

Transport and Environment Committee

10.00am, Thursday, 2 February 2023

West Edinburgh Link Objections to Traffic Regulation Orders and Redetermination Orders

Executive/Routine:	Executive
Wards:	3 - Drum Brae/Gyle 7 - Sighthill/Gorgie

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note the representations received to the advertised Traffic Regulation Orders and the re-advertised Redetermination Orders and the Council's comments in response;
 - 1.1.2 Note that three representations to Traffic Regulation Order TRO/20/25 and 21 representations to TRO/20/29 are no longer pertinent as TRO/20/25 is now to be made only in part and TRO/20/29 is not being taken forward at this time, and therefore excludes them from consideration;
 - 1.1.3 Approves setting aside the 11 remaining objections to Traffic Regulation Orders TRO/20/25, TRO/20/26, TRO/20/27, TRO/20/28A and TRO/20/28B and making the Orders as advertised; and
 - 1.1.4 Approves referring the four representations to the re-advertised Redetermination Orders RSO/22/09, RSO/22/10, RSO/22/11 and RSO/22/12 to Scottish Ministers for determination.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

West Edinburgh Link Objections to Traffic Regulation Orders and Redetermination Orders

2. Executive Summary

- 2.1 This report provides Committee with details of the representations received following the public advertising of Traffic Regulation Orders and Redetermination Orders for the West Edinburgh Link project and the Council's comments in response.
- 2.2 It recommends setting aside all relevant objections to the Traffic Regulation Orders and making these Orders. It also recommends referring the representations to the Redetermination Orders to Scottish Ministers for determination.

3. Background

- 3.1 The West Edinburgh Link (WEL) project was one of the winners of Sustrans Scotland's 2017 Community Links PLUS competition, now known as Places for Everyone. Places for Everyone is an opportunity to conceptualise, design and deliver exemplary and inspirational walking, wheeling, cycling and placemaking projects in Scotland.
- 3.2 WEL aims to transform the quality of walking, wheeling and cycling infrastructure, public spaces and accessibility for all within and around one of Scotland's key business parks. It will connect South Gyle, Edinburgh Park and nearby local neighbourhoods through high quality walking, wheeling and cycling routes and new public spaces. This will provide a viable option to travel in sustainable ways and enhance the area as a place for people.
- 3.3 The 10km project route has been divided into three sections to assist delivery and the dialogue and consultation undertaken since project inception. Details of these sections and their benefits to local communities are available on the [project website](#).

- 3.4 On [14 October 2021](#), Committee approved an updated Active Travel Investment Programme (ATInP) to 2025/26. The WEL project budget was reduced significantly, meaning delivery of most of the northern section of the route (including the bridge across the Fife Circle Railway Line) was reprogrammed for implementation beyond financial year 2025/26, when further funding becomes available. The scope and designs for the central and southern sections of the route were also reviewed.
- 3.5 The project will now be delivered in phases, with the central and southern sections of the route proceeding in advance of most of the northern section. Two localised improvements within the northern section will still be delivered as part of the first phase, as these attracted high levels of support from the local community during engagement for the project. These consist of a footway build out at North Gyle Loan (beside the school) and an improvement at a controlled crossing on Glasgow Road.
- 3.6 In tandem with progressing the necessary Orders, on [27 January 2022](#) Transport and Environment Committee approved the use of a Compulsory Purchase Order to acquire the land necessary to deliver the project. This decision was ratified by Council on 24 November 2022.

4. Main report

- 4.1 The Traffic Regulation Order (TRO) and Redetermination Order (RSO) advertising periods originally commenced on 29 January 2021 and ended on 26 February 2021. The Orders were advertised in The Scotsman newspaper and the associated documents were available to view through the Council's Traffic Orders webpage and the WEL project website. Physical copies were made available upon request as, due to ongoing COVID-19 lockdown procedures, no public deposit could be provided.
- 4.2 The TROs were broken into sections as follows:

TRO/20/25	North Section
TRO/20/26	South Section
TRO/20/27	Central Section (Part 1)
TRO/20/28A	Central Section (Part 2)
TRO/20/28B	Central Section (Part 2)
TRO/20/29	Gogarloch and South Gyle Residents' Priority Parking Zone (RPPZ)

- 4.3 56 objections were received to the advertised Orders. 41 were objections to the TROs and 15 were to the RSOs (some objections applied to more than one Order). There were also 11 supportive representations. Six objections to the TROs were subsequently withdrawn.
- 4.4 As a result of subsequent changes to the project scope and design, as noted in paragraph 3.4, there was a legal requirement to re-advertise the RSOs. This voided the previously advertised RSOs and therefore the 15 objections to them.
- 4.5 The Council contacted those individuals who had objected to the original RSOs to advise them accordingly and provided details of how to view the new RSOs, both in digital and physical formats.
- 4.6 The advertising period for the new RSOs commenced on 4 November 2021 and ended on 2 December 2021. The Orders were advertised in The Scotsman newspaper and the associated documents were available to view through the Council's Traffic Orders webpage. A physical copy of the documentation was made available to review at Waverley Court.
- 4.7 The re-advertised RSOs were as follows:

RSO/22/09	North Section
RSO/22/10	South Section
RSO/22/11	Central Section (Part 1)
RSO/22/12	Central Section (Part 2)

- 4.8 Four objections were received to the re-advertised RSOs. These objections, along with the Council's responses, are summarised in Appendix 6.
- 4.9 The proposed traffic restrictions arising from the redesigns are no more onerous than those originally advertised in January 2021, therefore there was no requirement to re-advertise the TROs.
- 4.10 However, the changes to project scope mean that most of TRO/20/25 and all of TRO/20/29 are not now being taken forward and 24 representations to these TROs are no longer pertinent. The affected TRO representations are summarised in Appendix 2.
- 4.11 The remaining 11 representations to the TROs, along with the Council's responses, are summarised in Appendix 3. A table presenting the main themes emerging from the remaining TRO representations is also provided in Appendix 4.
- 4.12 The two-year period for making the TROs will expire in February 2023. An extension has been applied for, which will extend this timeframe by six months. The TROs therefore require to be made before August 2023 or they will have to be re-advertised.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report, the Council will proceed to make TROs TRO/20/25 (in part), TRO/20/26, TRO/20/27, TRO/20/28A and TRO/20/28B and will refer the representations to the Redetermination Orders to Scottish Ministers for determination.
- 5.2 In accordance with the requirements of the Roads (Scotland) Act 1984, all representations to a Redetermination Order must be referred to Scottish Ministers. The process that Scottish Ministers use to reach their conclusion on the Redetermination Order is at their discretion. They may decide to hold a public hearing to consider the representations, but this is not a mandatory requirement.

6. Financial impact

- 6.1 In line with the updated ATInP to 2025/26, the total budget for this phase of the project is £8.882m; of which £4.979m relates to construction costs. This will deliver the central and southern sections of the route, with delivery of the northern section to follow, post 2025/26.
- 6.2 The Places for Everyone grant scheme provides for all pre-construction costs to be met by Sustrans, up to the value of 10% of the total construction cost. Construction costs are match funded, 70% through Sustrans and 30% through Council capital expenditure.

7. Stakeholder/Community Impact

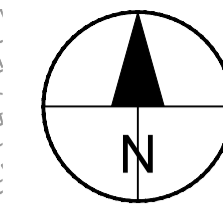
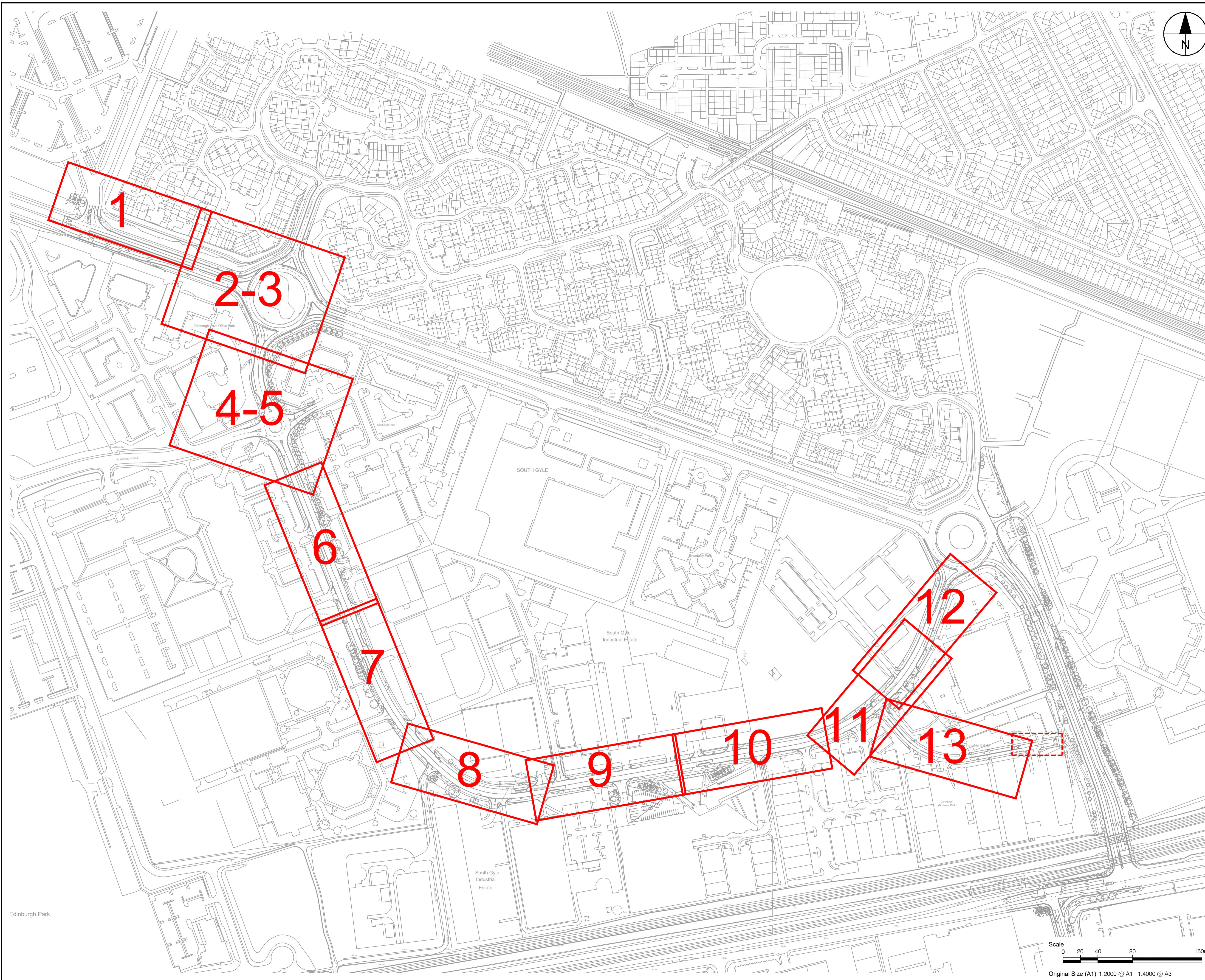
- 7.1 An [Integrated Impact Assessment](#) has been prepared for the WEL project and is updated as the project progresses.
- 7.2 It is expected that the proposals set out in this report will advance equality of opportunity by improving Edinburgh's walking, wheeling and cycling infrastructure, and making it more attractive, safer and accessible for less confident users, including children and older people.
- 7.3 There will also be positive impacts on rights to standard of living and health through improving the attractiveness of walking, wheeling and cycling, and through promoting healthier forms of travel and development of landscaping and place.
- 7.4 The proposals set out in this report will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking, wheeling and cycling in Edinburgh.
- 7.5 The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking, wheeling and cycling infrastructure.
- 7.6 The proposals in this report will help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.

8. Background reading/external references

- 8.1 [October 2017 Transport and Environment Committee Business Bulletin](#)
- 8.2 [August 2018 Transport and Environment Committee Business Bulletin](#)
- 8.3 [October 2019 Transport and Environment Committee Business Bulletin](#)
- 8.4 [October 2020 Transport and Environment Committee Report - Priority Parking Area](#)
- 8.5 [October 2021 Transport and Environment Committee Report - ATInP Update](#)
- 8.6 [November 2022 West Edinburgh Link Compulsory Purchase Order Approval](#)

9. Appendices

- 9.1 Appendix 1 – TRO drawings (pertaining to redesigned project)
- 9.2 Appendix 2 – Excluded TRO representations
- 9.3 Appendix 3 – TRO objections and the Council's responses
- 9.4 Appendix 4 – Table of TRO objections themes
- 9.5 Appendix 5 – RSO drawings (November 2022)
- 9.6 Appendix 6 – RSO objections and the Council's responses



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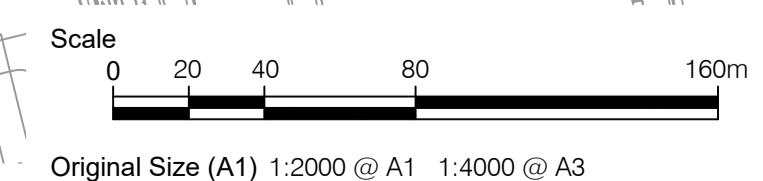
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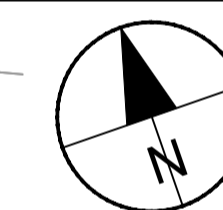
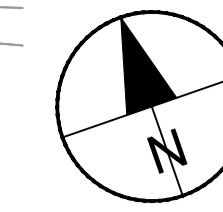
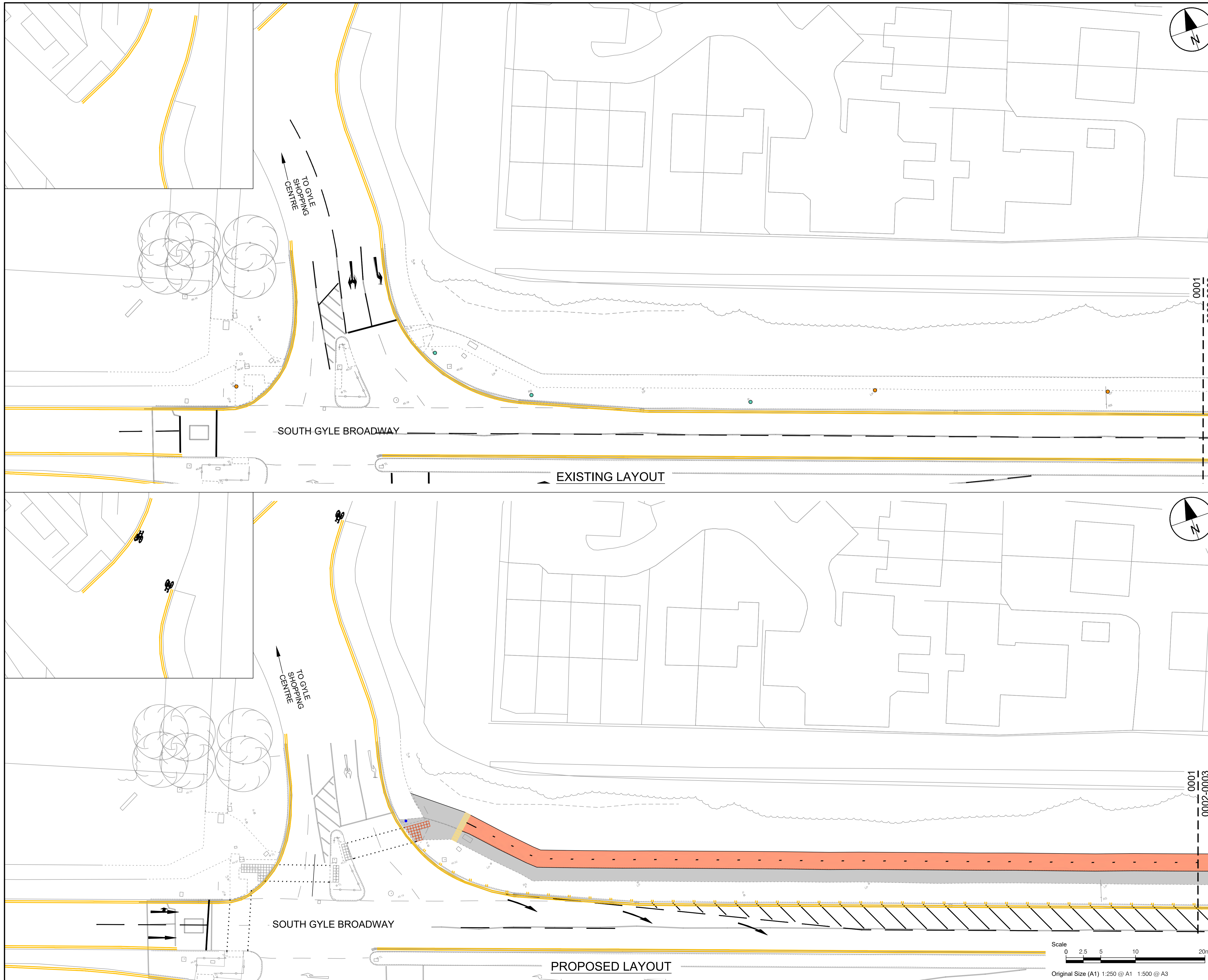
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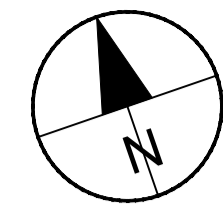
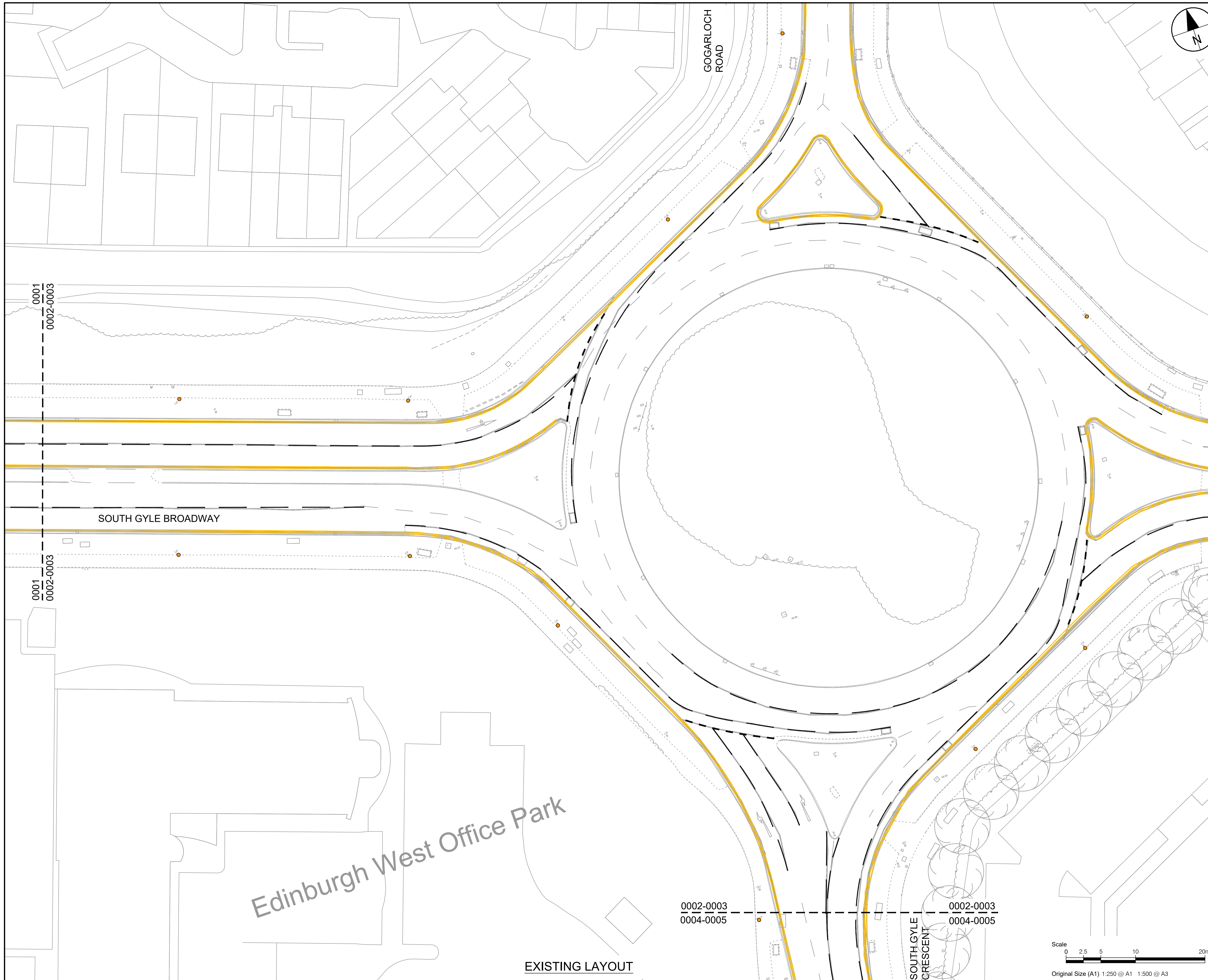
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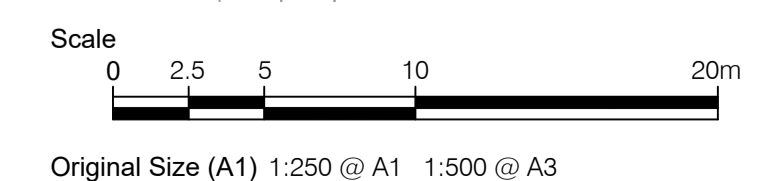
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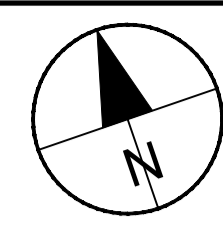
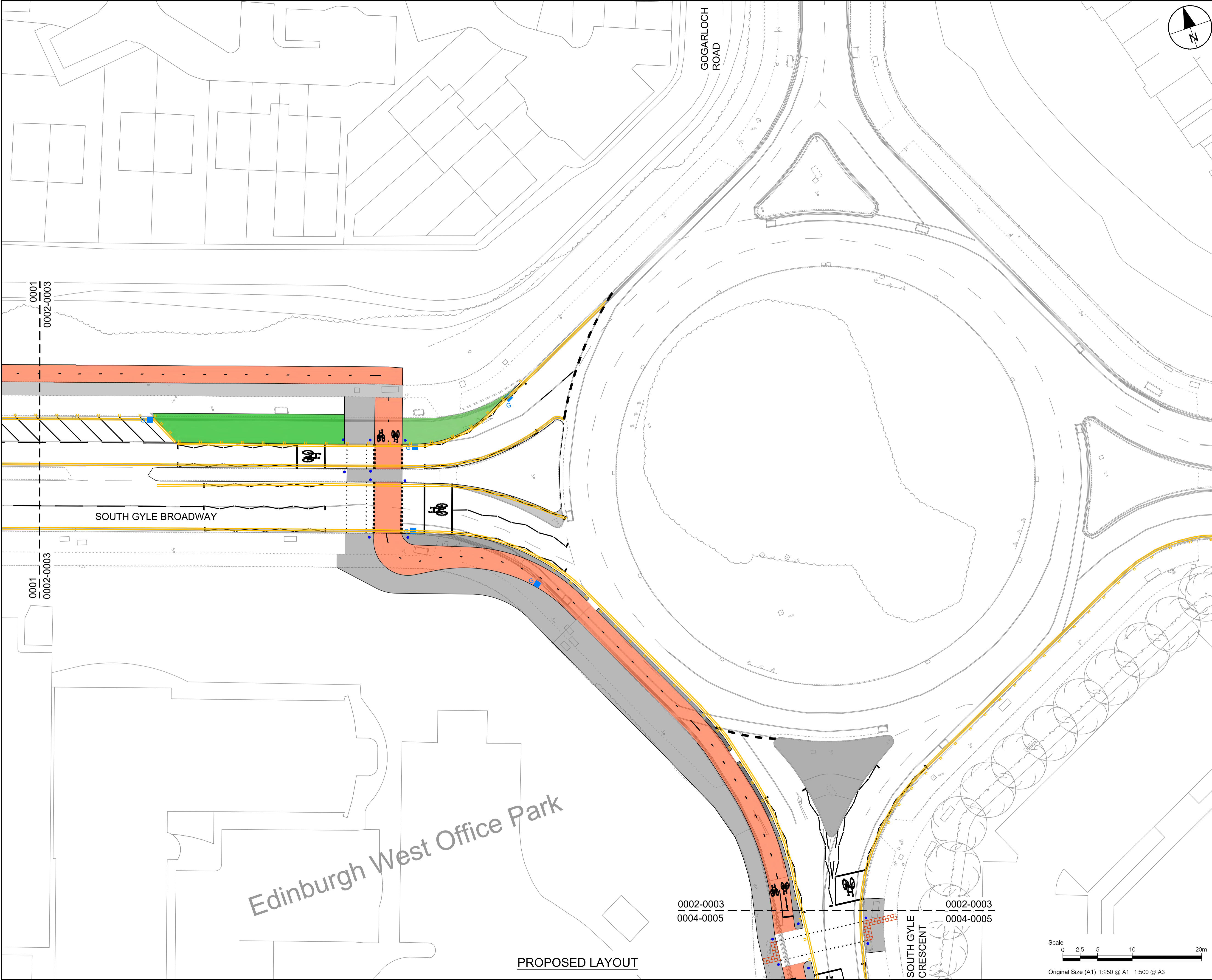
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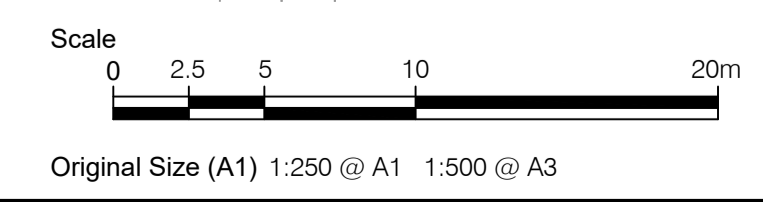
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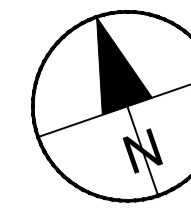
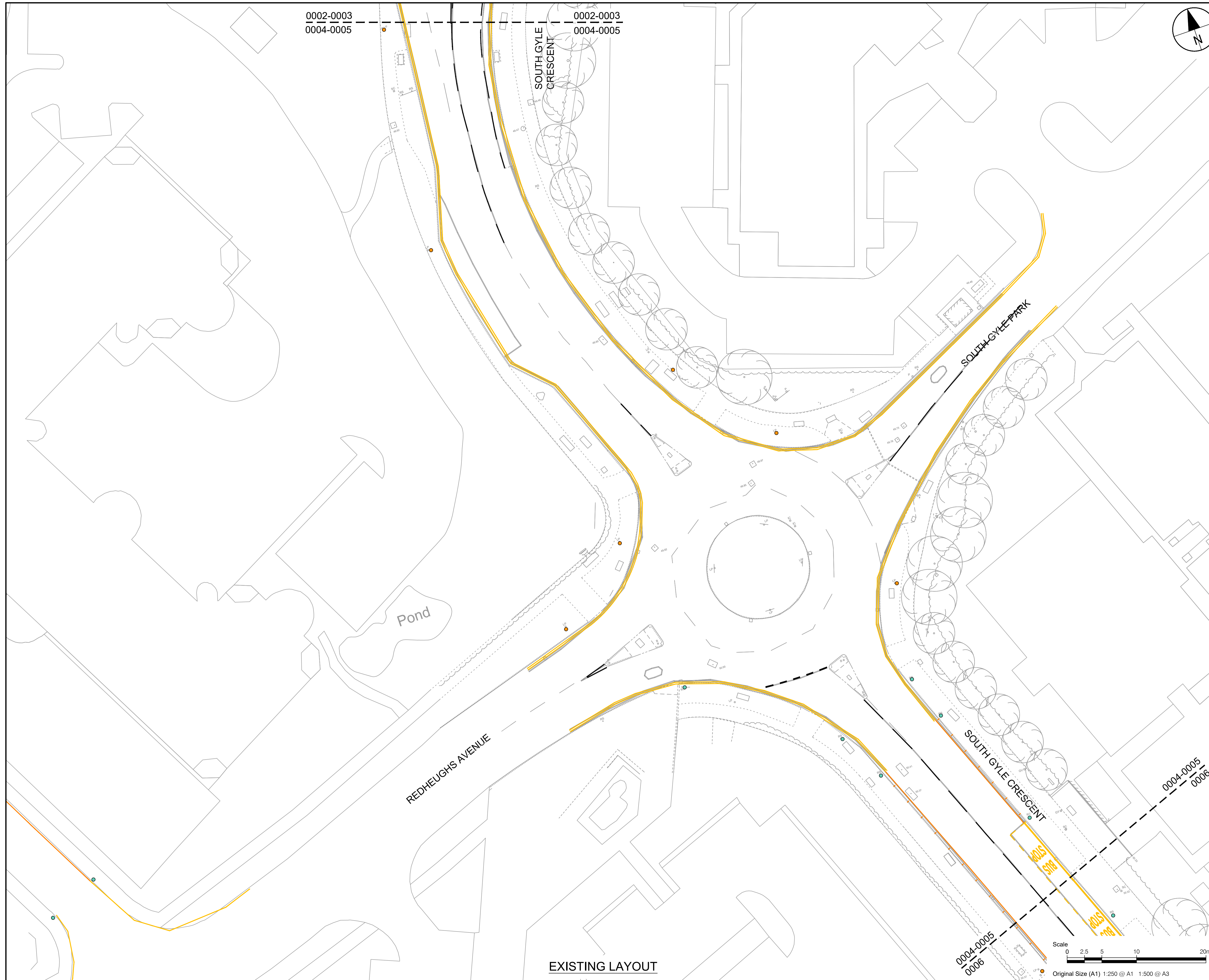


