not make peoples work vans or cars disappear by painting DYL. You will, however, cause further traffic and parking issues on surrounding streets. You must invest in infrastructure instead of making it someone else's problem.</p>

<b>Objection Number</b>	<b>Objection Detail</b>
<b>31</b>	<p>I object to this proposal as a resident of this street. There is adequate space for cars to park and still allow space for pedestrians to walk safely and for the bus service to resume. An exemption either needs to be put in place for this street or the pavements which are far too wide can be reduced. This would be the most sensible solution from the council. This residential street has many people and families who rely on private transport for work and caring commitments. It would also be concerning for people to park further away and have to walk home alone. There is also insufficient space in the surrounding areas for cars to relocate.</p>
<b>32</b>	<p>This will leave approximately 80 cars for residents of Lochend Drive with nowhere to park. The Pavement Parking Ban has caused the problem on Lochend Drive. For many years residents safely parked on the pavements as the whole road is dropped kerb and at no point along both sides of pavement is it less the 4m wide. The government when announcing pavement parking said exceptions could be made for pavements where at least 1.5m of pavement is left for pedestrian. Lochend Drive meets all the requirement for exemption. Which is 1 alternative as the cars would no longer be blocking the carriageway. The second alternative is to reduce the width of the pavement and create parking bays down either 1 or both sides, leaving still plenty of pavement both sides. If you double yellow both sides of Lochend drive, you will displace 80 cars, even more on weekends and just cause blocked bus routes on surrounding roads. The original mitigation highlighted for Lochend Drive was to shorten pavement width, so just do that rather than remove all parking for a heavy residential road</p>
<b>33</b>	<p>Creating a parking war on a road full of flat/apartment buildings is just stupid. The pavements are double the width they need to be... On both sides! Please remove some of the footpath width in order to provide parking spaces off the driving portion of the road. This would create a win win solution providing better parking for residents and space enough for buses to pass along the road again. And I say this as a disabled person who occasionally uses a wheelchair.</p>
<b>34</b>	<p>Why double yellow on both sides outside my home?? The parking here is difficult enough and the width of the pavements are a joke. Why doesn't the council propose to redo the pavements (which are not in good state) to a more acceptable width</p>

<b>Objection Number</b>	<b>Objection Detail</b>
	<p>and widen the road instead of forcing me to park streets away from my home. I think if the pavements were reduced to a normal size everyone would be happy. Residents, emergency services, bus drivers, bus users etc</p>
<b>35</b>	<p>I believe the pavements on Lochend Drive to be more than big enough to allow for parking. Personally, I don't have a car and I predominantly use the bus that can no longer access the road because of the parked cars. However, if parking spots were painted onto the pavements or the pavements amended to give more space to the road, this would be fine as they are so wide they have space for a car and two prams.</p>
<b>36</b>	<p>In reference to the Lochend Drive proposal, removing the proposed number of parking spaces causes householders in the street an issue as well as those in neighbouring streets where the cars belonging to those householders will inevitably move. Furthermore, for the people who have purchased their home in Lochend Drive, house prices will be adversely impacted due to the lack of parking amenity. The pavements on Lochend Drive are exceptionally generous in width dedicated parking, which didn't cause the current issues facing the street could easily be created if the council chose to do so. I'm sure though that the council will, yet again, take the cheaper option of painting lines and putting up signage over doing the right thing for residents of the street.</p>
<b>37</b>	<p>There is nowhere to displace the parking to. This will make the rat run that is Lochend drive even more dangerous. As you already are aware, I'm sure, the pavements on Lochend drive are huge, utilise this wasted space instead of making lives harder and more dangerous for children. You have tried to slyly hide the consultation and provided a long an obnoxious link that people can't easily access without searching or typing out long link.</p>
<b>38</b>	<p>Useless proposal nearly 100 cars will be displaced to other nearby roads, which will cause more congestion. It will be more useful to narrow the pavements that are at least 4 meters wide at any point. It has been done in lochend road so it could be done in lochend drive. Meeting residents needs and finding a good compromise should be a priority for Edinburgh council has stated in the mission statement that promises to work for the people of Edinburgh.</p>