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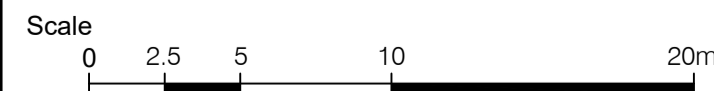
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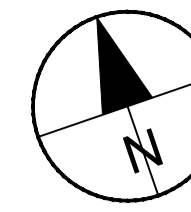
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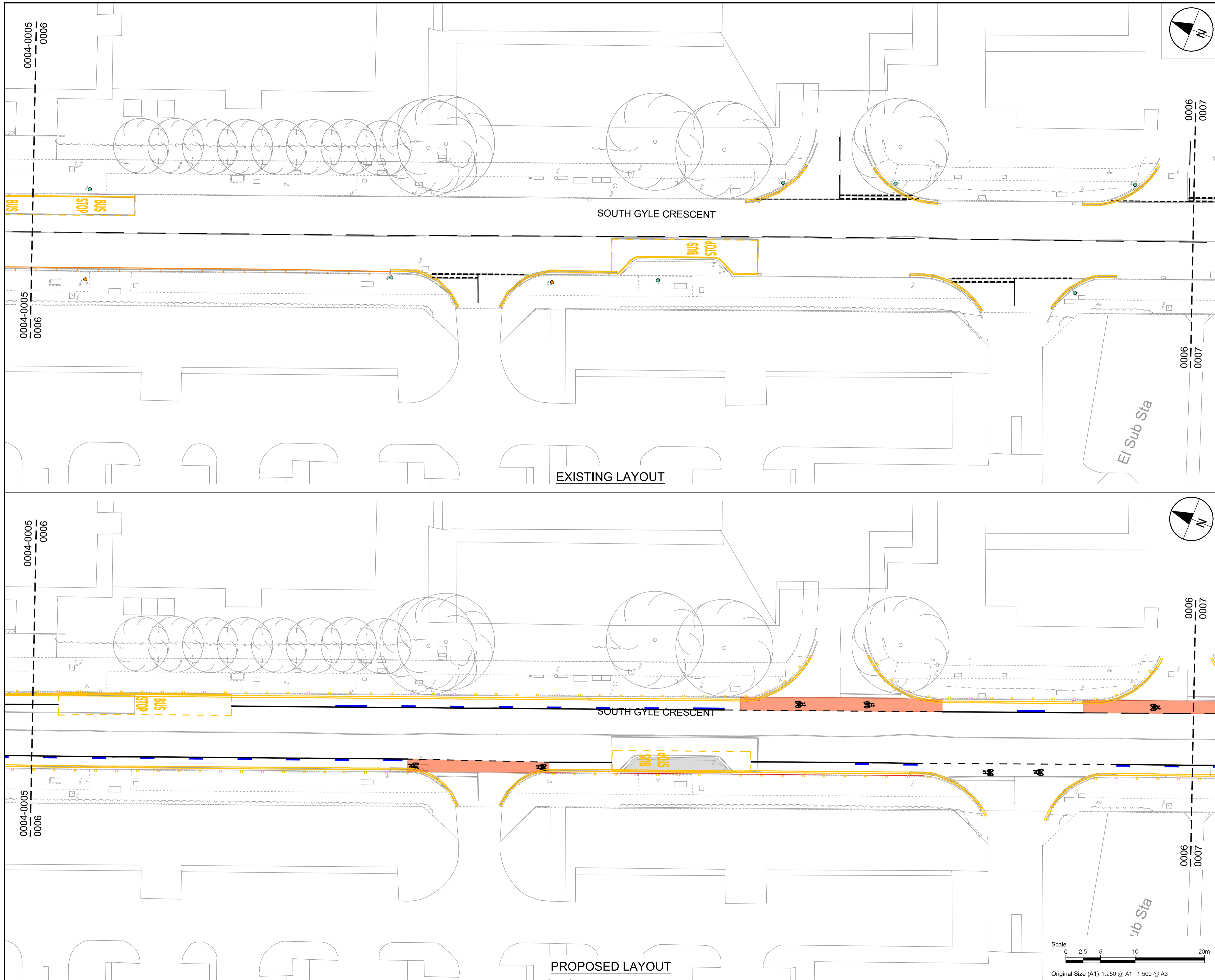
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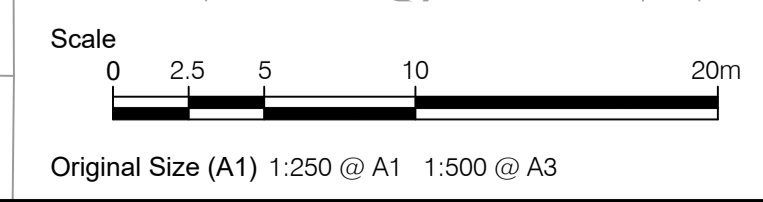
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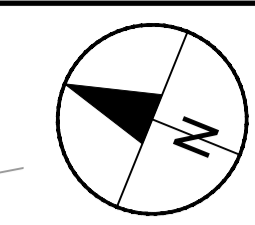
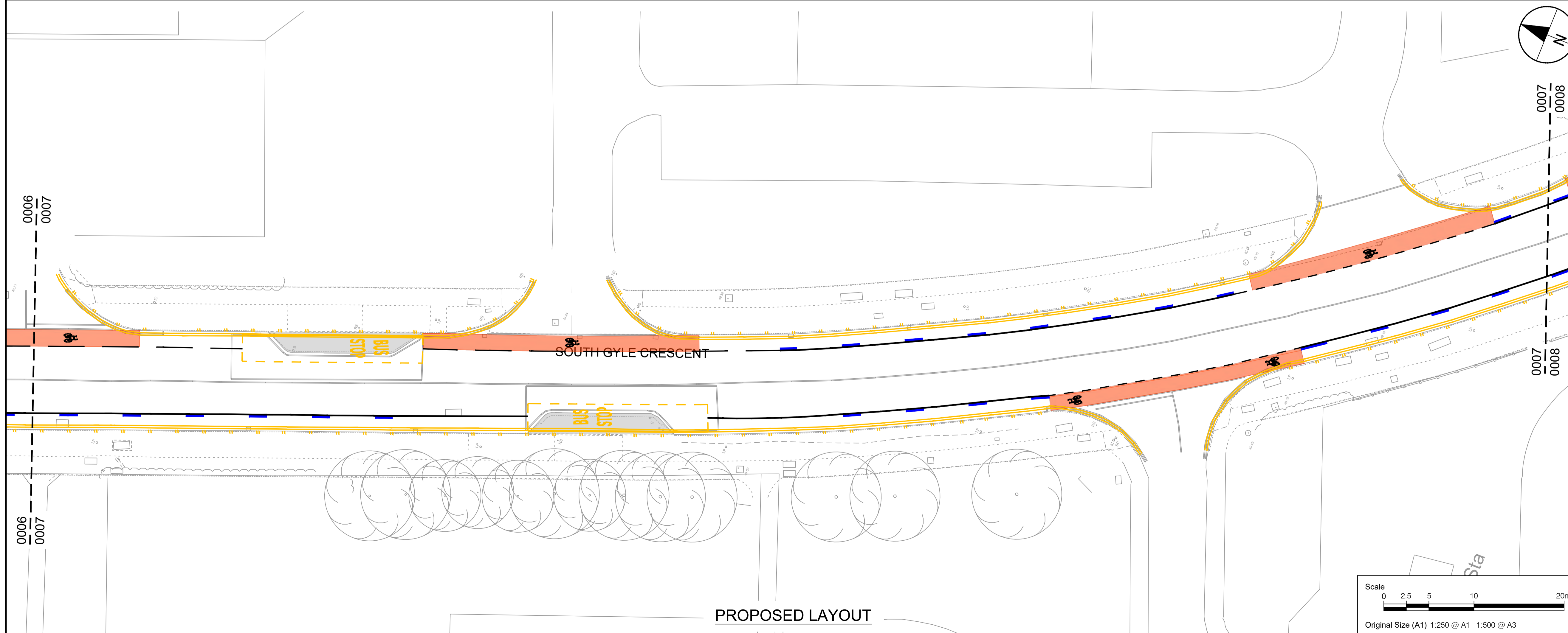
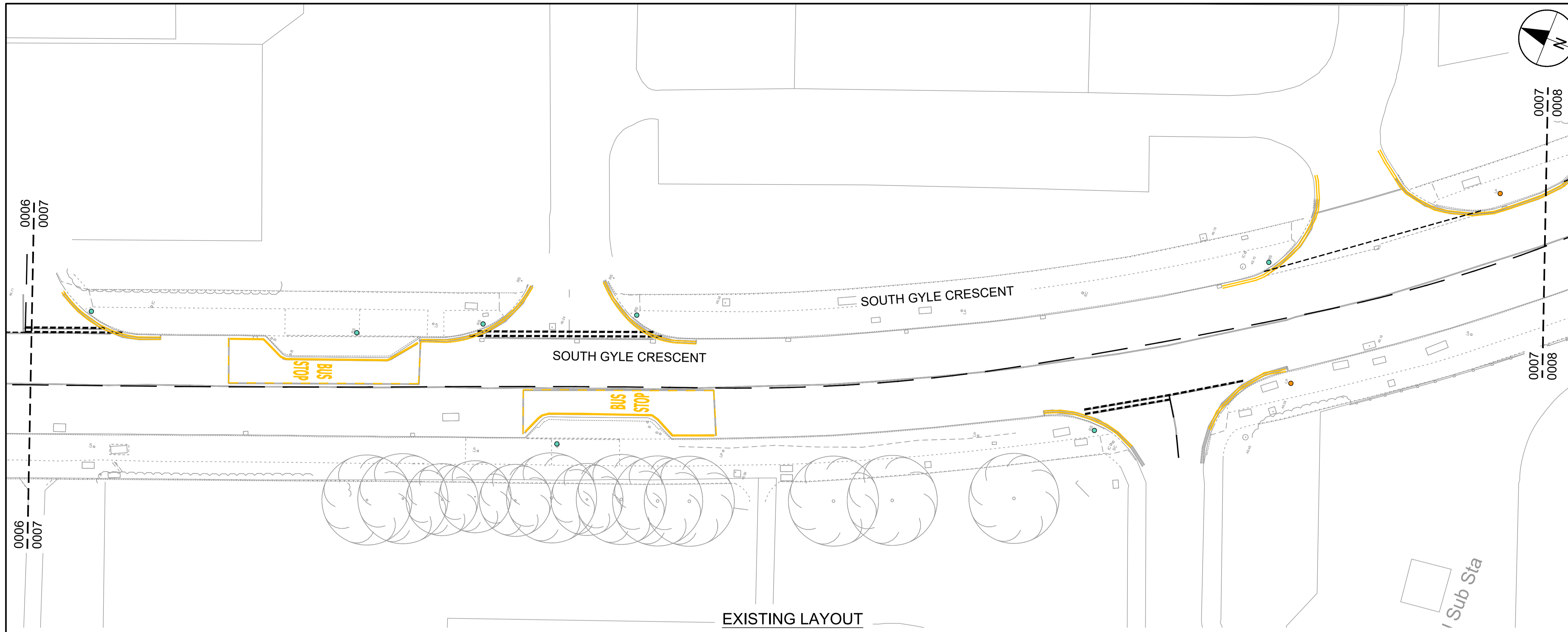
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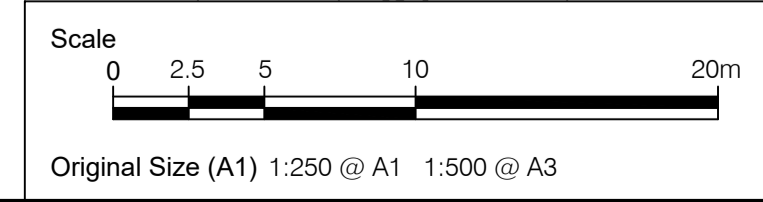
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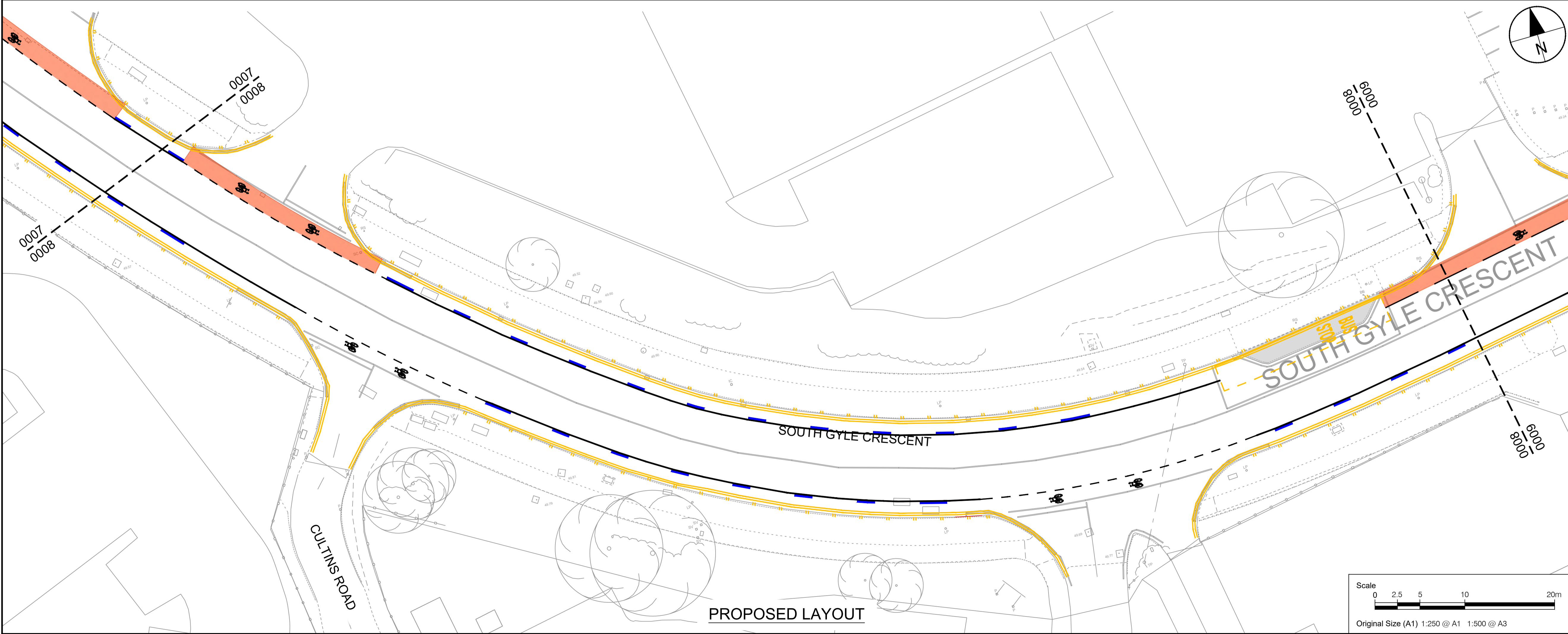
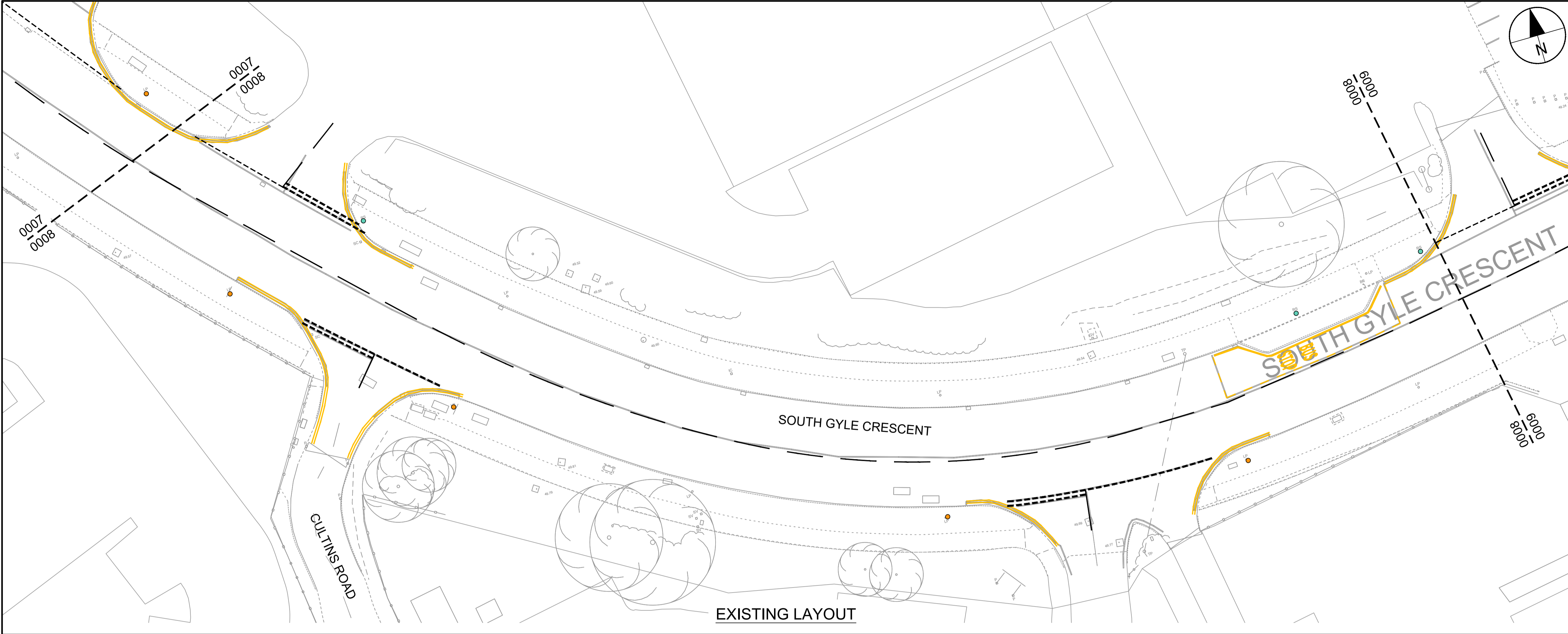
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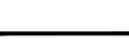


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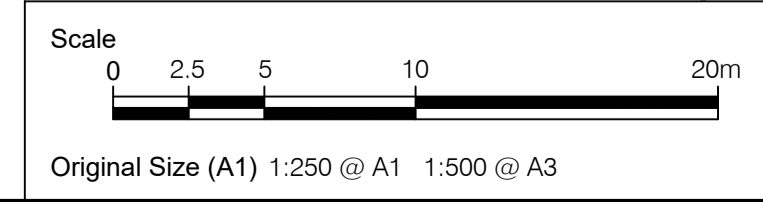
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-	19/12/2022	FIRST ISSUE

KEY PLAN

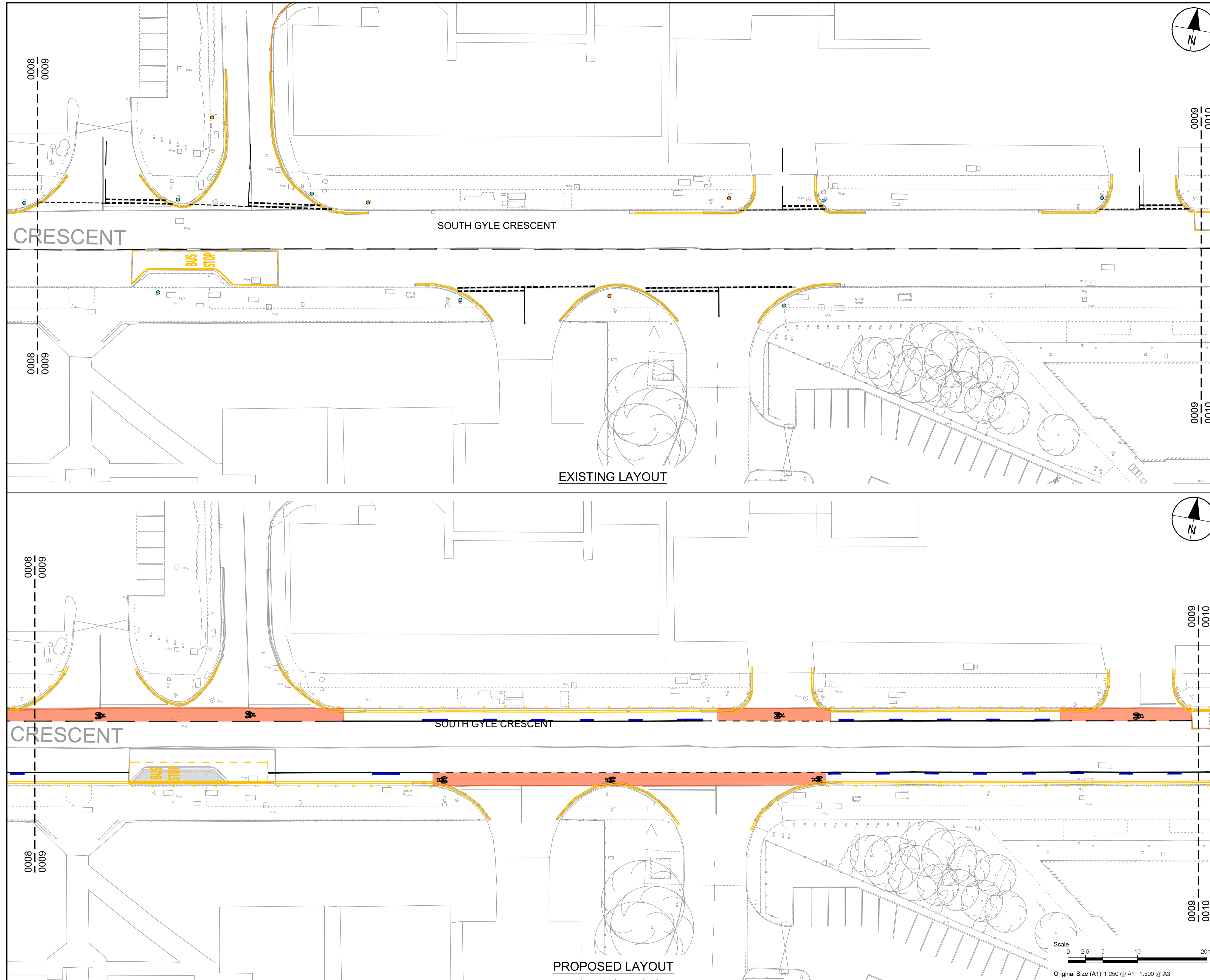
PROJECT NUMBER
60579456

SHEET TITLE
CENTRAL SECTION 1
TRAFFIC REGULATION ORDERS
SHEET 8 OF 13

SHEET NUMBER
60579456-SHT-C-CS-1-TRO 2022-0008



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PROJECT
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 ACTIVE TRAVEL
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- KEY**
- White road markings
 - Double yellow line marking:
no waiting at any time
 - Double yellow line/double blip markings:
no waiting or loading at any time

ISSUE/REVISION

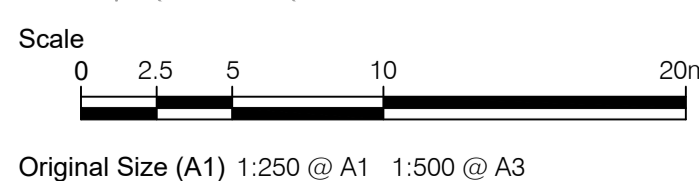
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-	19/12/2022	FIRST ISSUE

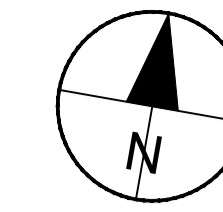
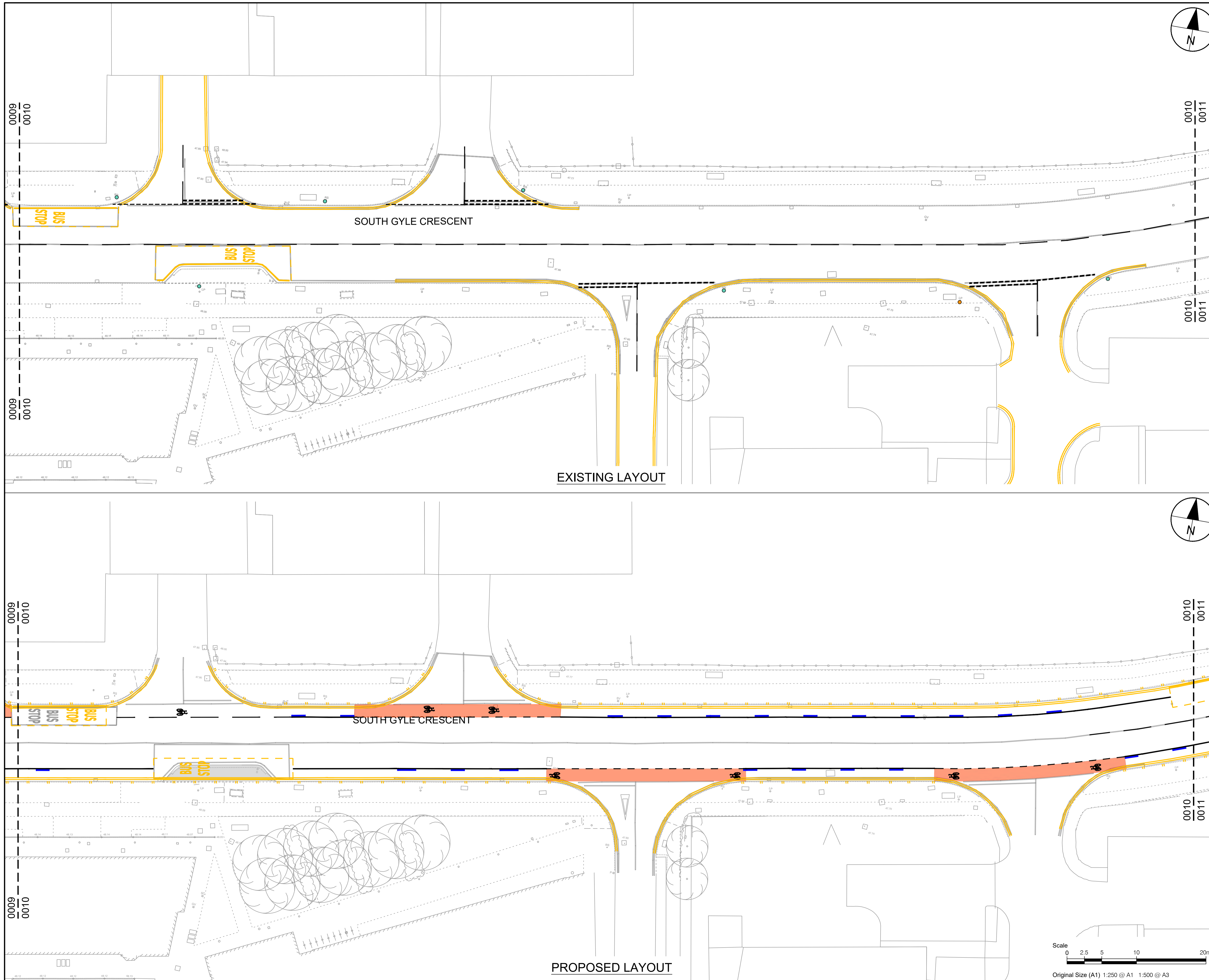
KEY PLAN

PROJECT NUMBER
 60579456

SHEET TITLE
 CENTRAL SECTION 1
 TRAFFIC REGULATION ORDERS
 SHEET 9 OF 13

SHEET NUMBER
 60579456-SHT-C-CS-1-TRO 2022-0009





PROJECT
**WEST EDINBURGH
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- KEY**
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 - Double yellow line marking:
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 - Double yellow line/double blip markings:
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ISSUE/REVISION

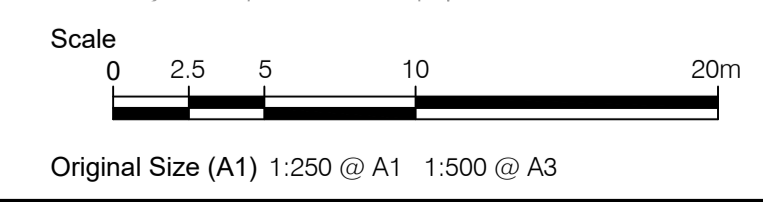
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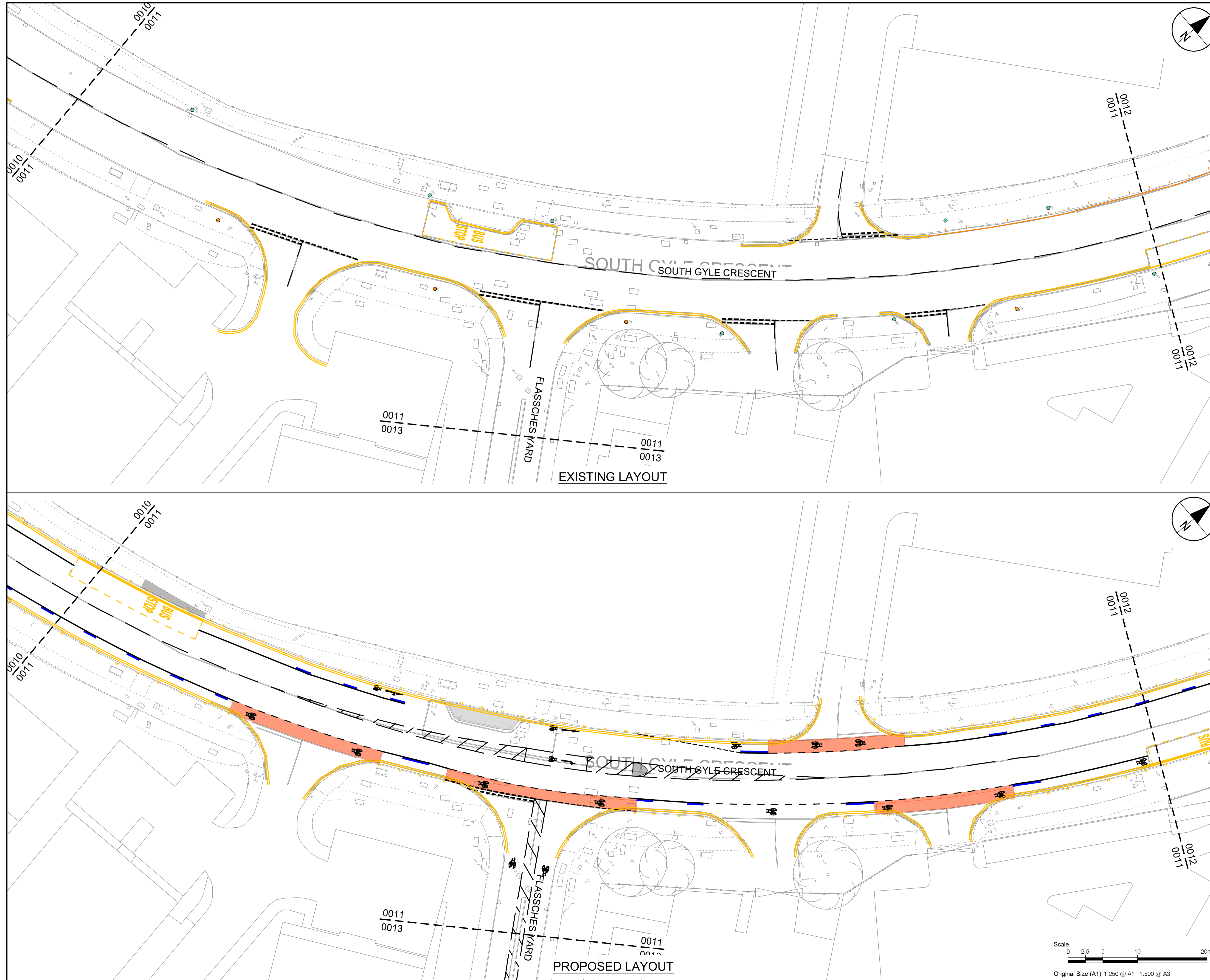
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SHEET TITLE
 CENTRAL SECTION 1
 TRAFFIC REGULATION ORDERS
 SHEET 10 OF 13

SHEET NUMBER
 60579456-SHT-C-CS-1-TRO 2022-0010



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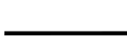






PROJECT
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 THE CITY OF EDINBURGH COUNCIL

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- KEY**
-  White road markings
 -  Double yellow line marking:
no waiting at any time
 -  Double yellow line/double blip markings:
no waiting or loading at any time
 -  Single yellow line marking:
waiting restriction
 -  Single yellow line marking:
No waiting Mon-Fri 8am - 6pm
No loading except off-peak (Mon-Fri 9:30am - 4pm)

ISSUE/REVISION

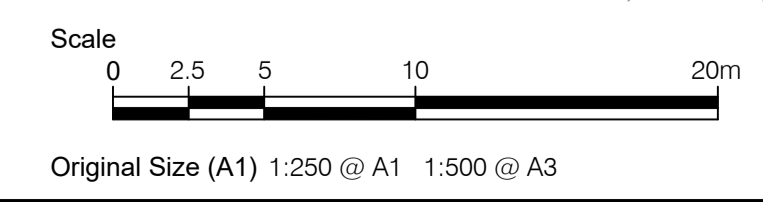
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KEY PLAN

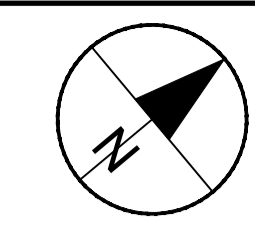
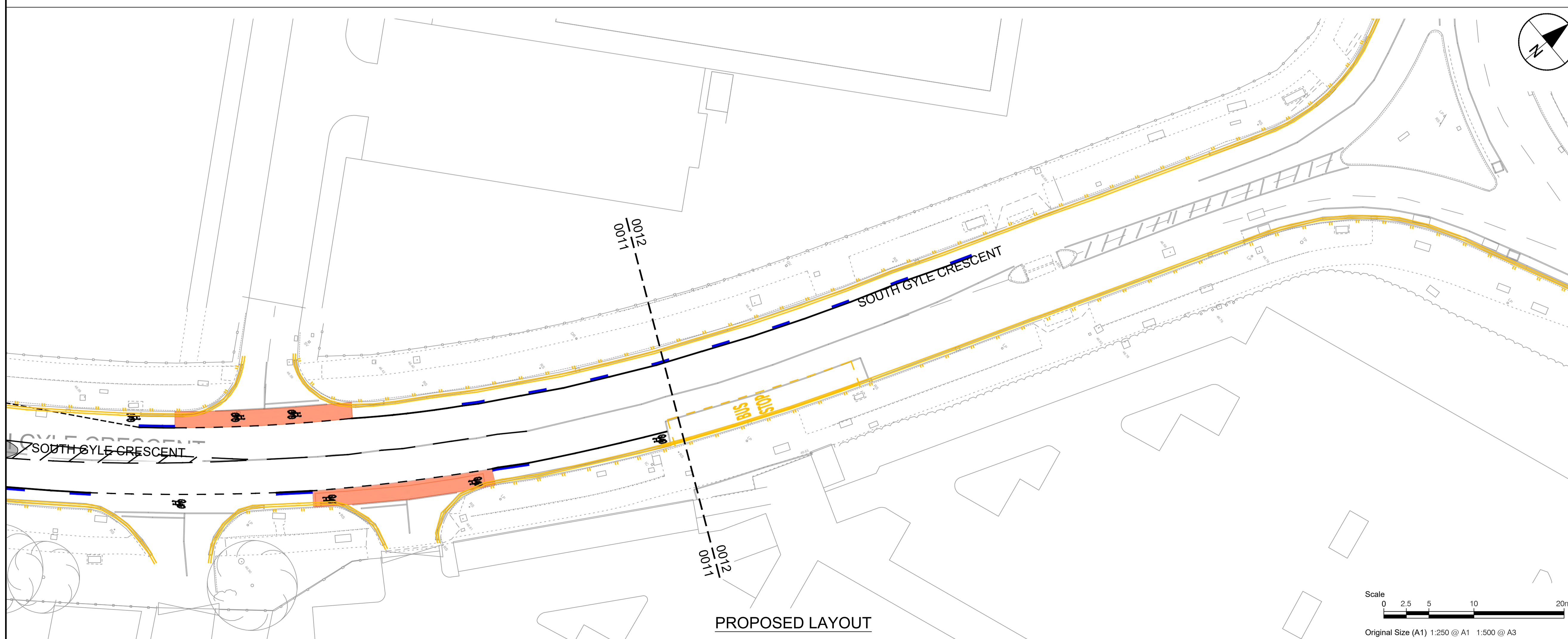
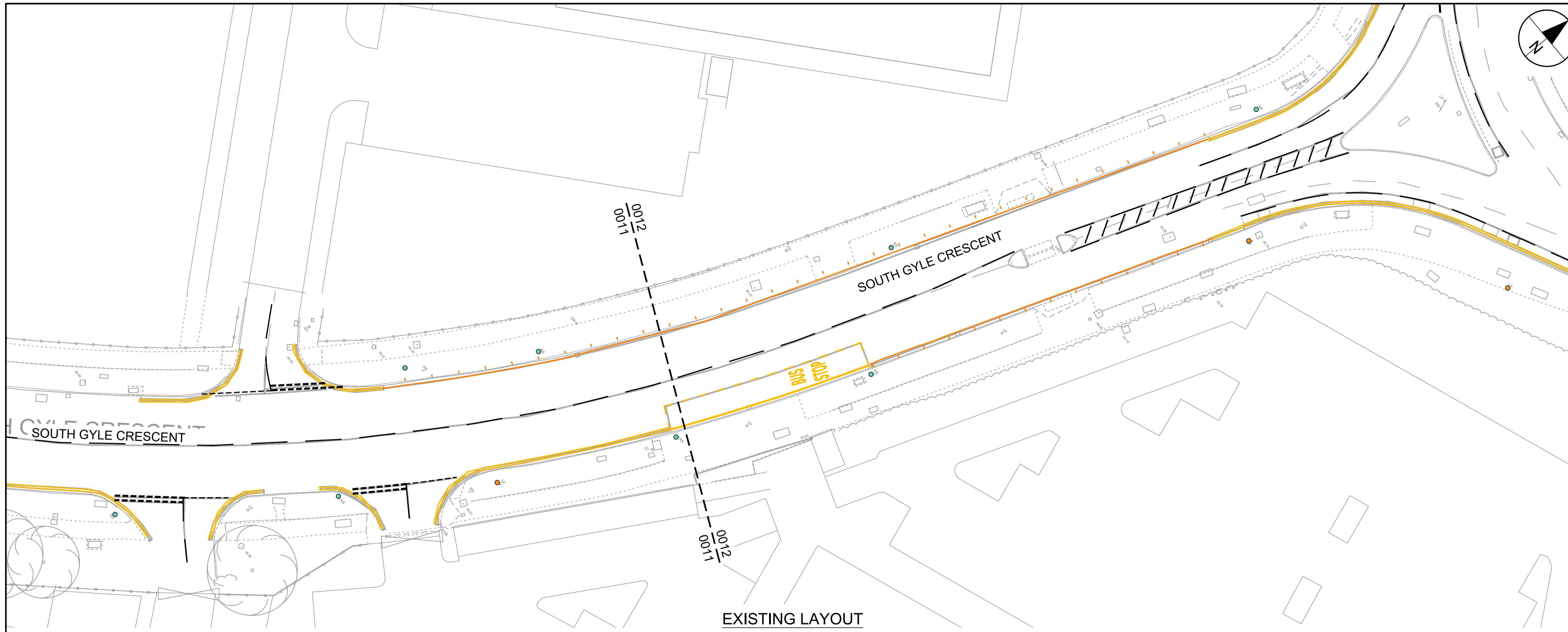
PROJECT NUMBER
 60579456

SHEET TITLE
 CENTRAL SECTION 1
 TRAFFIC REGULATION ORDERS
 SHEET 11 OF 13

SHEET NUMBER
 60579456-SHT-C-CS-1-TRO 2022-0014



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waiting restriction
- Single yellow line marking:
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ISSUE/REVISION

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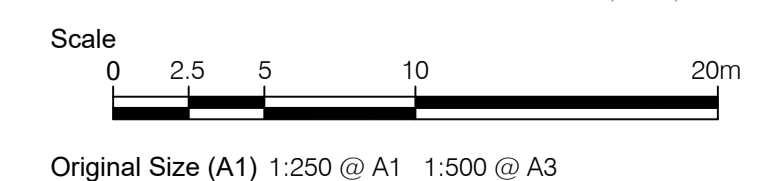
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SHEET TITLE

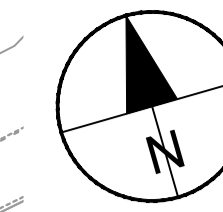
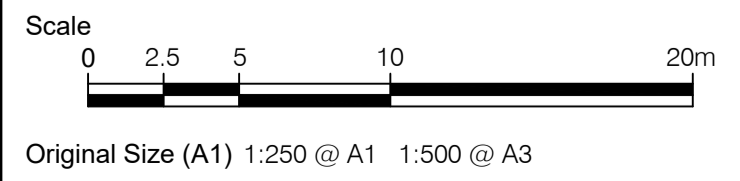
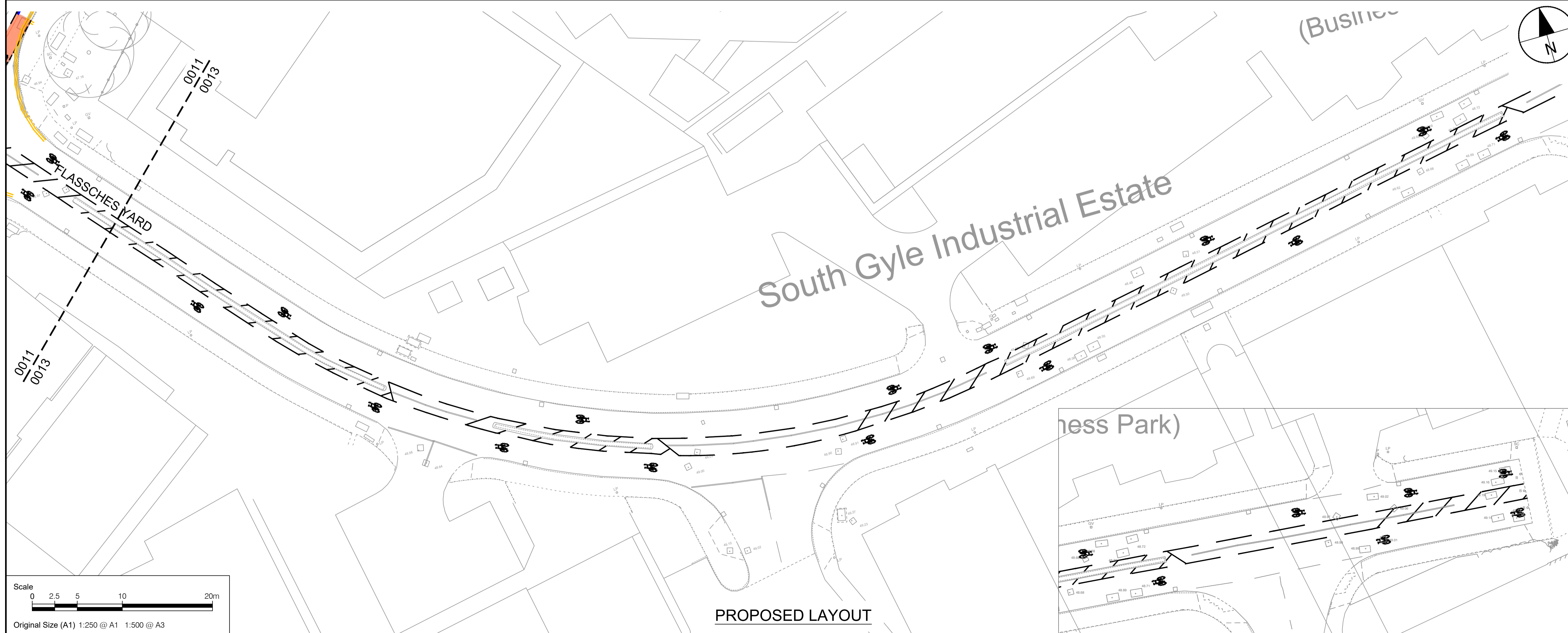
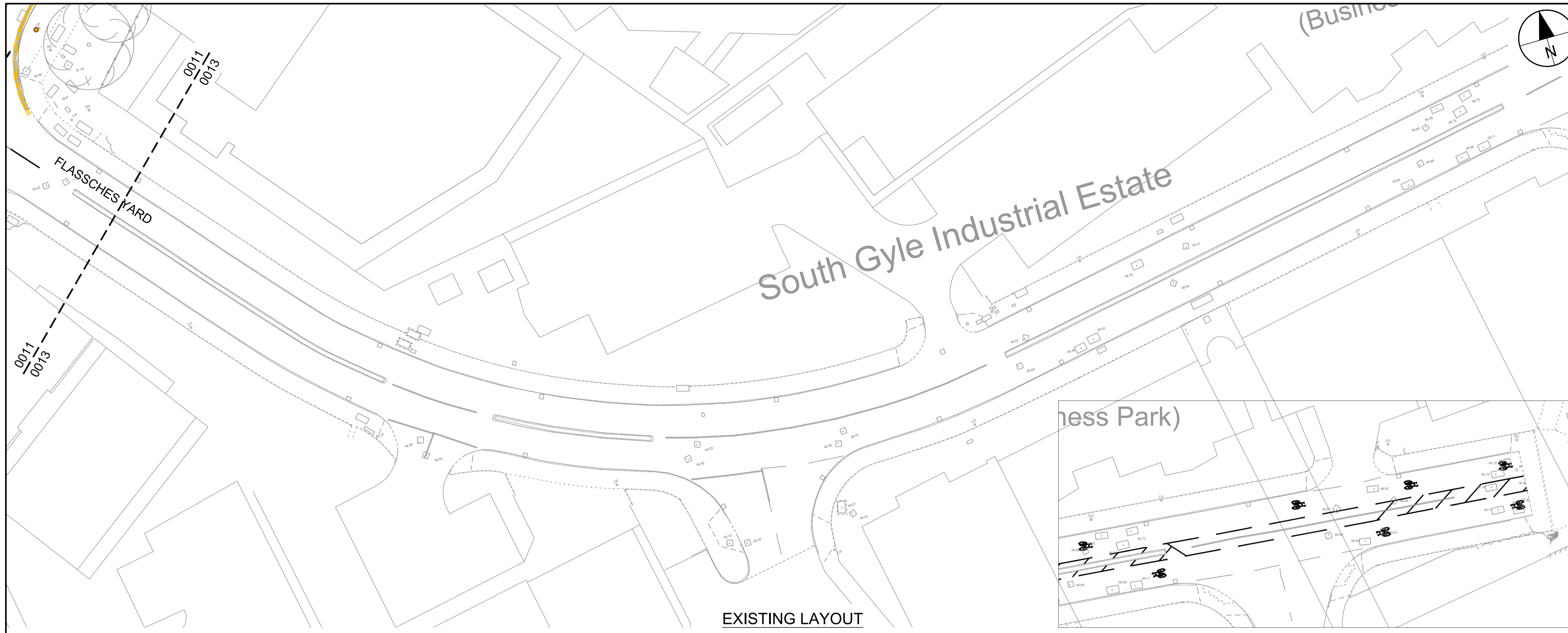
CENTRAL SECTION 1
TRAFFIC REGULATION ORDERS
SHEET 12 OF 13

SHEET NUMBER

60579456-SHT-C-CS-1-TRO 2022-0012



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KEY PLAN

PROJECT NUMBER

60579456

SHEET TITLE

CENTRAL SECTION 1
 TRAFFIC REGULATION ORDERS
 SHEET 13 OF 13

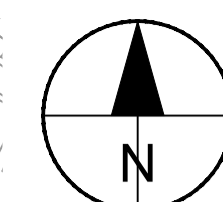
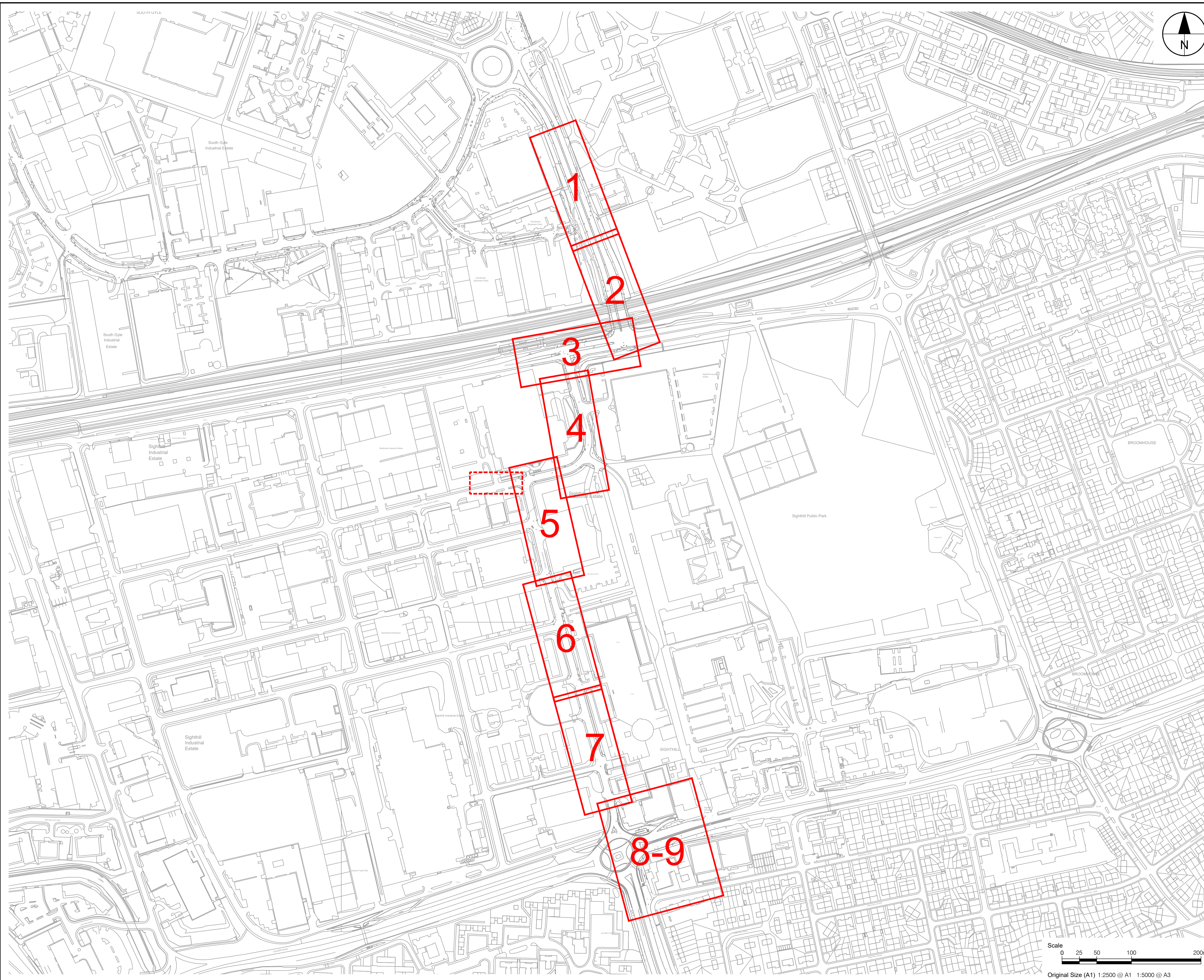
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 Last saved by: JOE.NICHOLAS Last Potted: 2023-01-09