<b>Objection Number</b>	<b>Objection Detail</b>
<b>39</b>	<p>As a nearby resident who already finds the parking on my street difficult, I do not think this will be a good idea as cars will be forced to park in surrounding areas</p>
<b>40</b>	<p>There has been very little notice to residents regarding this plan. Letters of the proposed plan should have been delivered through doors especially to affected residents, not notices on lampposts.</p> <p>I object to this proposal. I am a resident on this street and have been for 14 years. There were no safety/parking issues until the ban on pavement parking was implemented. Since the ban came into place, multiple cars have been damaged, and it feels unsafe to cross the road as there is less visibility.</p> <p>The pavements on Lochend Drive have sufficient space for a vehicle to park and still leave the required 1.5m clearance and the bus service could resume. The council could reduce the pavement size to allow for parking or could implement an exemption to this street.</p> <p>The residents and visitors to this street have been given no consideration to the matter at all. A restriction on parking is going to negatively affect the many residents who need private transport. The surrounding areas are busy with parked vehicles so this will cause further issues elsewhere.</p> <p>I work shifts, and it is not safe to park far away and walk home alone, in the dark. I have no option to use public transport with my working times. My car is essential for my work and my child's activities. There are many residents who require support and have carers assisting them who need parking.</p> <p>I really hope the council can seriously consider another way forward, by either applying an exemption or carrying out the required work to reduce the pavement width. The proposed restriction would have a wholly detrimental impact to the residents of this street.</p>
<b>41</b>	<p>I whole object to this as this will mean it will push residents with cars onto different streets to be able to park. This situation was created by the Council who did not care on the impact their new regulation for pavement parking will bring. The Council should make the sidewalk smaller to enable your new rules to be applied without public distress. But instead, you want to slap some lines and not care about ppl who need cars to travel due to disability, work, life commitments. Do better!</p>



## Appendix 7 - TRO-24-14 Objections To All Locations - Main Objection Themes and Consultation Data

### Main Objection Themes

Theme ref	Objection theme	Response	Action	No of Objections	Related Objection Numbers in Appendix 2
01	Removal of resident parking	Required to promote the safe passage of larger vehicles	No action	2	57,58

### TRO/24/14 Consultation Data for Objections - All Locations

Objection Number	Objection Detail
56	Wholly Object EVERYONE FOR PLAN SHOCKING
57	Parking wholly Object I have friends that live locally to the area A proposed who constantly struggle for parking space as it is. Introducing these new double yellows will greatly exacerbate this issue.
58	Wholly Object I object as parking is difficult enough in this area without adding further restrictions that will reduce parking spaces



LEGEND/KEY

- Disabled (DPPP)
- End of restriction
- Indicates existing driveway
- 24-Hour Double  
Yellow Line Waiting  
Restriction
- Parking  
opportunity



## Appendix 9 – TRO-24-14 Copy of TRO Advertisement

The City of Edinburgh Council (Traffic Regulation: Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) (Variation No. \_) Order 202\_ - **TRO/24/14**

The Council proposes to make an Order under the Road Traffic Regulation Act 1984 as amended to introduce : (1) introduce 24 hour waiting restrictions on Pennywell Gdns, MacMillan Cr, Muirhouse Ln, Salamander St, Seafield Rd/Pl, Boothacre Cotts, Lochend Dr/Quad, Craigentenny Rd, Loganlea Dr, Craigour Ave & Craigour Gro; (2) remove 24 hour waiting restrictions on Pennywell Gdns; & (3) amend 24 hour waiting restrictions on Salamander St. Details of the draft Order and related documents, including our privacy notice, can be viewed online from **07/02/2025** to **28/02/2025** at [www.edinburgh.gov.uk/trafficorders](http://www.edinburgh.gov.uk/trafficorders), [streets.appyway.com/edinburgh-city](http://streets.appyway.com/edinburgh-city), and [www.tellmescotland.gov.uk](http://www.tellmescotland.gov.uk), or at Waverley Court Reception between 9:30am & 3:30pm Mon-Fri during the same period. Objectors must complete the form found under Proposals in consultation at [streets.appyway.com/edinburgh-city](http://streets.appyway.com/edinburgh-city), or state their reasons in writing quoting reference **TRO/24/14** to Traffic Orders, Place, Waverley Court, 4 East Market St, Edinburgh, EH8 8BG, not later than **28/02/2025**. Objections should state the name and address of the objector. If you are responding to this consultation and your comments or objection relate to any specific location/s or element/s of the proposal, it would be helpful if you could identify them in your submission.

## Appendix 10 – Copy of Draft Traffic Regulation Order (TRO/24/14)

***DRAFT***

### THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION: RESTRICTIONS ON WAITING, LOADING AND UNLOADING, STOPPING AND PARKING PLACES) (VARIATION NO. \_ ) ORDER 202\_ - TRO/24/14

The City of Edinburgh Council in exercise of their powers under Sections 1(1), 2(1) to 2(3), 4(2), 32, 35, 45, 46, 49, 63 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 as amended (which Act as so amended is hereinafter referred to as "the 1984 Act"), and of all other enabling powers and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

1. This Order may be cited as "The City of Edinburgh Council (Traffic Regulation: Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) (Variation No. \_ ) Order 202\_" and shall come into operation on the \_\_\_\_\_ day of \_\_\_\_\_ Two thousand and \_\_\_\_\_.
2. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.
3. In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"the 2025 Order" means The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2025.
4. Designation of parking places and loading places and application of the 2025 Order thereto.
  - 1) Each area on a road identified in the map schedule and map schedule legend as a parking place, or loading place and as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the 2025 Order in relation to that type of parking place or loading place, is designated as a parking place, or as the case may be, a loading place.
  - 2) Unless otherwise so identified, a parking place or a loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place or loading place as specified in the Traffic Signs Regulations and General Directions 2016.