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 Approved: PM
 Checked: PM
 Designer: JN
 Project Management Initials:



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PROJECT
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 NETWORK

CLIENT



CONSULTANT

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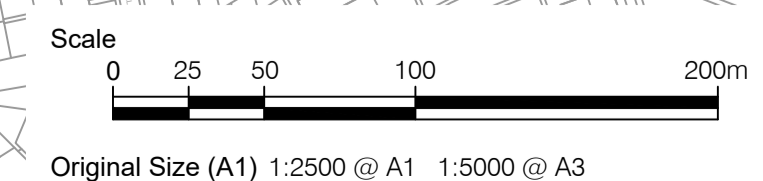
60579456

SHEET TITLE

CENTRAL SECTION 2
 TRAFFIC REGULATION ORDERS
 OVERVIEW

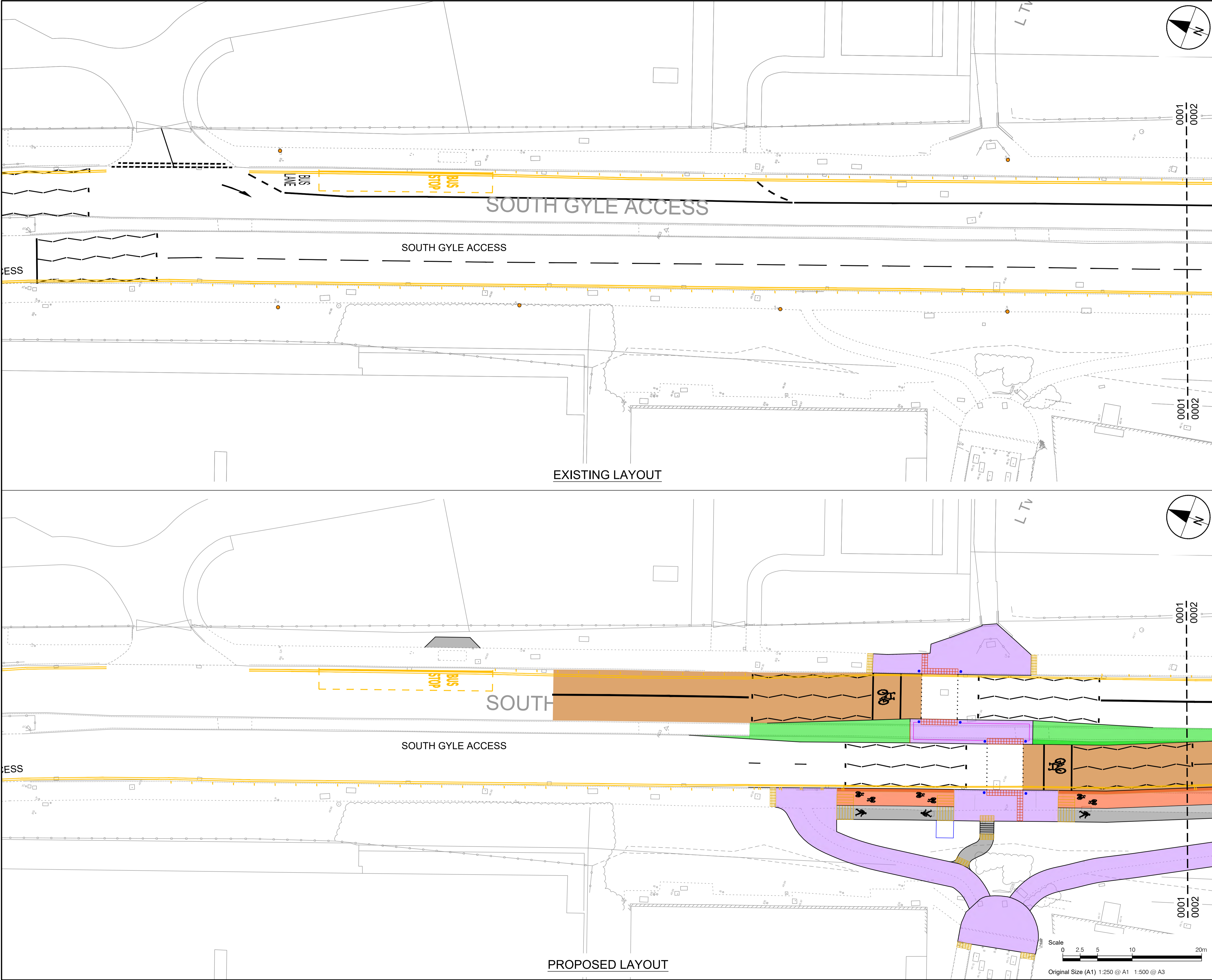
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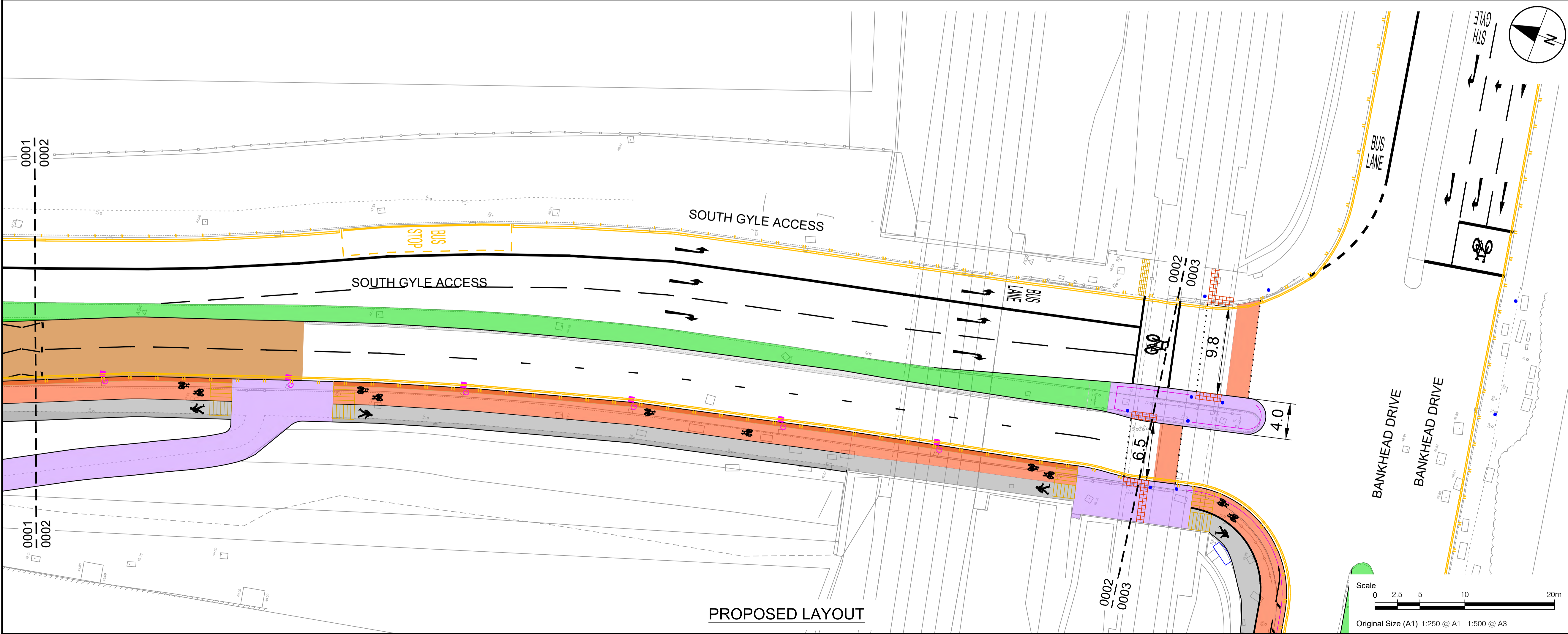
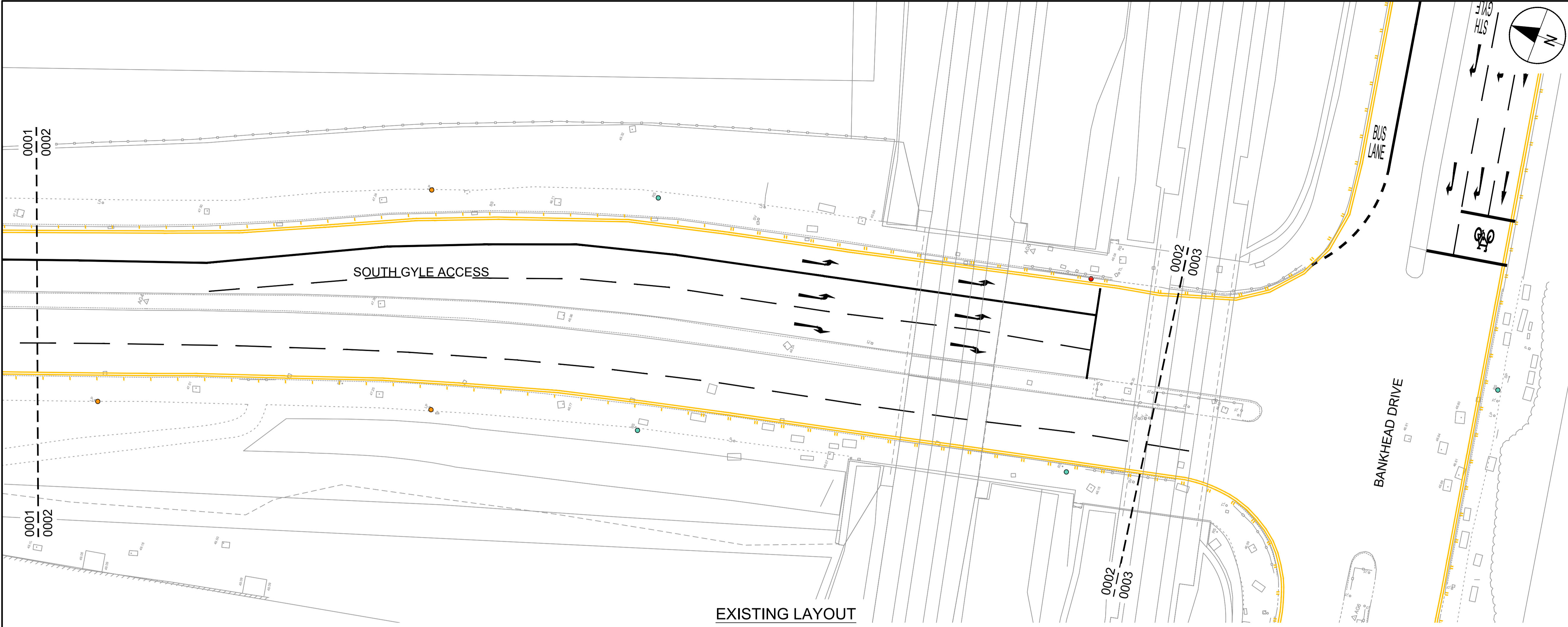
KEY PLAN

PROJECT NUMBER
 60579456

SHEET TITLE
 CENTRAL SECTION 2
 TRAFFIC REGULATION ORDERS
 SHEET 1 OF 9

SHEET NUMBER
 60579456-SHT-C-2-TRO 2022-0001

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I/R	DATE	DESCRIPTION
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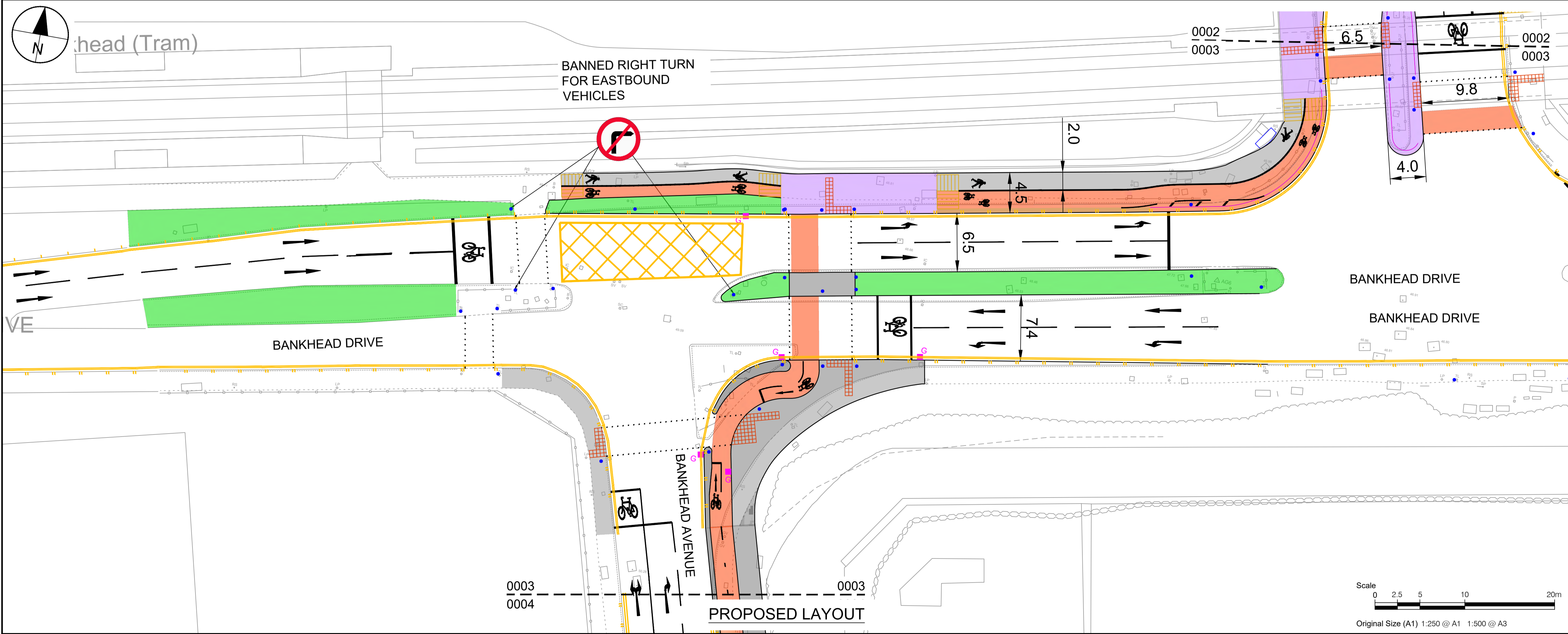
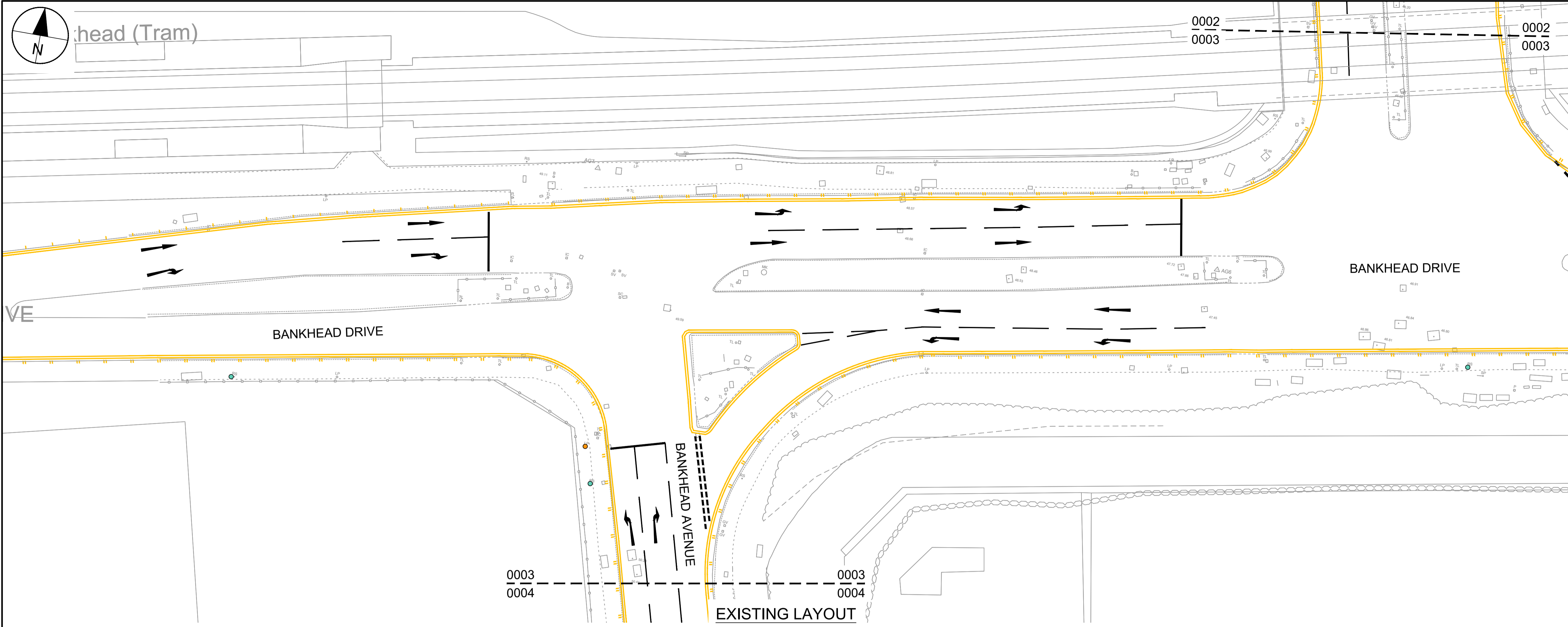
PROJECT NUMBER
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SHEET TITLE
 CENTRAL SECTION 2
 TRAFFIC REGULATION ORDERS
 SHEET 2 OF 9

SHEET NUMBER
 60579456-SHT-C-CS-2-TRO 2022-0002

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 Designer: JN
 Project Management Initials:
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KEY

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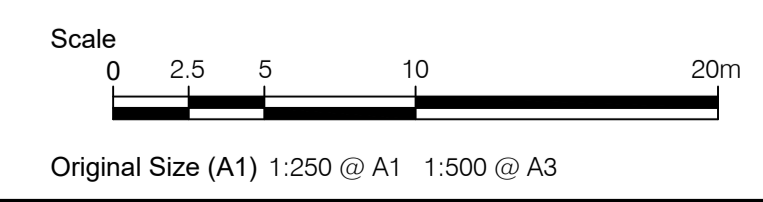
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KEY PLAN

PROJECT NUMBER
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SHEET TITLE
 CENTRAL SECTION 2
 TRAFFIC REGULATION ORDERS
 SHEET 3 OF 9

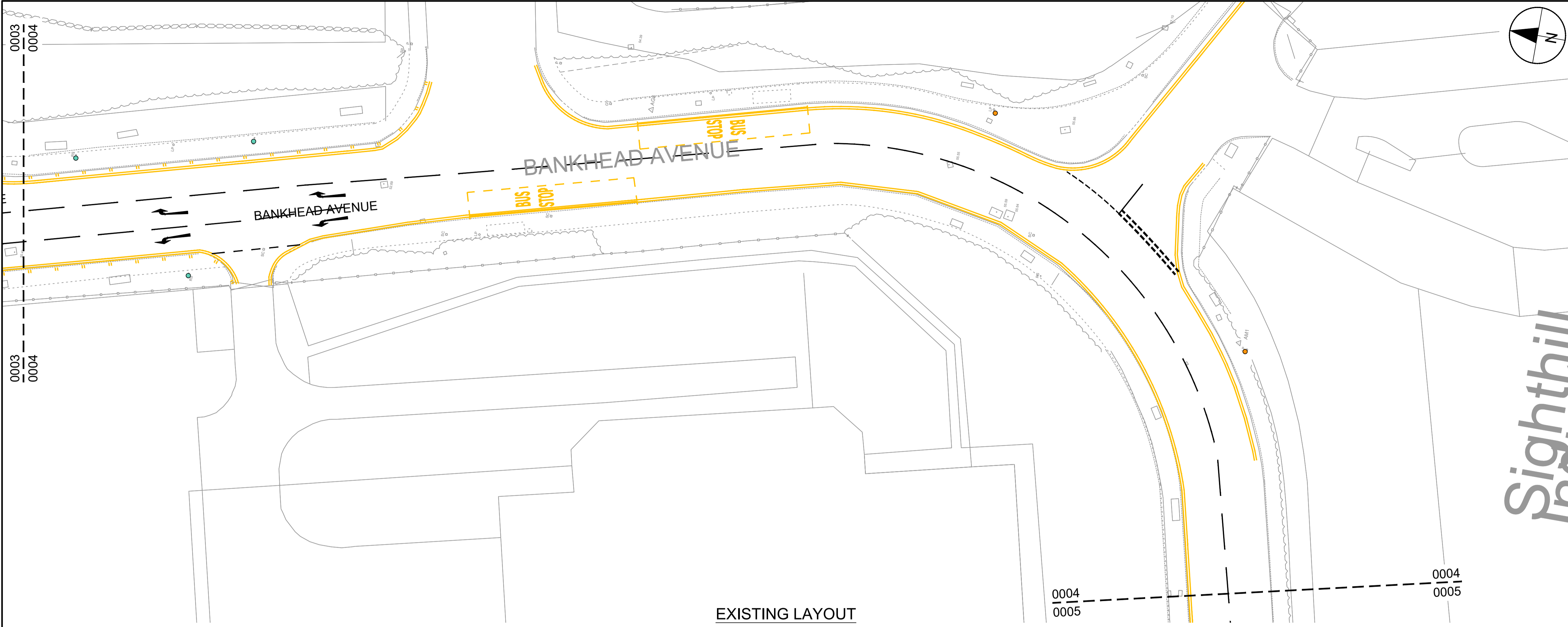
SHEET NUMBER
 60579456-SHT-C-S-2-TRO 2022-0003



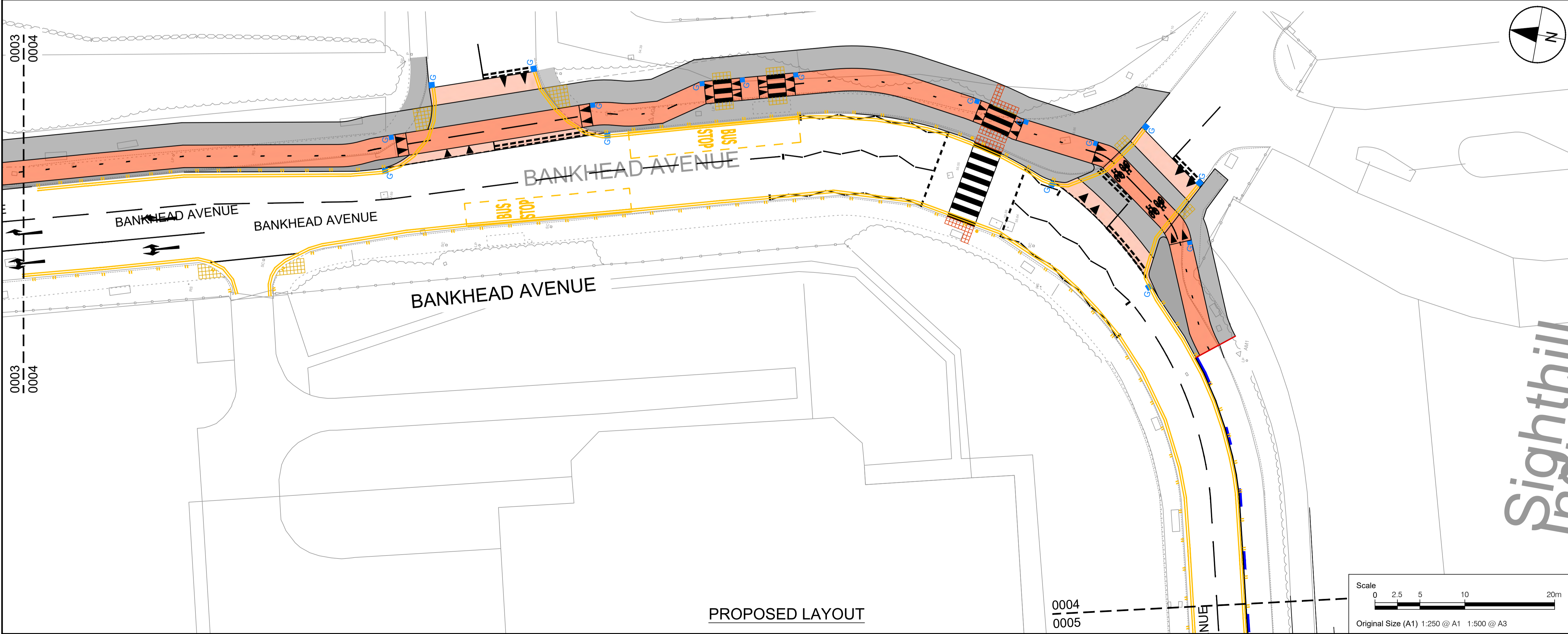
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 Last saved by: JOE.NICHOLAS Last plotted: 2023-01-09

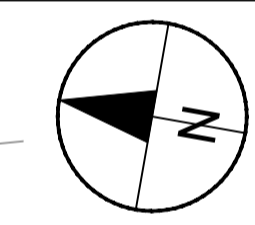
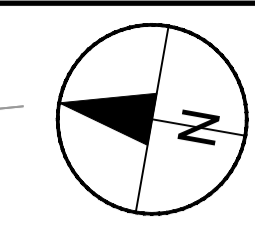
Project Management Initials: Designer: JN Checked: PM Approved: PM ISO A1 594mm x 841mm



EXISTING LAYOUT



PROPOSED LAYOUT



PROJECT
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KEY

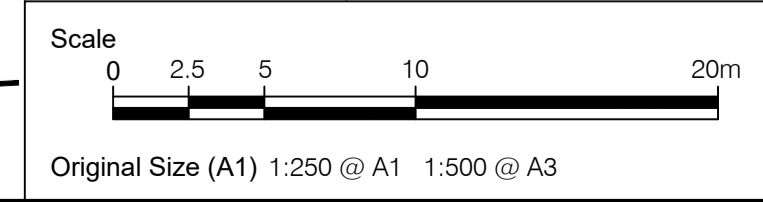
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	Double yellow line marking: no waiting at any time
	Double yellow line/double blip markings: no waiting or loading at any time

ISSUE/REVISION

I/R	DATE	DESCRIPTION
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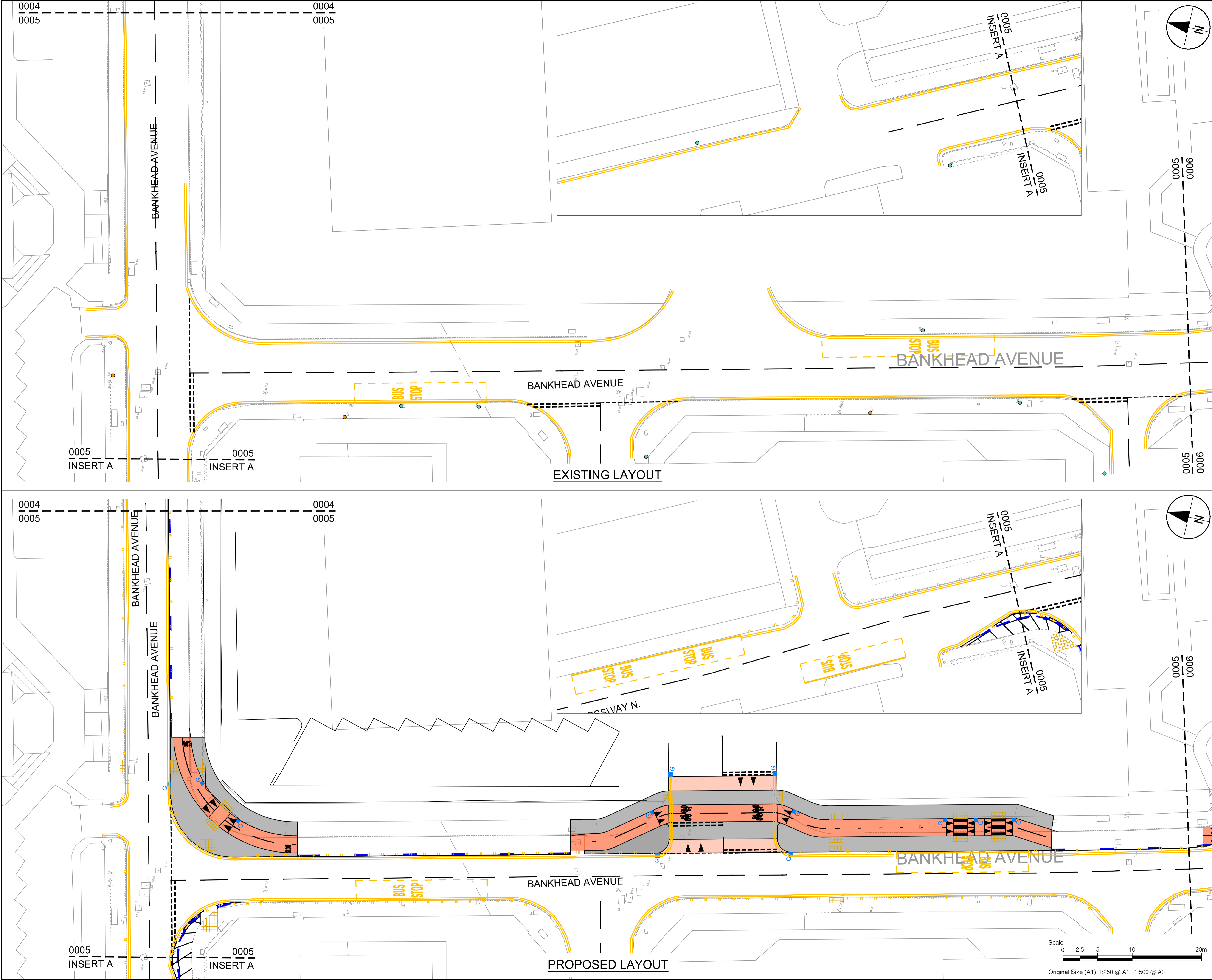
KEY PLAN

PROJECT NUMBER
 60579456
SHEET TITLE
 CENTRAL SECTION 2
 TRAFFIC REGULATION ORDERS
 SHEET 4 OF 9
SHEET NUMBER
 60579456-SHT-C-CS-2-TRO 2022-0004



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 Designer: JN
 Project Management Initials:
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KEY

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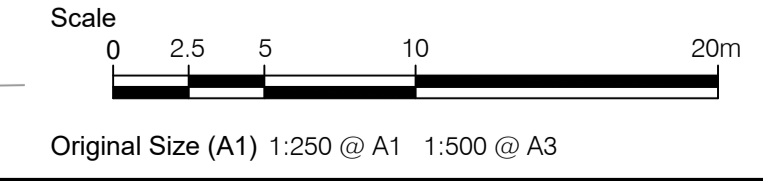
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KEY PLAN

PROJECT NUMBER
 60579456

SHEET TITLE
 CENTRAL SECTION 2
 TRAFFIC REGULATION ORDERS
 SHEET 5 OF 9

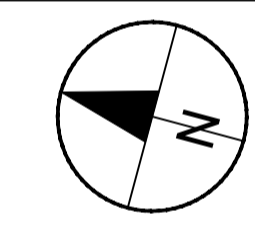
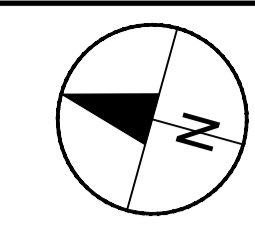
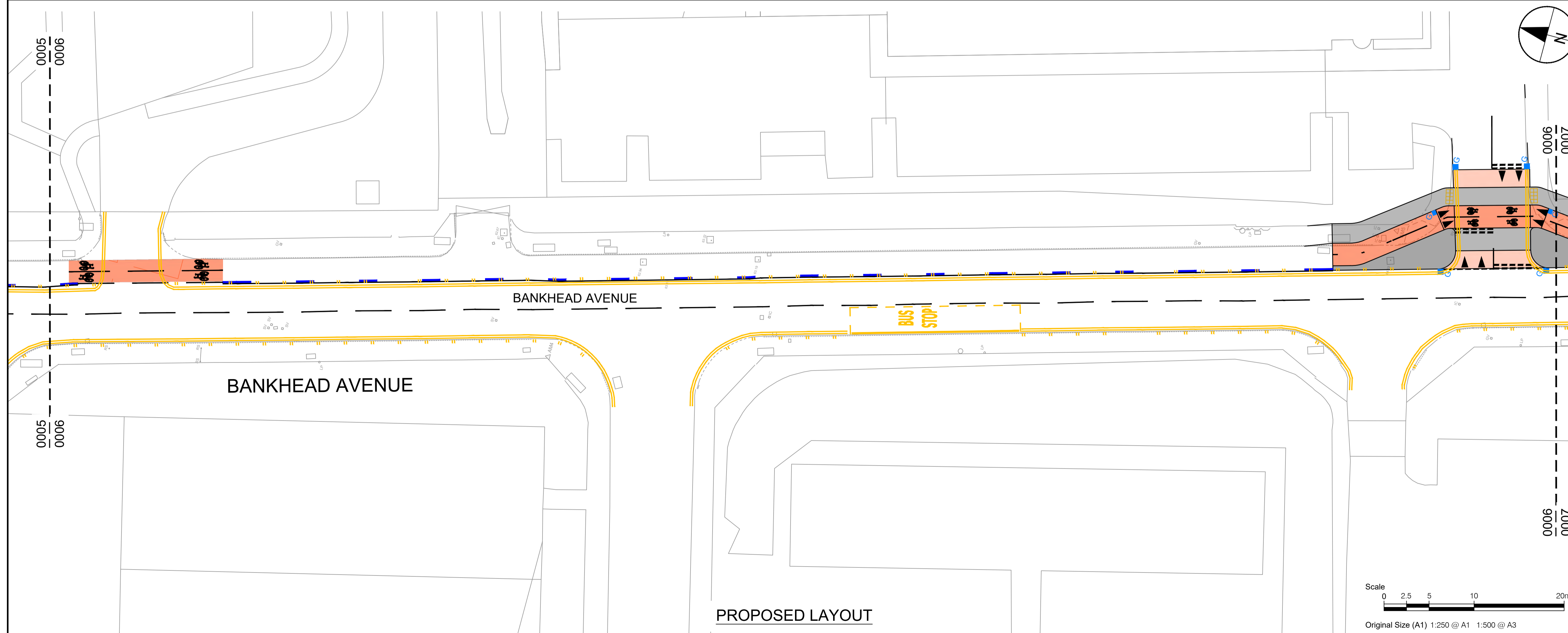
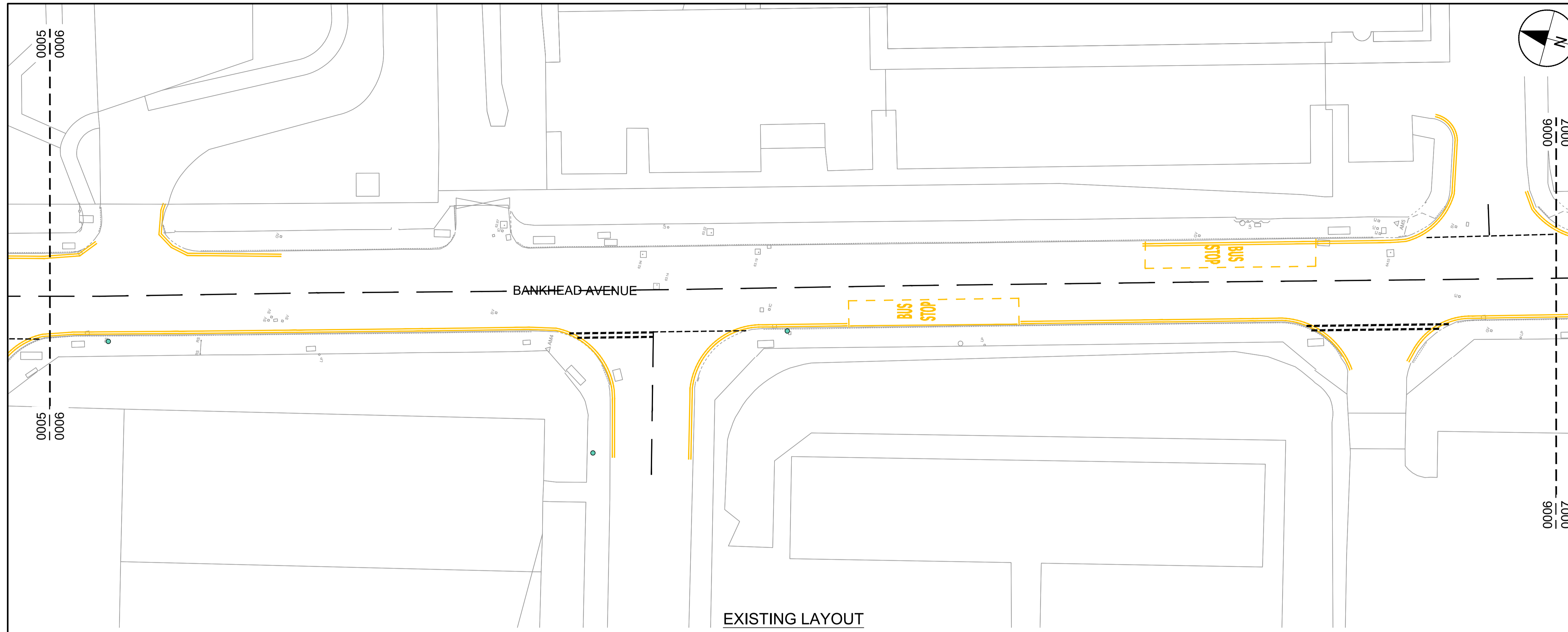
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 60579456-SHT-C-CS-2-TRO 2022-0005



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PROJECT NUMBER
 60579456

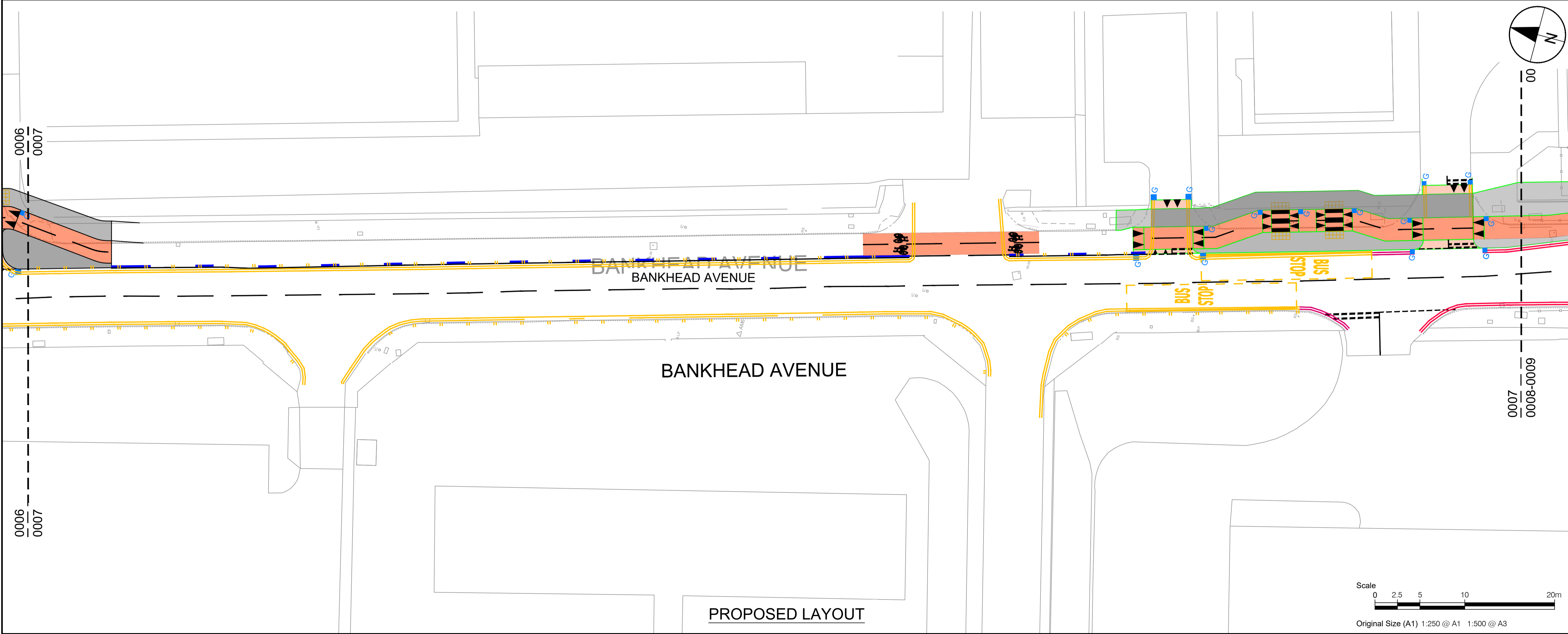
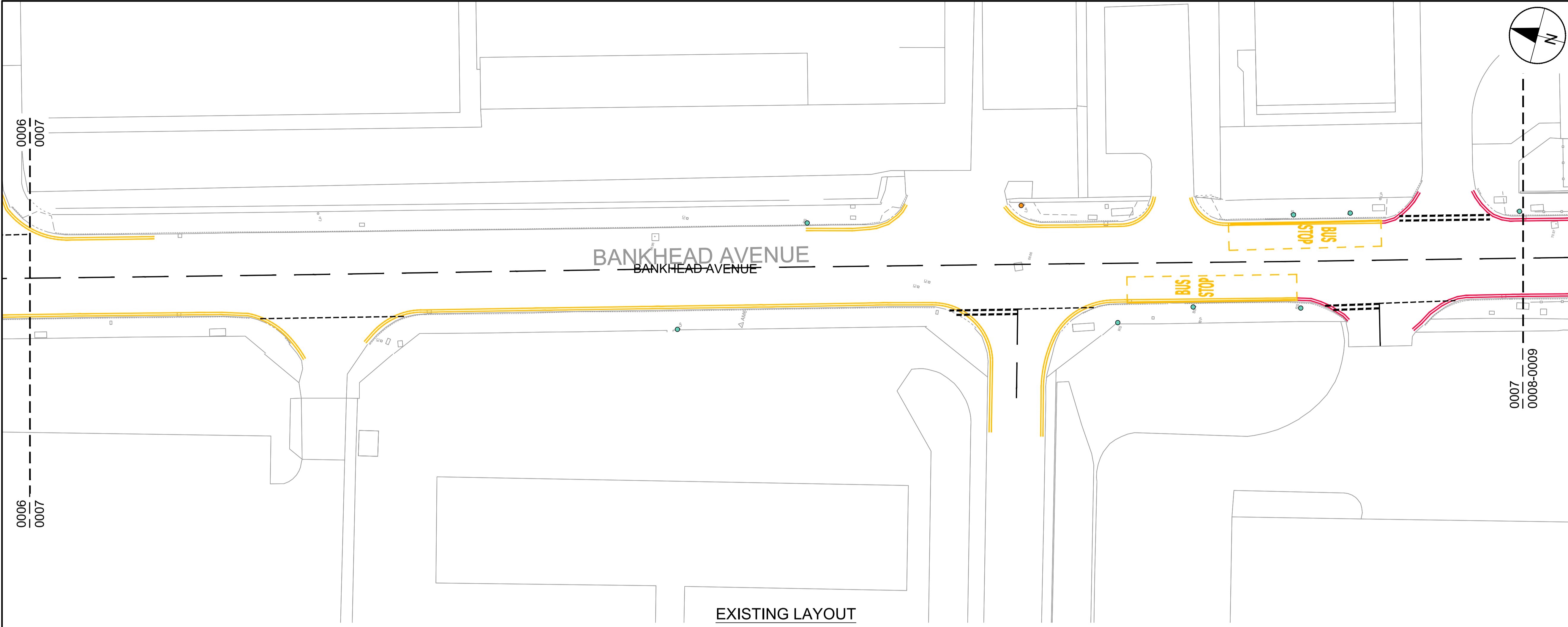
SHEET TITLE
 CENTRAL SECTION 2
 TRAFFIC REGULATION ORDERS
 SHEET 6 OF 9

SHEET NUMBER
 60579456-SHT-C-CS-2-TRO 2022-0006

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 Last saved by: JOE.NICHOLAS Last Plotted: 2023-01-09

Project Management Initials: Designer: JN Checked: PM Approved: PM ISO A1 594mm x 841mm



PROJECT
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 ACTIVE TRAVEL
 NETWORK

CLIENT



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 www.aecom.com

- KEY**
- White road markings
 - Double yellow line marking:
no waiting at any time
 - Double yellow line/double blip markings:
no waiting or loading at any time
 - Double red line marking:
no stopping all day

ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	19/12/2022	FIRST ISSUE

KEY PLAN

PROJECT NUMBER

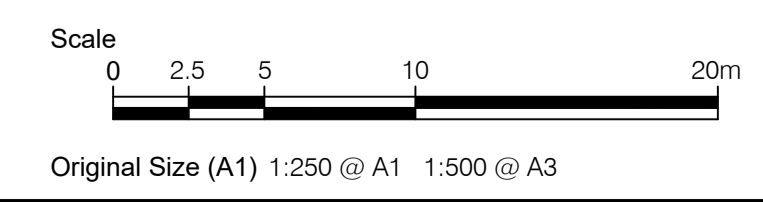
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SHEET TITLE

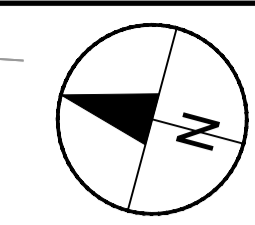
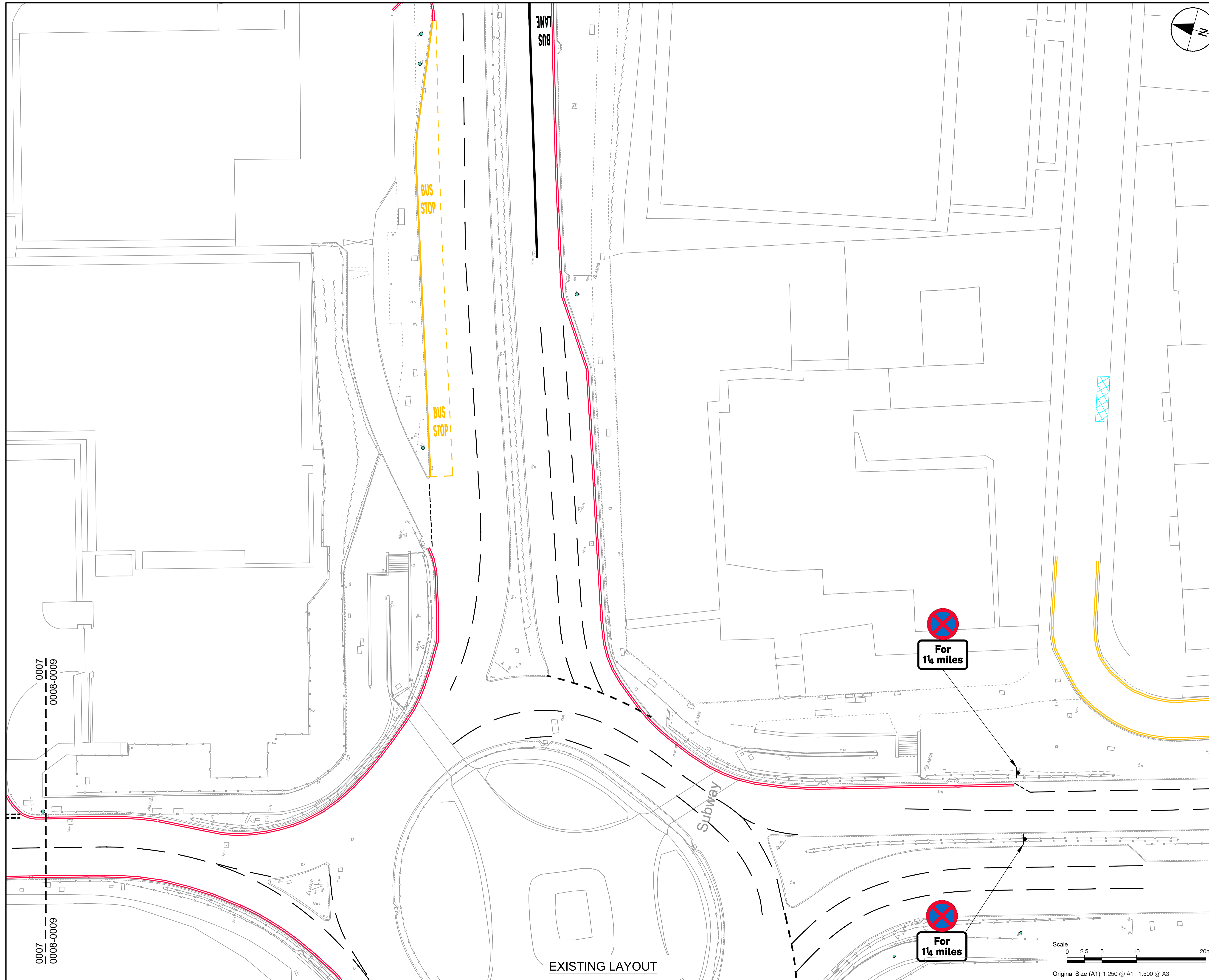
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 TRAFFIC REGULATION ORDERS
 SHEET 7 OF 9

SHEET NUMBER

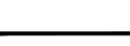




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KEY

-  White road markings
-  Double yellow line marking:
no waiting at any time
-  Double yellow line/double blip markings:
no waiting or loading at any time
-  Single yellow line marking:
waiting restriction
-  Double red line marking:
no stopping all day

ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	19/12/2022	FIRST ISSUE

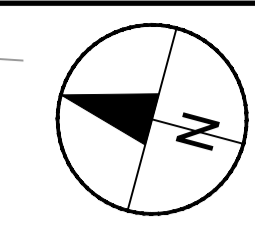
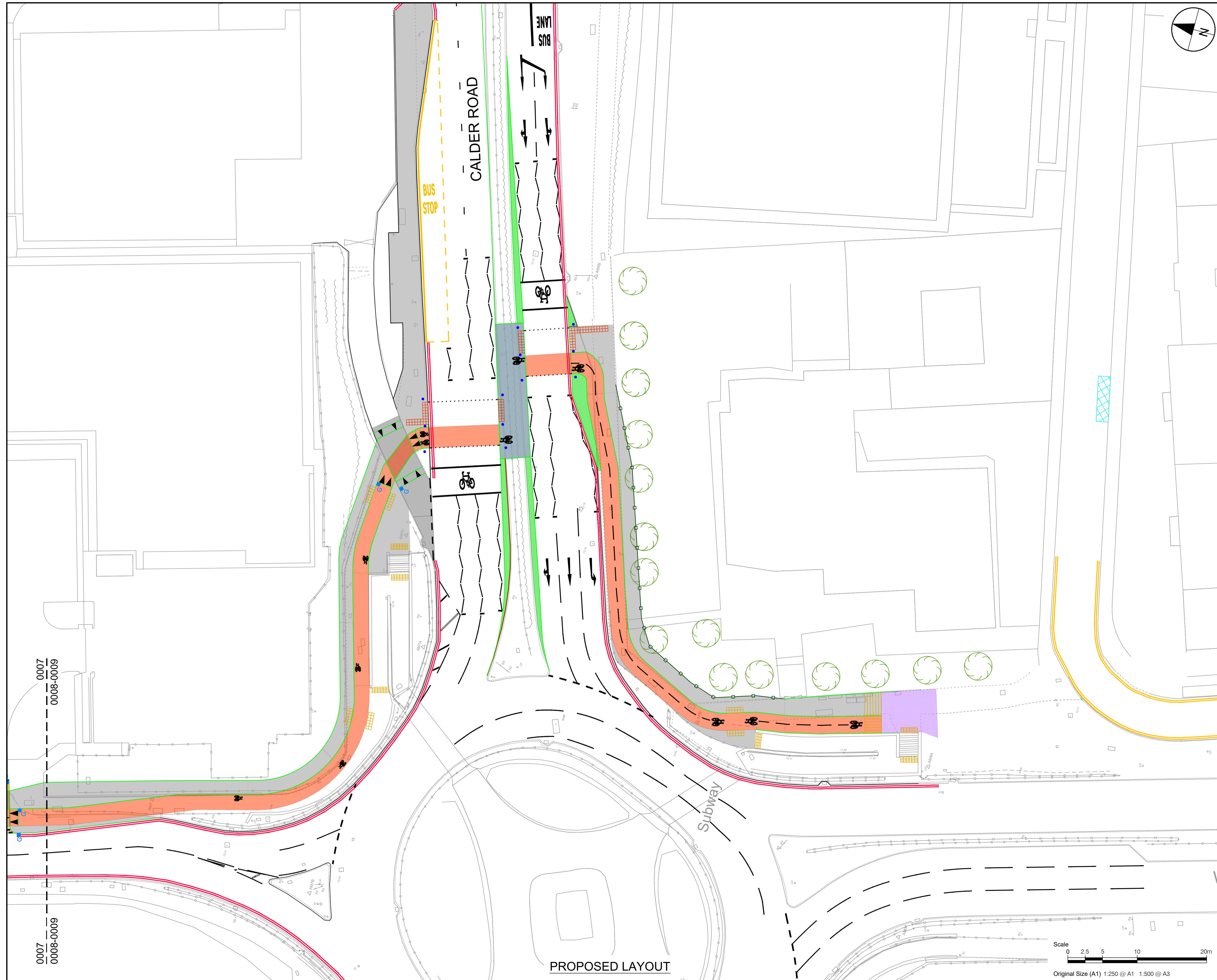
KEY PLAN