***DRAFT***

- 3) The provisions of the 2025 Order (other than Articles 3-1 and 7-1) shall apply to an area designated as a parking place by this Order as if in those provisions any reference to:
- a) a parking place included a reference to an area designated as a parking place by this Order, and
  - b) a loading place included a reference to an area designated as a loading place by this Order.
5. Loading prohibitions and/or waiting restrictions applicable in prohibited or restricted roads.

Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the 2025 Order shall have effect as though any loading prohibition and/or waiting restriction identified in the map schedule and map schedule legend, and marked out and signed as a loading prohibition and/or waiting restriction shall be construed as though it were a prohibited road and/or restricted road referred to in the 2025 Order.

6. Without prejudice to the validity of anything done prior or to any liability incurred in respect of any act or omission before the coming into operation of this Order, The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2025 shall have effect subject to the variations, insertions, substitutions, removals, and additions specified in the map schedules and map schedule legends of this Order:-

1) Map schedule legend and map schedule for TRO/24/14 consisting of;

Map 1 of 6	Map 2 of 6	Map 3 of 6	Map 4 of 6	Map 5 of 6
Map 6 of 6				

Executed by The City of Edinburgh Council this \_\_\_\_\_ day of \_\_\_\_\_ Two thousand and \_\_\_\_\_.

(witness)

signed on behalf of Executive Director of Place

# Actions

## Traffic Regulation Orders Sub-Committee

12 May 2025 ([Webcast Link](#))

Agenda Item No	Agenda title / Subject / Source	Decision (This may not be the final minute wording)	Action Owner	For information	Further Approval / Consideration (where indicated)
1.1	Order of Business	No change	Committee Services Lead Officer: Natalie Carter-Osborne <a href="mailto:natalie.carter@edinburgh.gov.uk">natalie.carter@edinburgh.gov.uk</a>		
2.1	Declaration of Interests	<p>1) Cllr O'Neil declared an interest in item 4.1 as a resident of the area and took no part in the discussion or decision.</p> <p>2) Cllr Osler declared an interest in item 4.2 due to having previously engaged in correspondence. Cllr Osler</p>	Committee Services Lead Officer: Natalie Carter-Osborne <a href="mailto:natalie.carter@edinburgh.gov.uk">natalie.carter@edinburgh.gov.uk</a>		

Agenda Item No	Agenda title / Subject / Source	Decision (This may not be the final minute wording)	Action Owner	For information	Further Approval / Consideration (where indicated)
		took no part in the discussion or decision.			
3.1	<a href="#">Minutes</a>	Approved as a correct record.	Committee Services Lead Officer: Natalie Carter-Osborne <a href="mailto:natalie.carter@edinburgh.gov.uk">natalie.carter@edinburgh.gov.uk</a>		
4	Reports				
4.1	<a href="#">Footway Parking – Objections to TRO/24/14</a>	1) To agree to set aside the objections received and agree to make TRO/24/14, with the following change: <ul style="list-style-type: none"> <li>The removal of the advertised measures from the Lochend Drive and Lochend Quadrant.</li> </ul>	Interim Executive Director of Place Lead Officers: Paul Bathgate <a href="mailto:Paul.bathgate@edinburgh.gov.uk">Paul.bathgate@edinburgh.gov.uk</a>		
4.2	<a href="#">TRO/23/19 Proposed amendments to parking restrictions within the Controlled Parking Zone and elsewhere</a>	1) To agree to set aside the objections received and agree to make TRO/23/19, with the following change:	Interim Executive Director of Place Lead Officers: Paul Bathgate <a href="mailto:Paul.bathgate@edinburgh.gov.uk">Paul.bathgate@edinburgh.gov.uk</a>		

Agenda Item No	Agenda title / Subject / Source	Decision (This may not be the final minute wording)	Action Owner	For information	Further Approval / Consideration (where indicated)
		<ul style="list-style-type: none"> <li>The abandonment of proposals and advertised measures for Eildon Terrace.</li> </ul>			
4.3	<a href="#"><u>Travelling Safely – City Centre and East Areas - ETRO/21/26A and ETRO/21/28A</u></a>	<ol style="list-style-type: none"> <li>To agree to set aside the objections received and agree to make ETRO/21/26A a permanent TRO without modification.</li> <li>To continue the decision on ETRO/21/28A to the next meeting to the TRO Sub-Committee.</li> </ol>	<p>Interim Executive Director of Place</p> <p>Lead Officers: Andrew Easson / Andres Lices</p> <p><a href="mailto:Andrew.Easson@edinburgh.gov.uk"><u>Andrew.Easson@edinburgh.gov.uk</u></a> / <a href="mailto:Andres.Lices@edinburgh.gov.uk"><u>Andres.Lices@edinburgh.gov.uk</u></a></p>		