PROJECT NUMBER
60579456

SHEET TITLE
CENTRAL SECTION 2
TRAFFIC REGULATION ORDERS
SHEET 8 OF 9

SHEET NUMBER
60579456-SHT-C-CS-2-TRO 2022-0008

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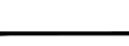



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KEY

	White road markings
	Double yellow line marking: no waiting at any time
	Double yellow line/double blip markings: no waiting or loading at any time
	Double red line marking: no stopping all day

ISSUE/REVISION

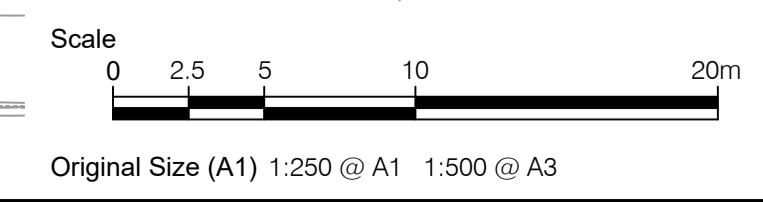
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-	19/12/2022	FIRST ISSUE

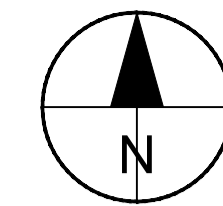
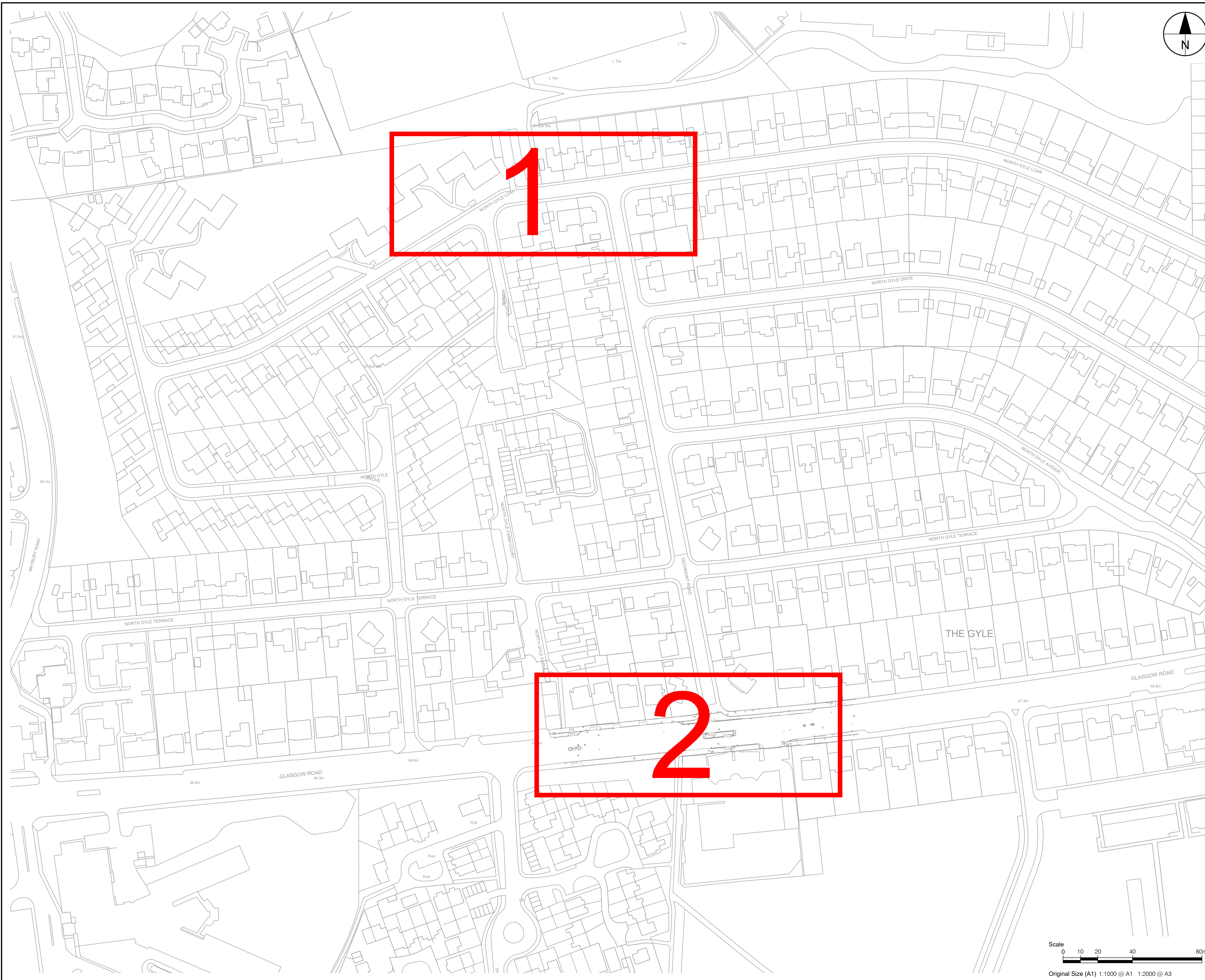
KEY PLAN

PROJECT NUMBER
 60579456

SHEET TITLE
 CENTRAL SECTION 2
 TRAFFIC REGULATION ORDERS
 SHEET 9 OF 9

SHEET NUMBER
 60579456-SHT-C-CS-2-TRO 2022-0009





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ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	19/12/2022	FIRST ISSUE

KEY PLAN

PROJECT NUMBER

60579456

SHEET TITLE

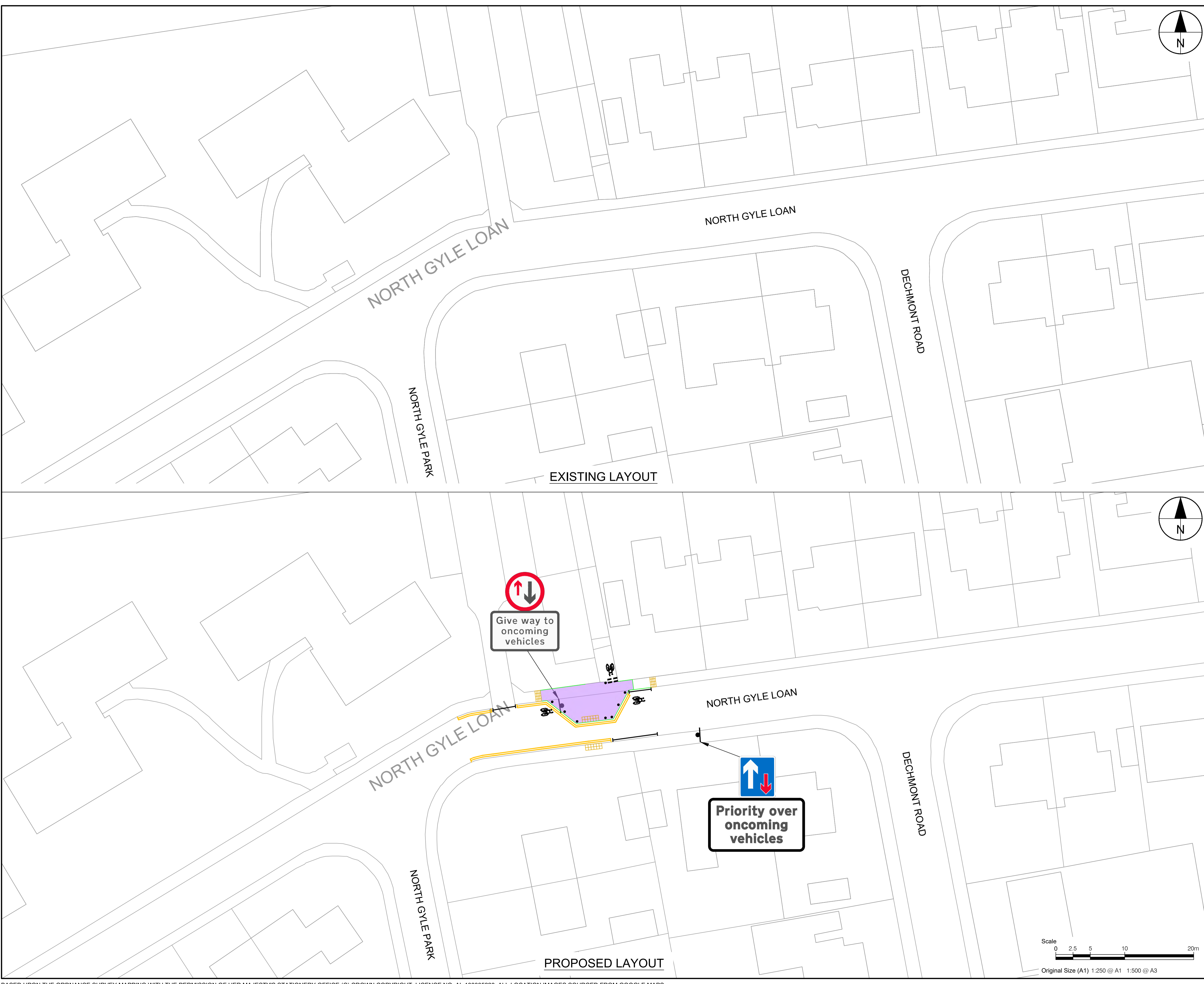
NORTHERN SECTION
 TRAFFIC REGULATION ORDERS
 OVERVIEW

SHEET NUMBER

60579456-SHT-C-NS-TRO 2022-0000

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 Last saved by: JOE.NICHOLAS Last Plotter: 2023-01-09
 Project Management Initials: Designer: JN Checked: PM Approved: PM ISO A1 594mm x 841mm



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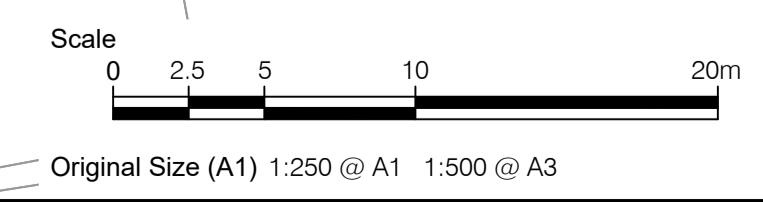
KEY
 — White road markings
 — Double yellow line marking:
 no waiting at any time

ISSUE/REVISION

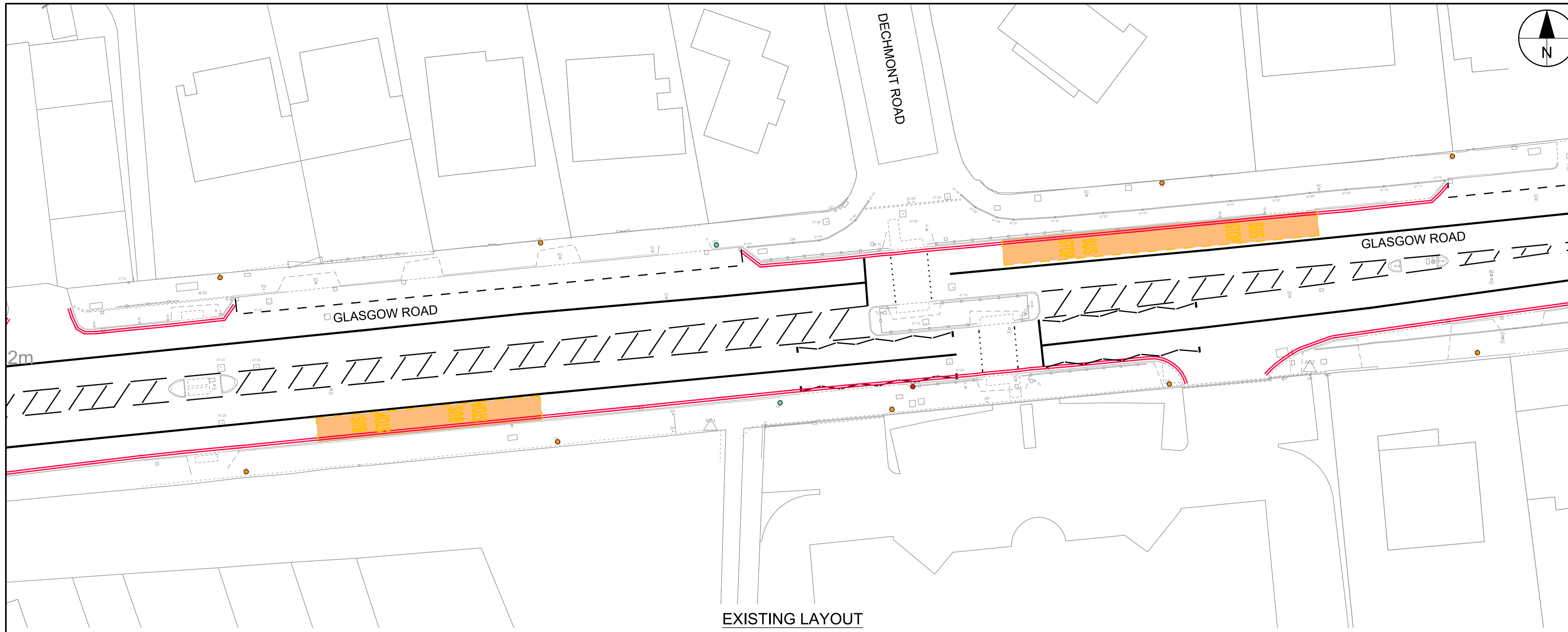
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KEY PLAN

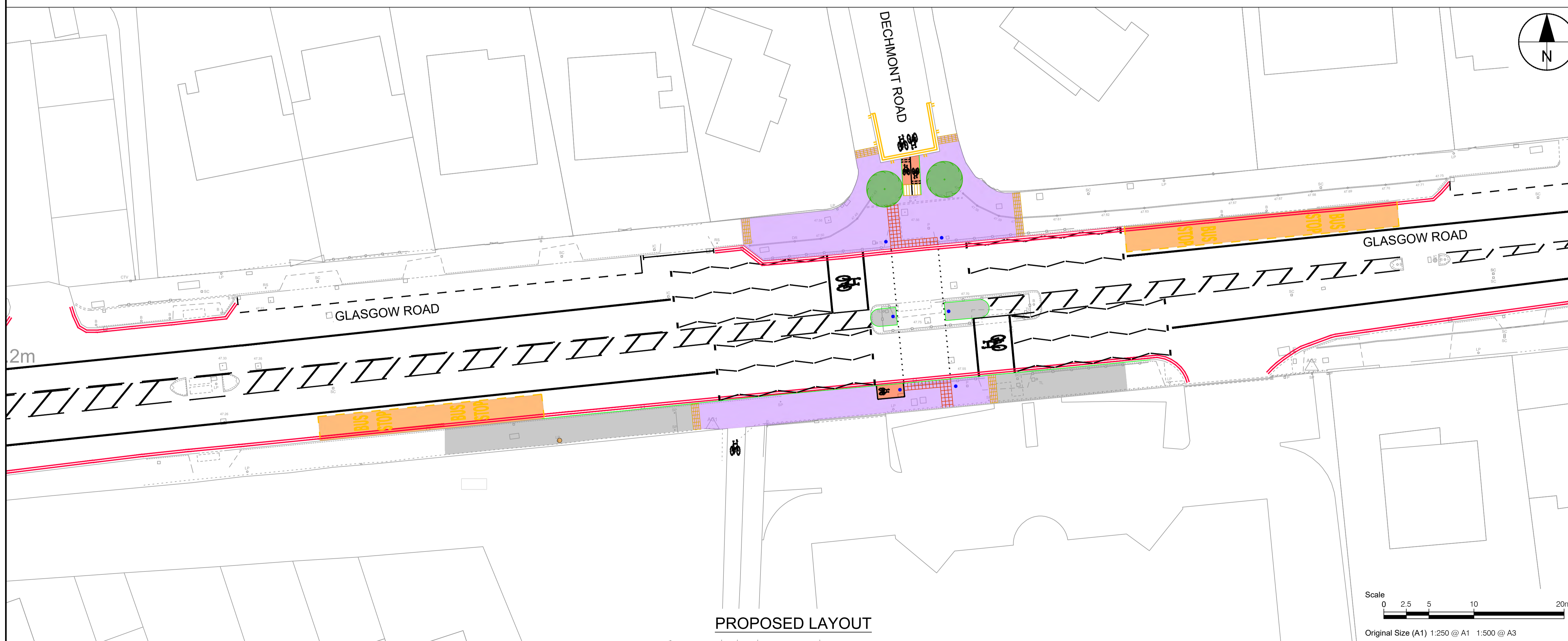
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 TRAFFIC REGULATION ORDERS
 SHEET 1 OF 2
SHEET NUMBER
 60579456-SHT-C-NS-TRO 2022-0001



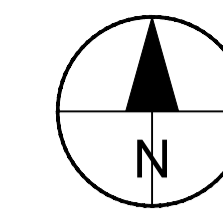
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EXISTING LAYOUT



PROPOSED LAYOUT



KEY

- White road markings
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time
- Double red line marking: no stopping all day
- Bus stop

ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	19/12/2022	FIRST ISSUE

KEY PLAN

PROJECT NUMBER

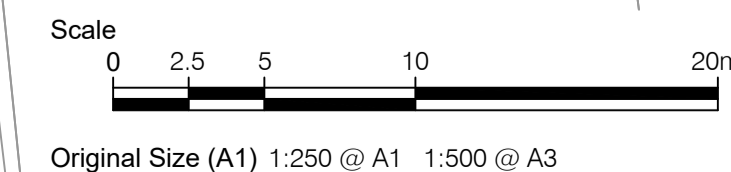
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SHEET TITLE

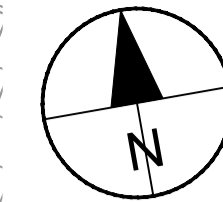
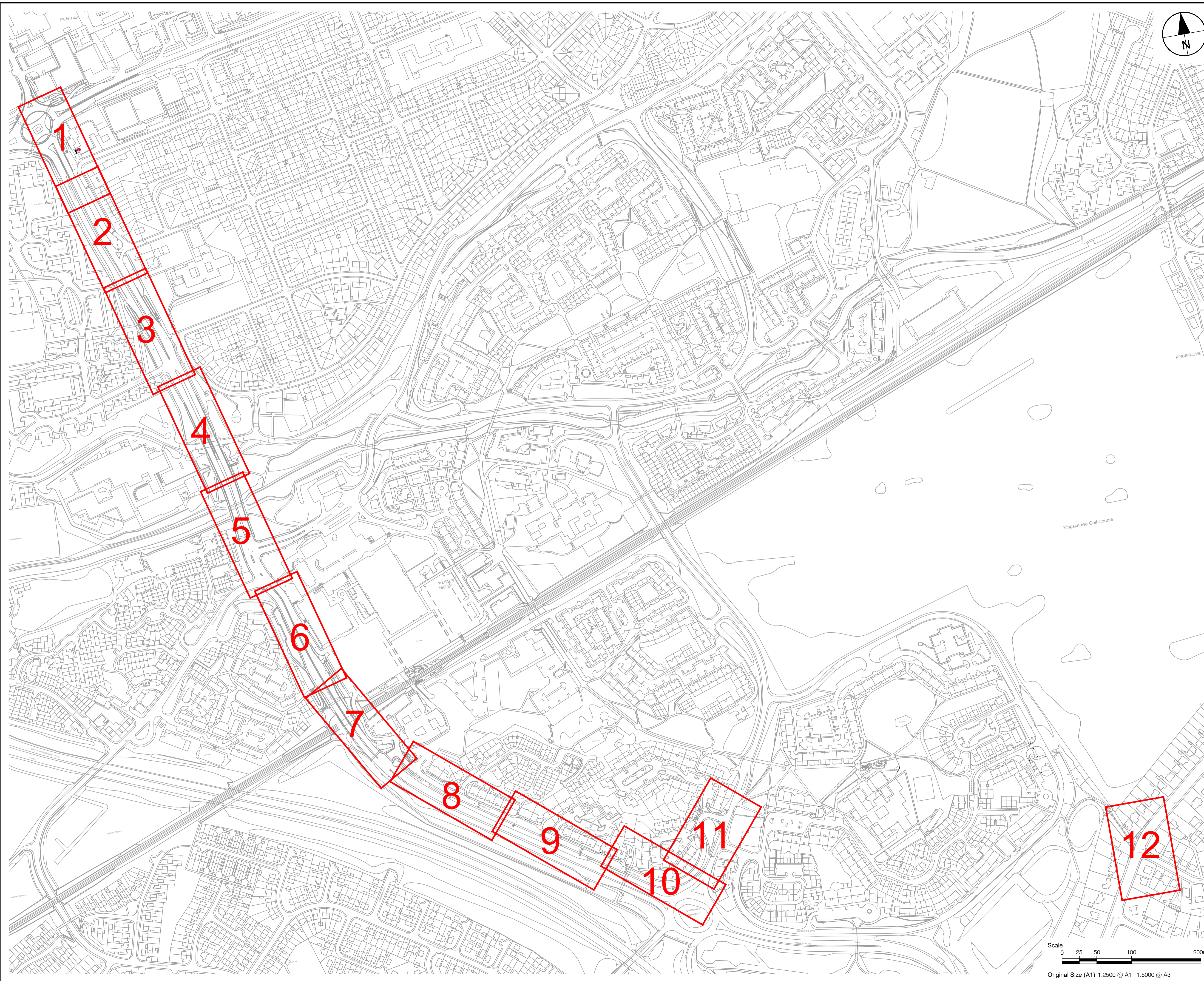
NORTHERN SECTION
TRAFFIC REGULATION ORDERS
SHEET 2 OF 2

SHEET NUMBER

60579456-SHT-C-NS-TRO 2022-0002



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PROJECT NUMBER

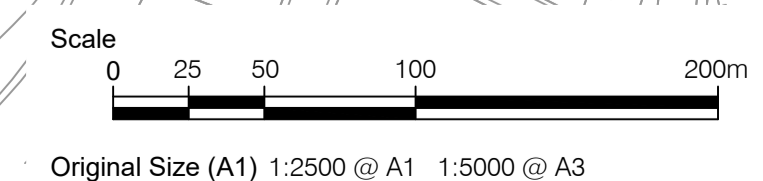
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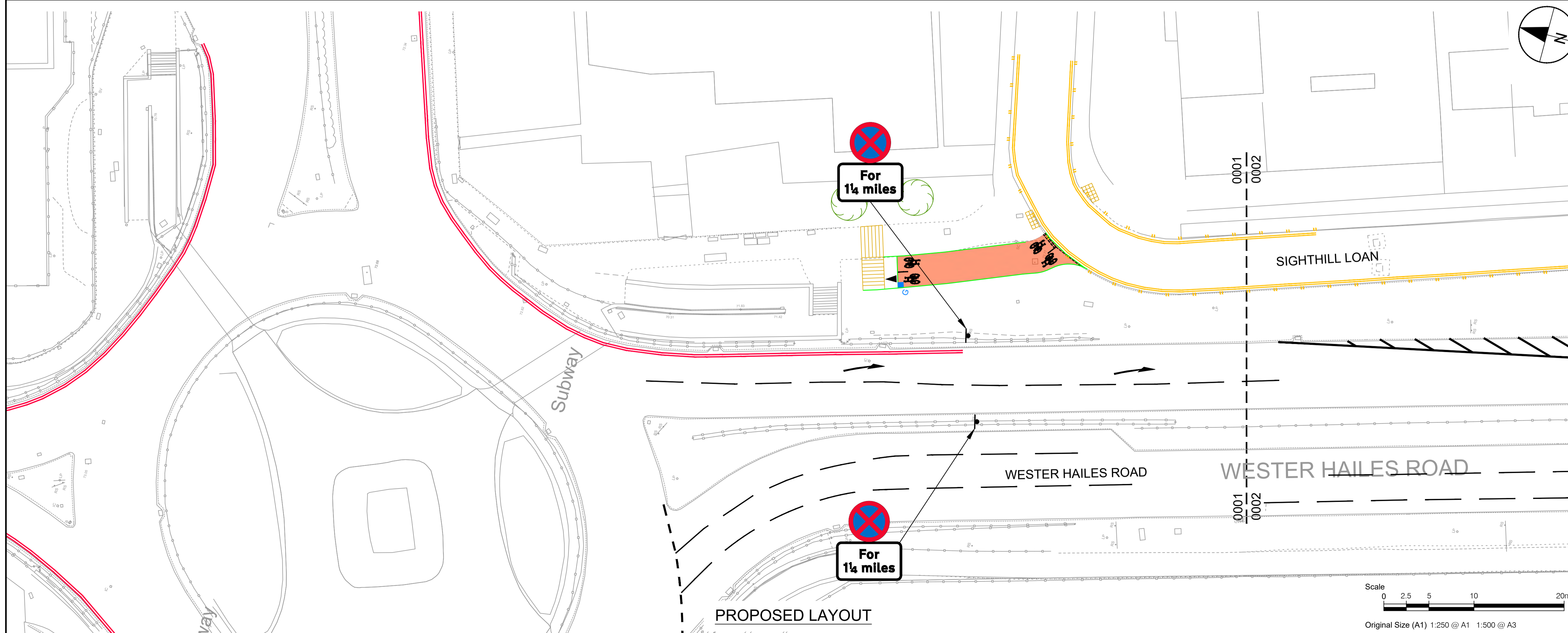
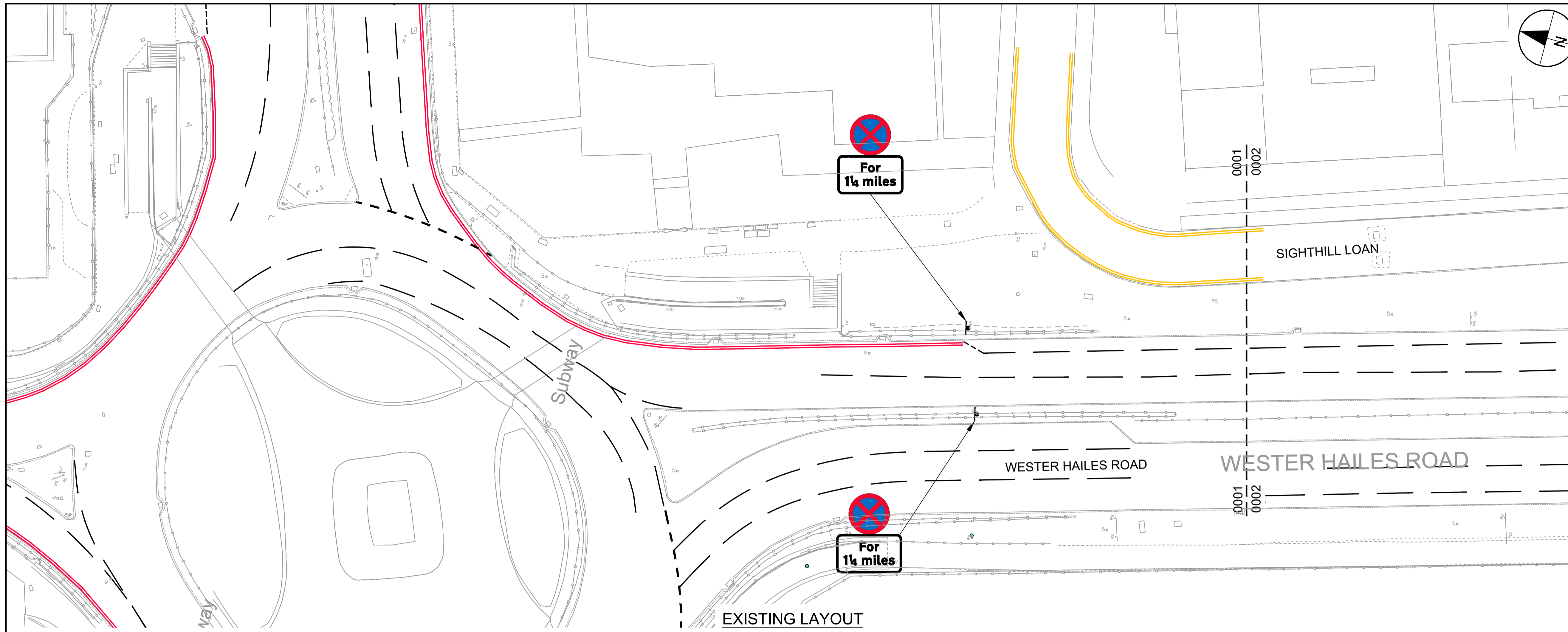
SOUTHERN SECTION
 TRAFFIC REGULATION ORDERS
 OVERVIEW

SHEET NUMBER

60579456-SHT-C-SS-TRO 2022-0000



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KEY

- White road markings
- Double yellow line marking:
no waiting at any time
- Double yellow line/double blip markings:
no waiting or loading at any time
- Double red line marking:
no stopping all day

ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	19/12/2022	FIRST ISSUE

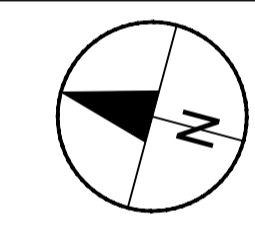
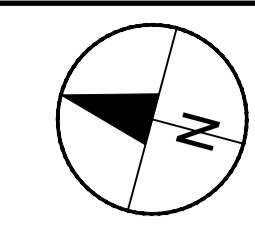
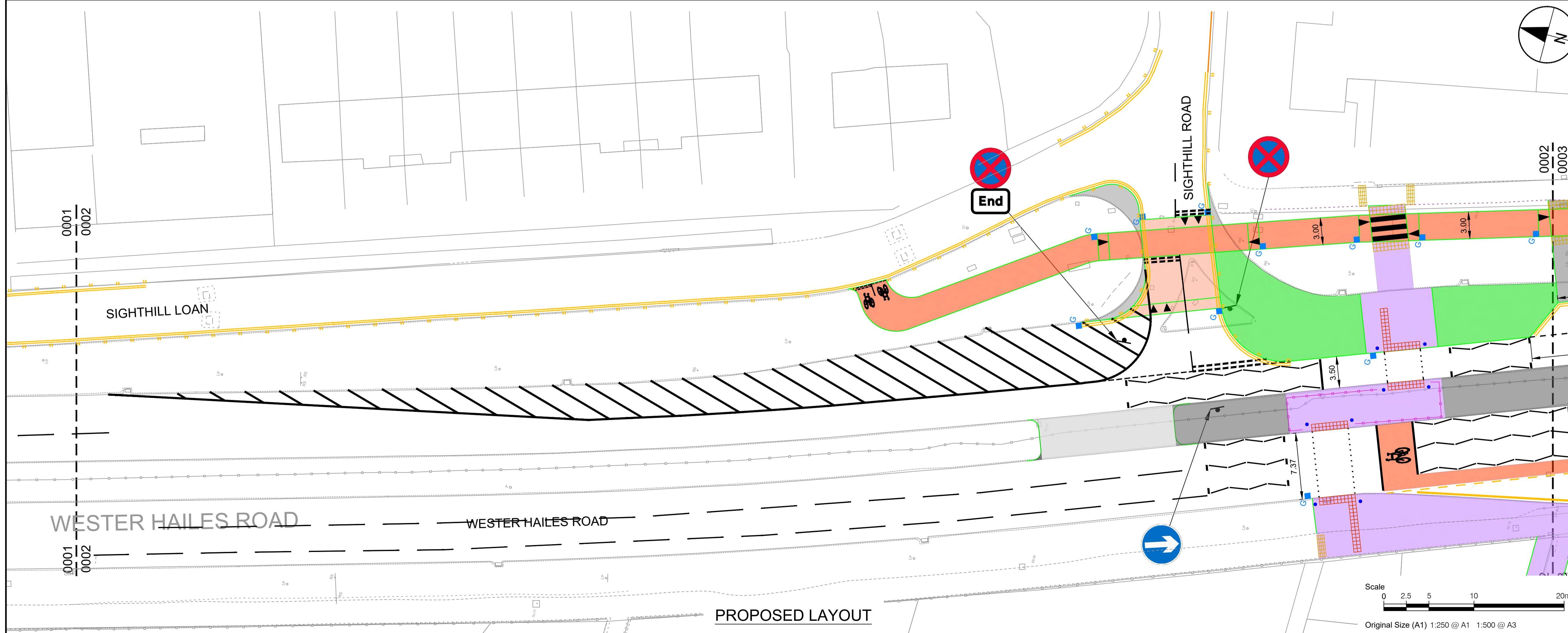
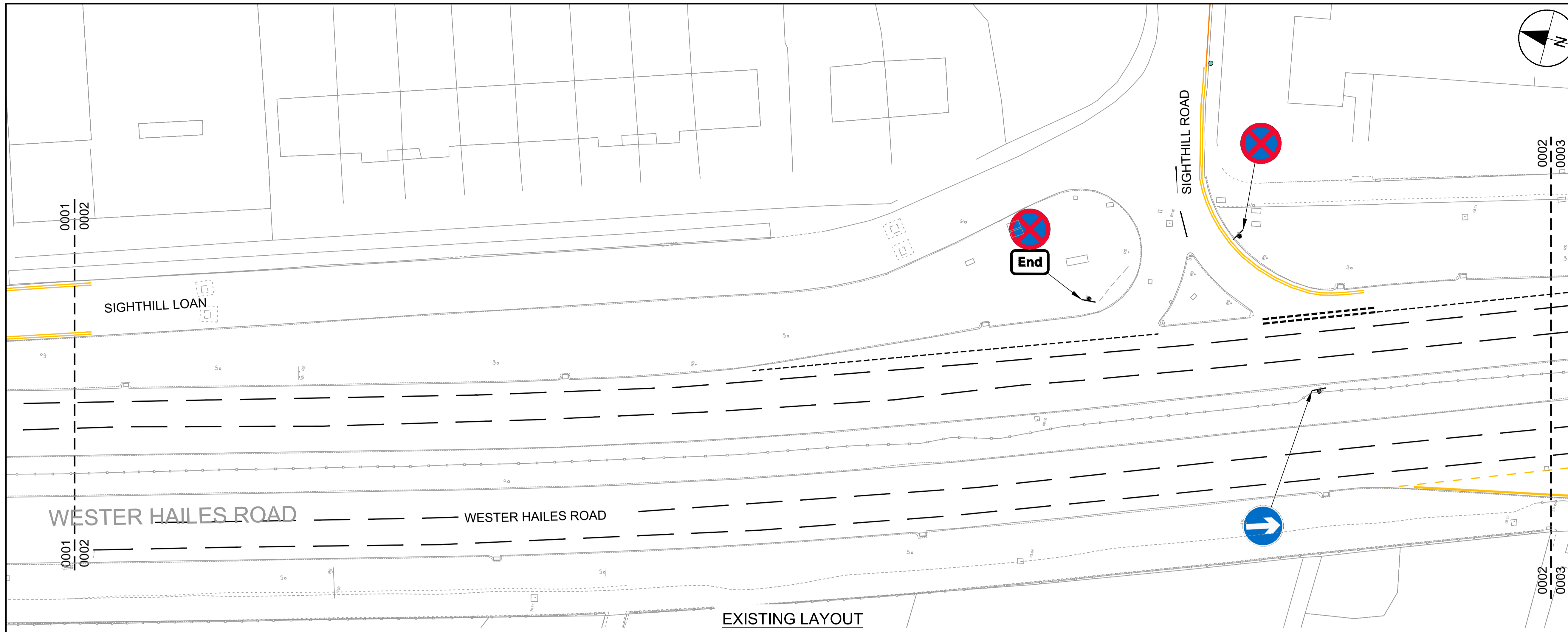
KEY PLAN

PROJECT NUMBER
 60579456

SHEET TITLE
 SOUTHERN SECTION
 TRAFFIC REGULATION ORDERS
 SHEET 1 OF 12

SHEET NUMBER
 60579456-SHT-C-SS-TRO 2022-0001

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KEY

- White road markings
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time

ISSUE/REVISION

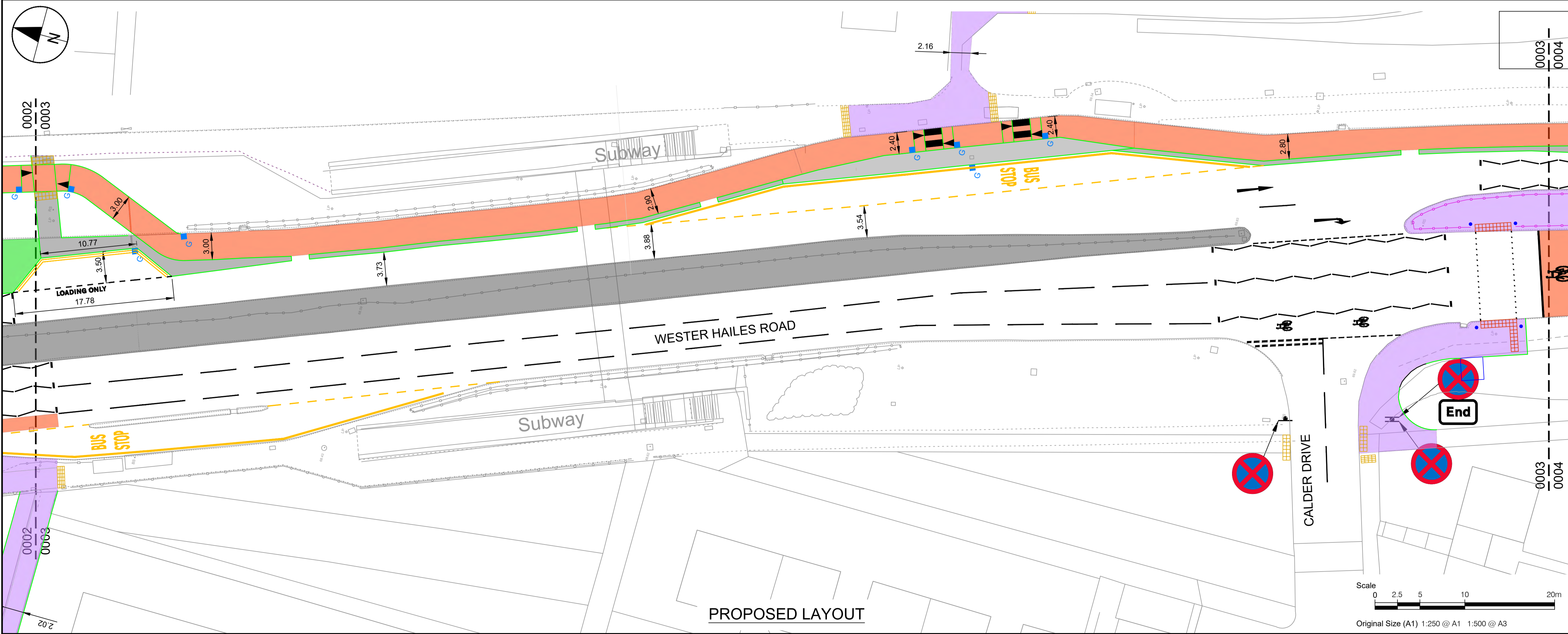
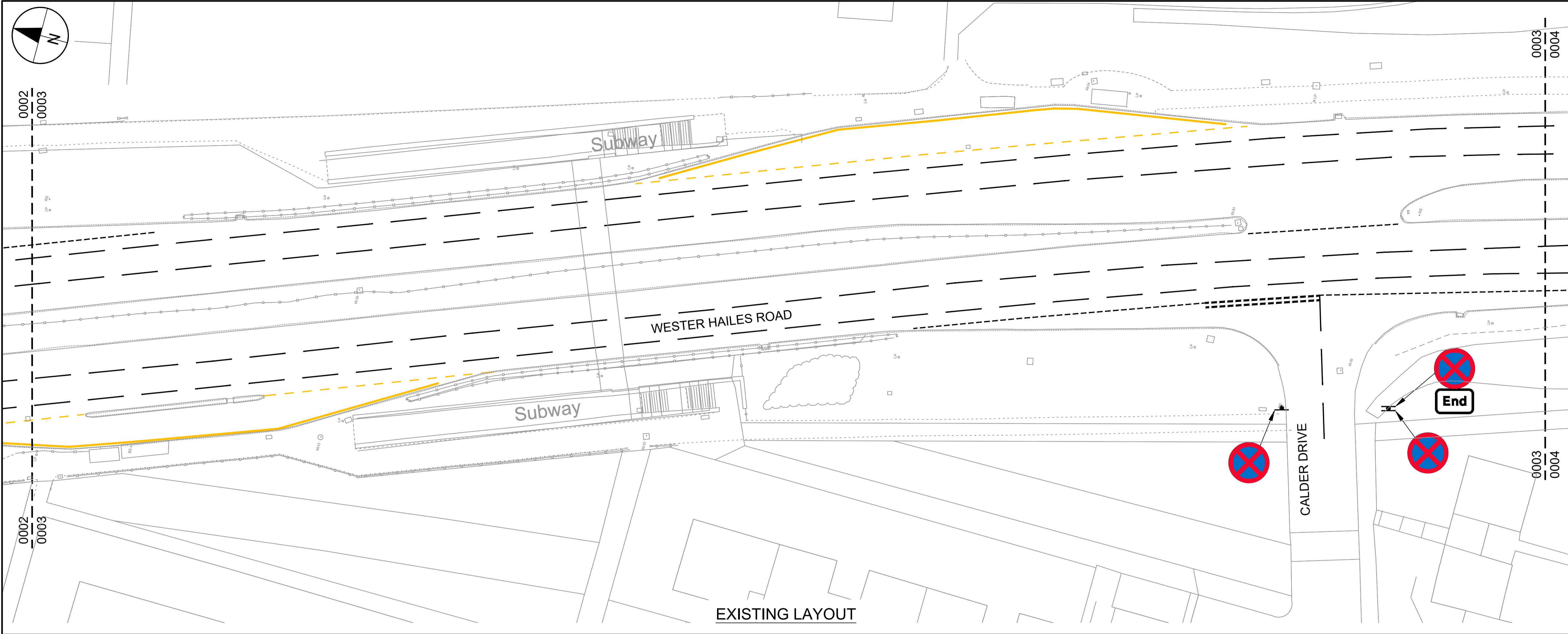
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-	19/12/2022	FIRST ISSUE

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 Last saved by: JOE.NICHOLAS Last Plotter: 2023-01-09

Project Management Initials: Designer: JN Checked: PM Approved: PM ISO A1 594mm x 841mm



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KEY
 - White road markings
 - Double yellow line marking: no waiting at any time

ISSUE/REVISION

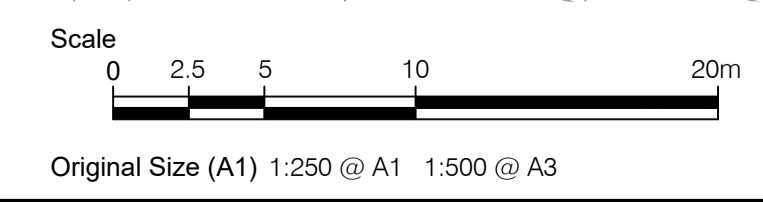
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-	19/12/2022	FIRST ISSUE

KEY PLAN

PROJECT NUMBER
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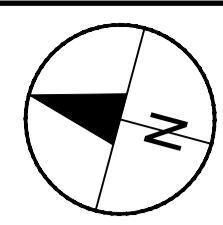
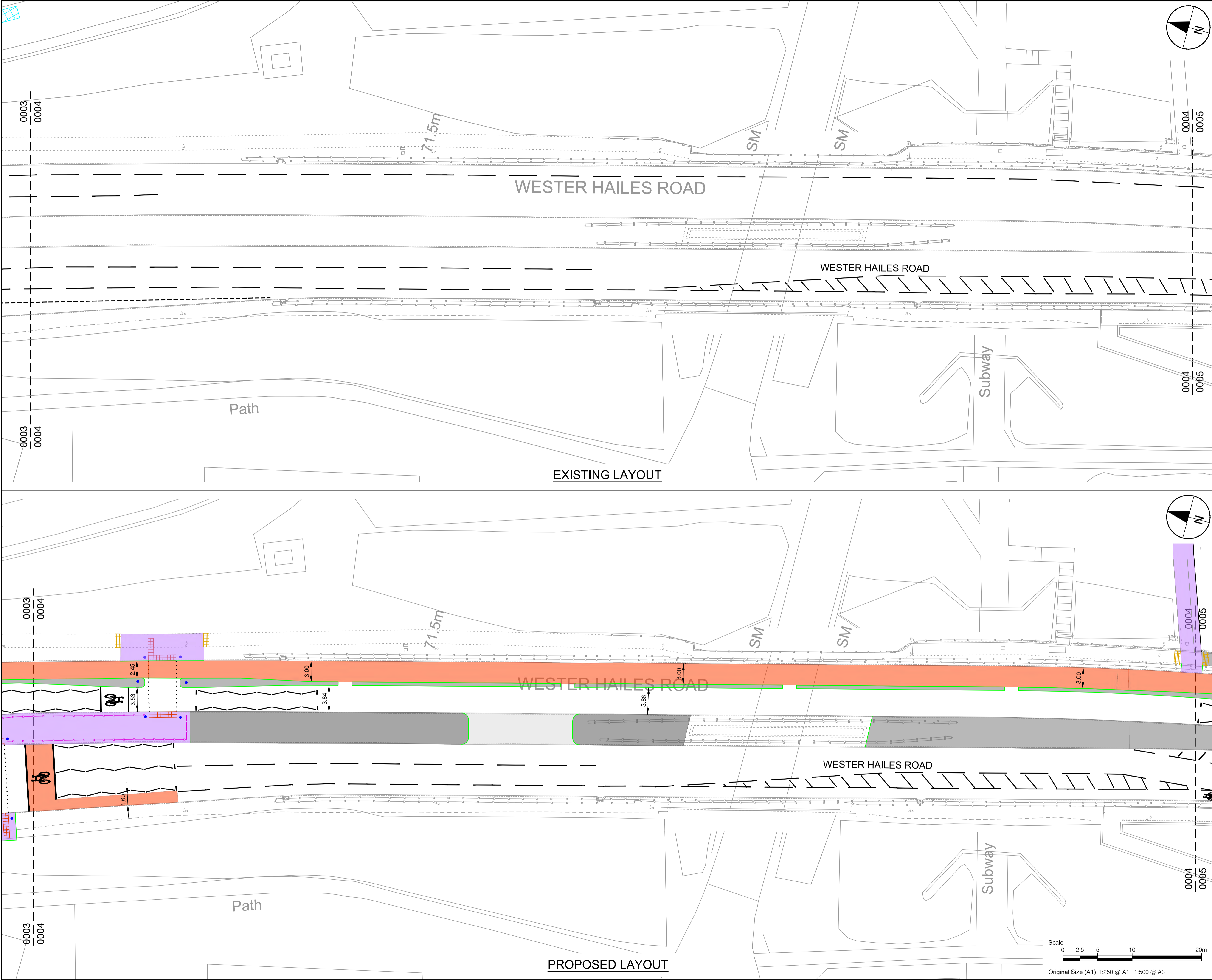
SHEET TITLE
 SOUTHERN SECTION
 TRAFFIC REGULATION ORDERS
 SHEET 3 OF 12

SHEET NUMBER
 60579456-SHT-C-SS-TRO 2022-0003



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 Approved: PM
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 Last saved by: JOE.NICHOLAS Last Plotter: 2023-01-09



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KEY
 — White road markings

ISSUE/REVISION

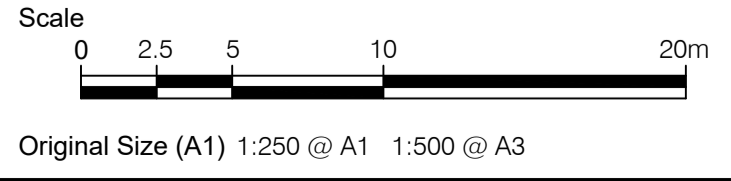
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-	19/12/2022	FIRST ISSUE

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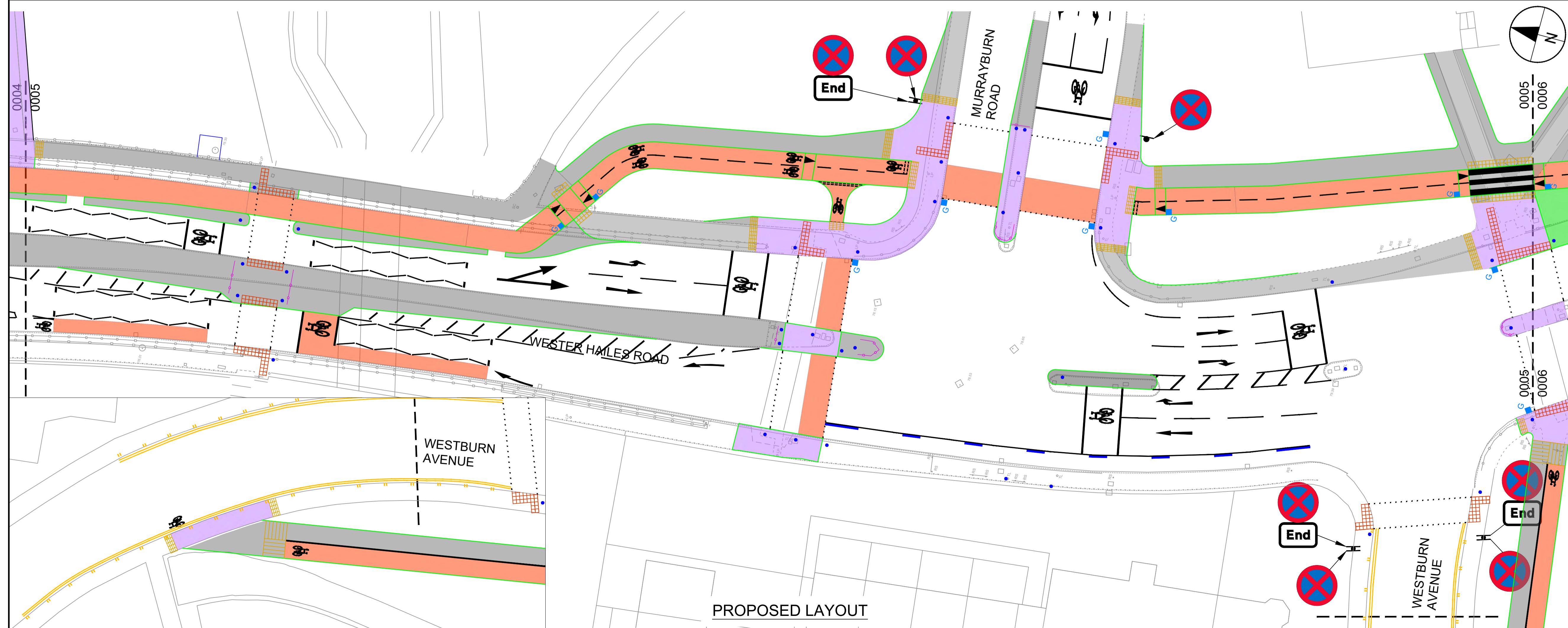
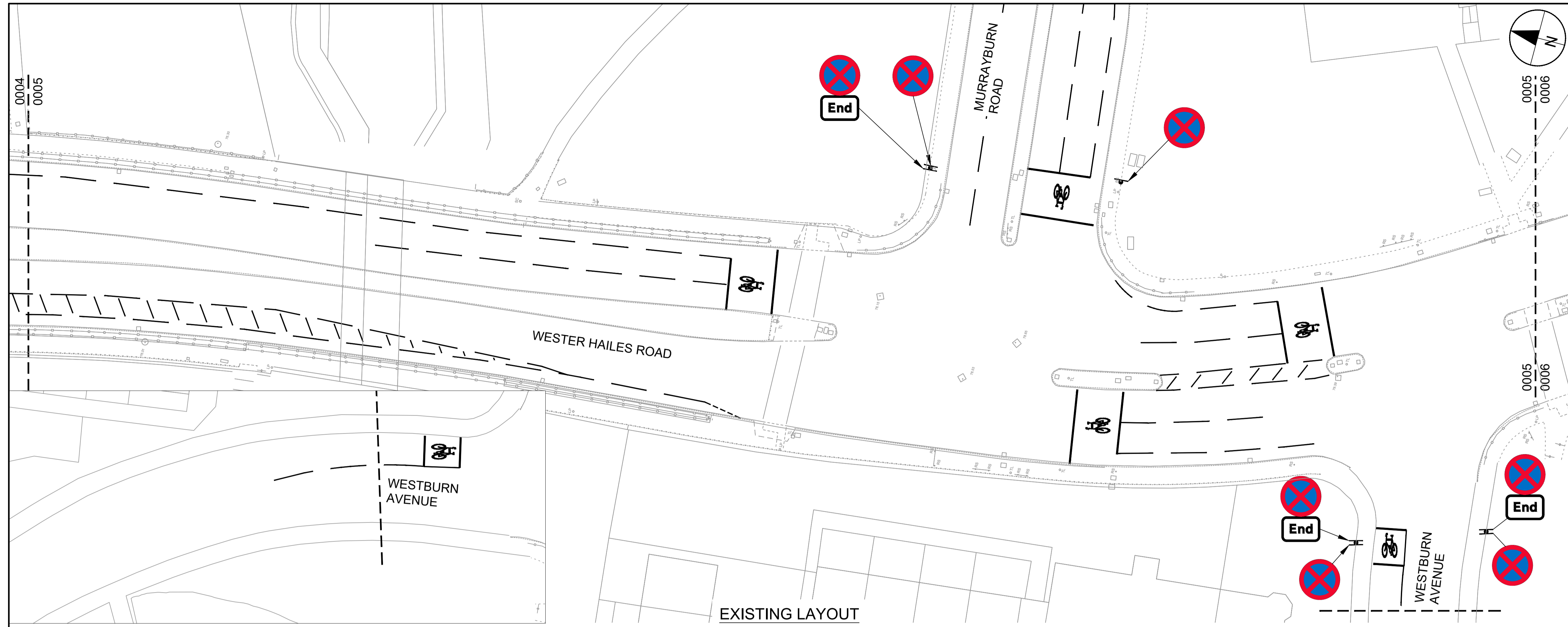
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SHEET TITLE
 SOUTHERN SECTION
 TRAFFIC REGULATION ORDERS
 SHEET 4 OF 12

SHEET NUMBER
 60579456-SHT-C-SS-TRO 2022-0004



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- KEY**
- White road markings
 - Double yellow line marking:
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 - Double yellow line/double blip markings:
no waiting or loading at any time

ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	19/12/2022	FIRST ISSUE

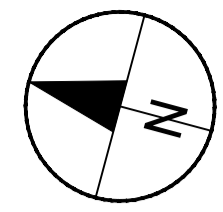
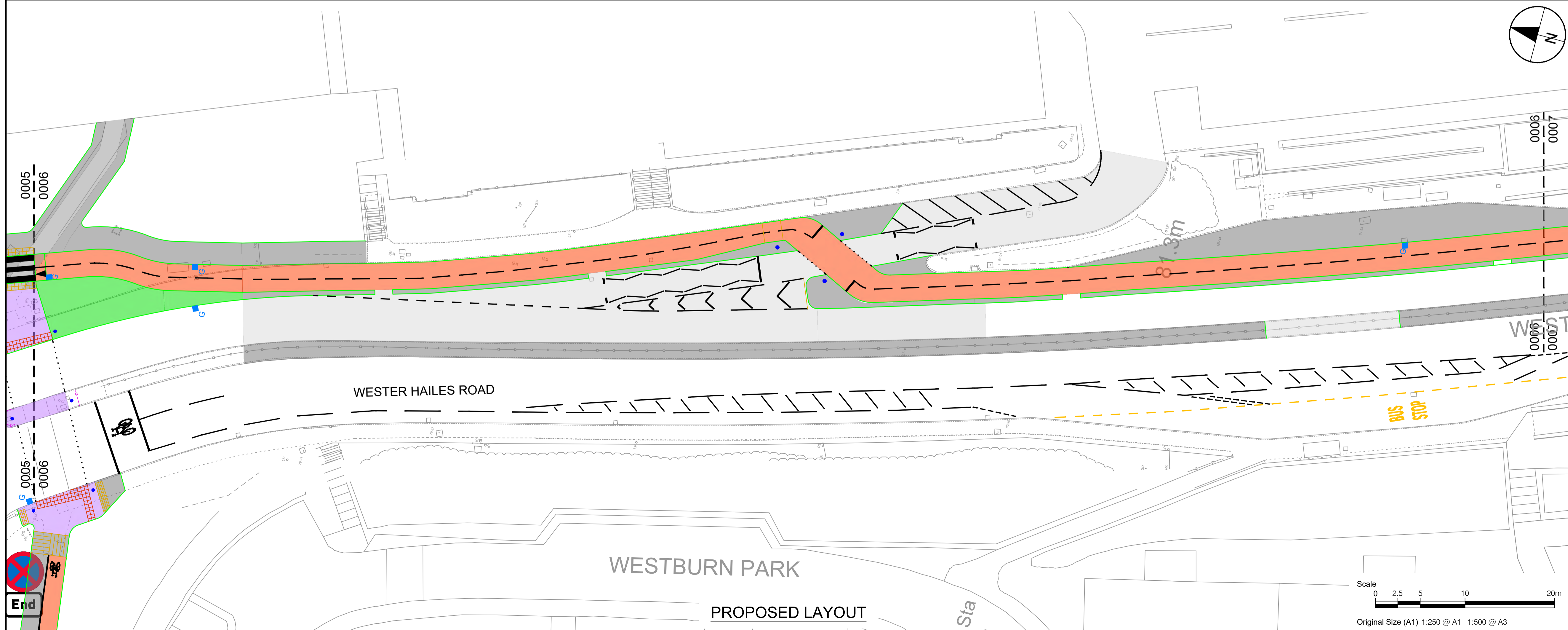
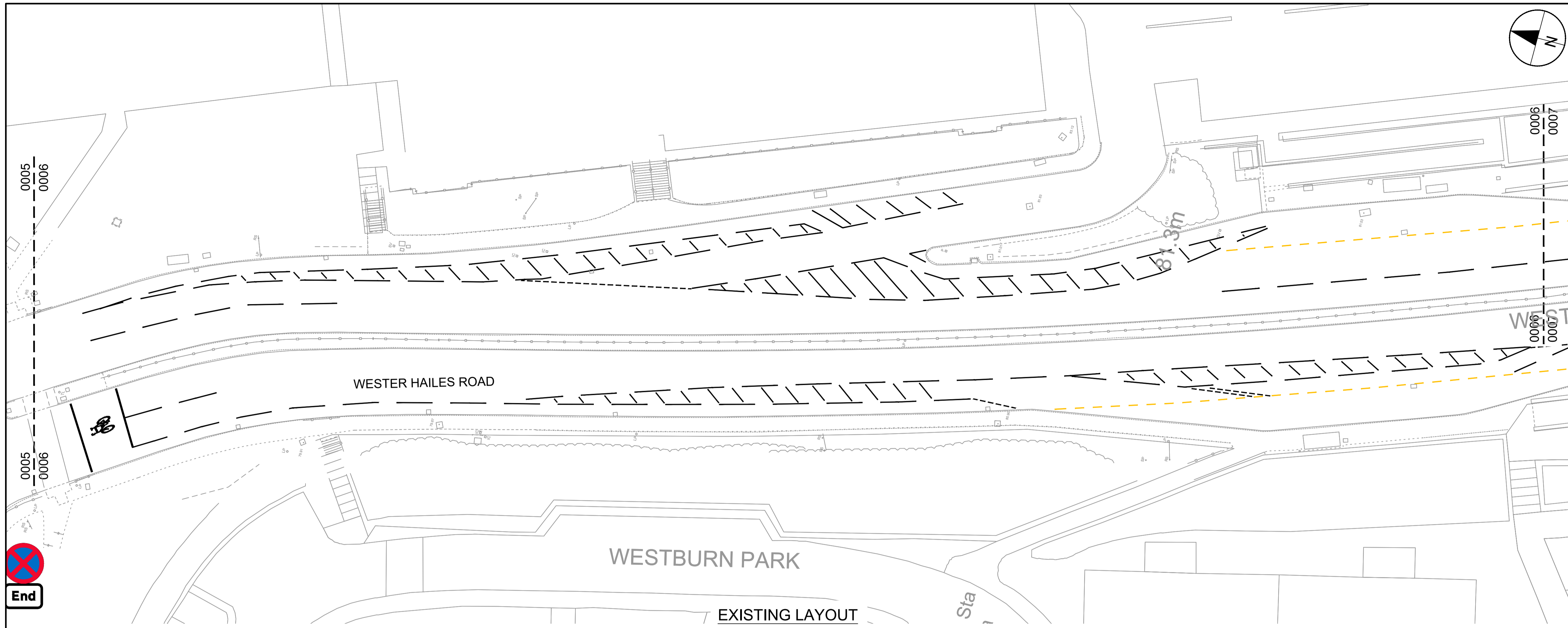
KEY PLAN

PROJECT NUMBER
60579456

SHEET TITLE
SOUTHERN SECTION
TRAFFIC REGULATION ORDERS
SHEET 5 OF 12

SHEET NUMBER
60579456-SHT-C-SS-TRO 2022-0005

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 www.aecom.com

KEY
 — White road markings

ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	19/12/2022	FIRST ISSUE

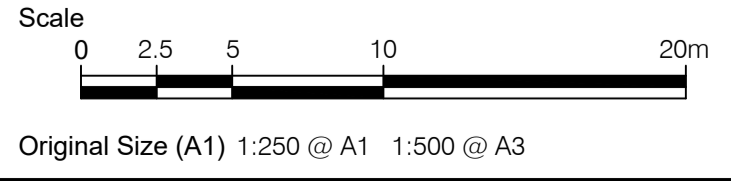
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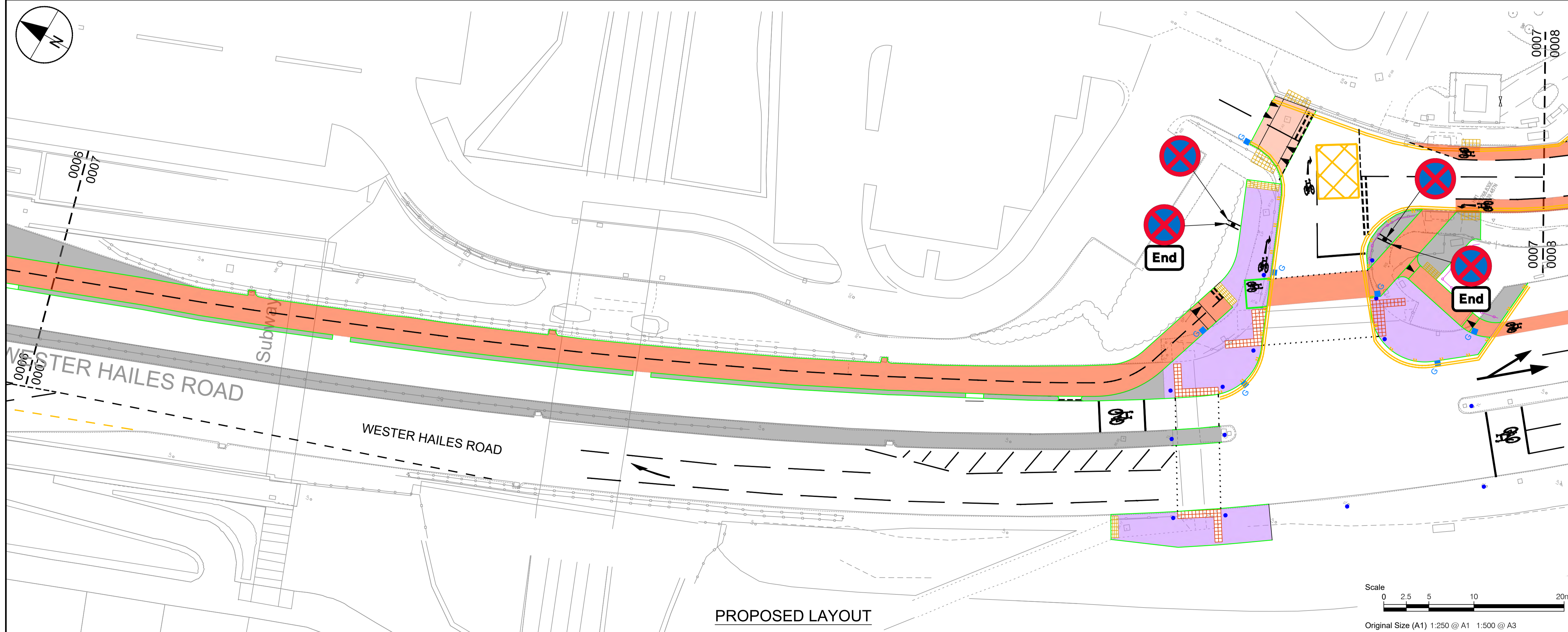
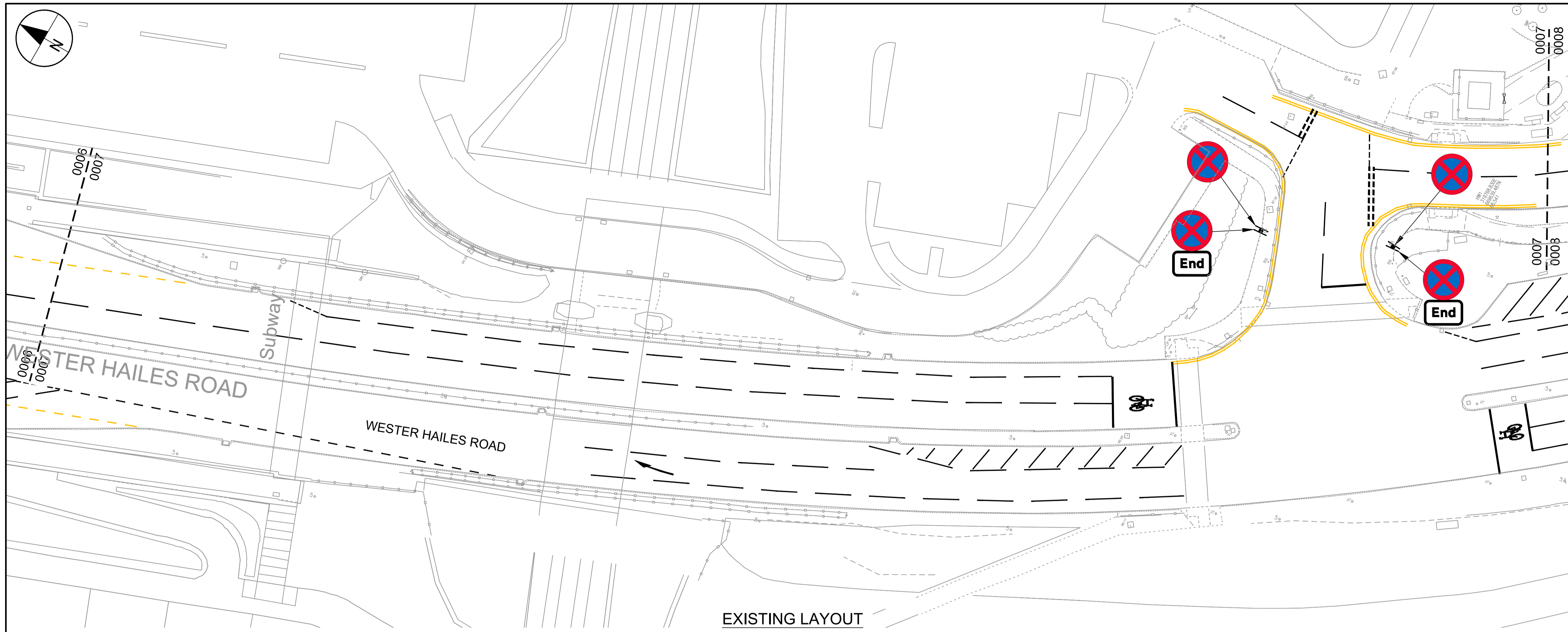
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SHEET TITLE
 SOUTHERN SECTION
 TRAFFIC REGULATION ORDERS
 SHEET 6 OF 12

SHEET NUMBER
 60579456-SHT-C-SS-TRO 2022-0006

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KEY

- White road markings
- Double yellow line marking:
no waiting at any time
- Double yellow line/double blip markings:
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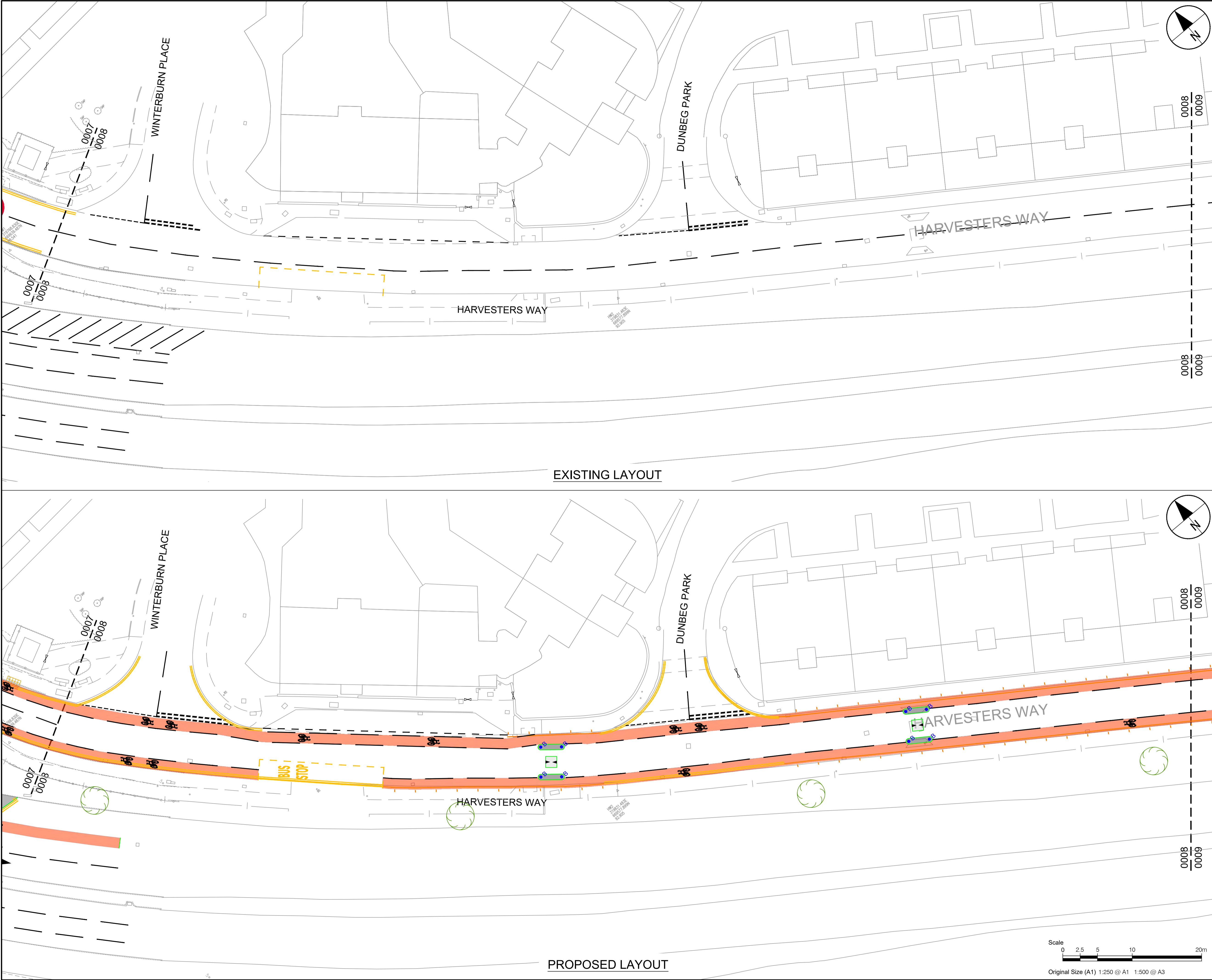
SOUTHERN SECTION
 TRAFFIC REGULATION ORDERS
 SHEET 7 OF 12

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60579456-SHT-C-SS-TRO 2022-0007

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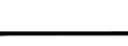




PROJECT
 WEST EDINBURGH
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 NETWORK

CLIENT

 THE CITY OF EDINBURGH COUNCIL

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KEY

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-  Single yellow line marking:
waiting restriction
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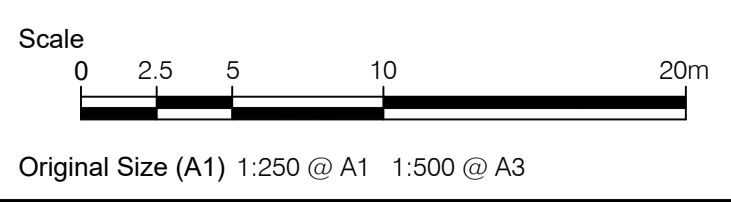
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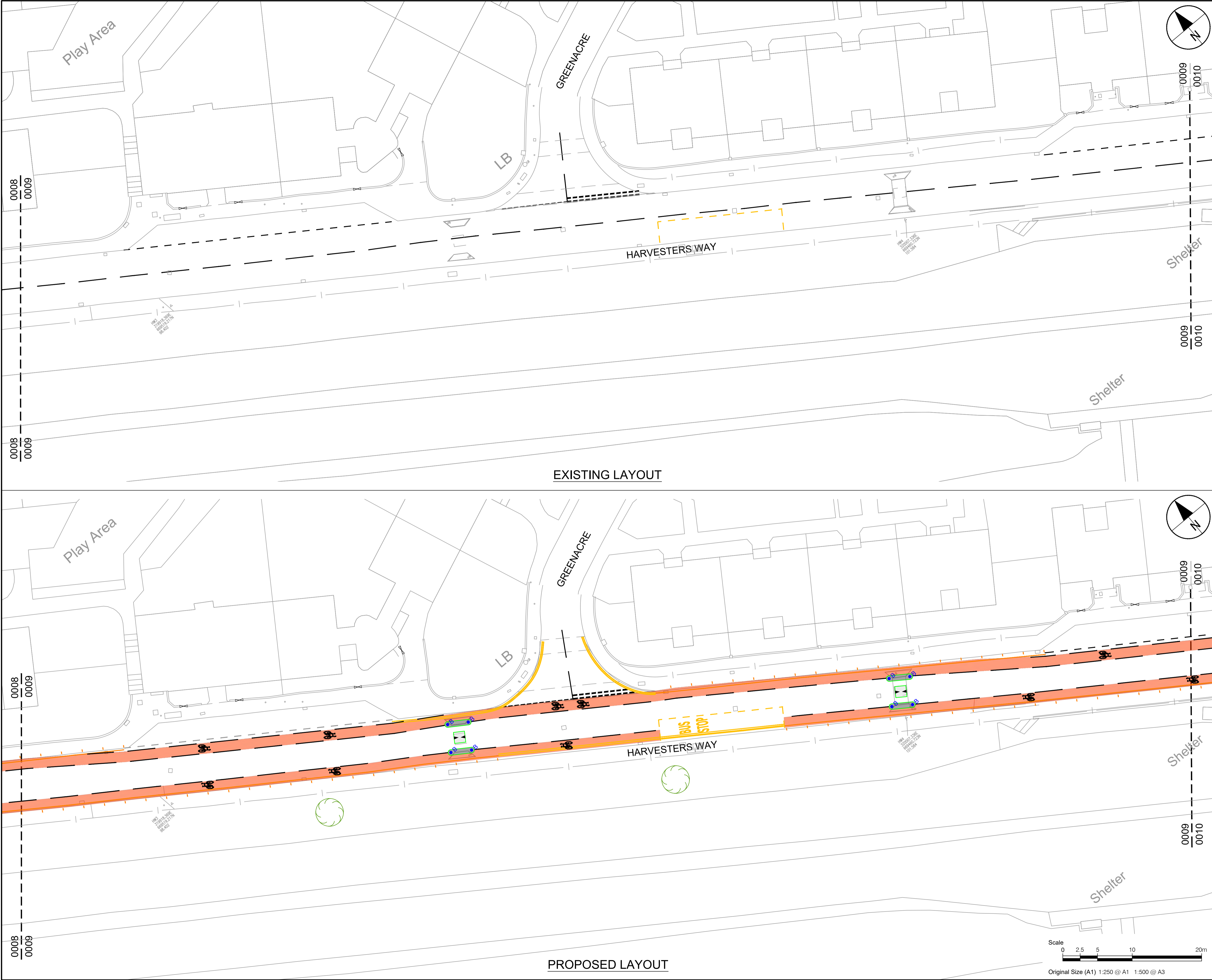
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SHEET 8 OF 12

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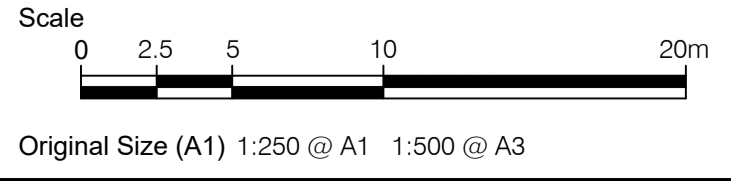
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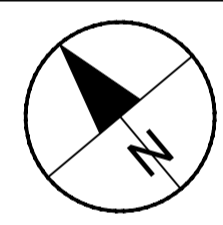
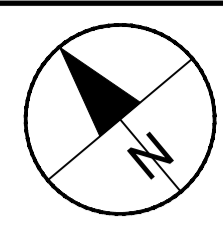
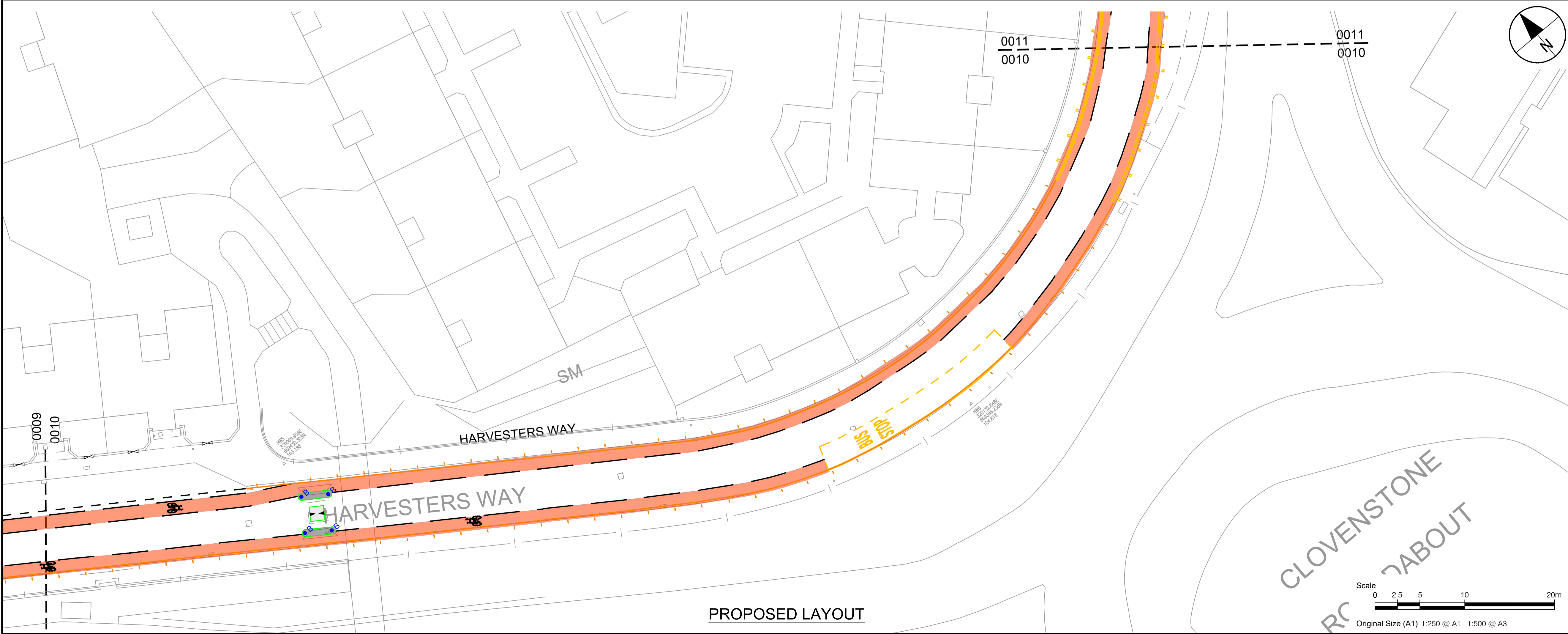
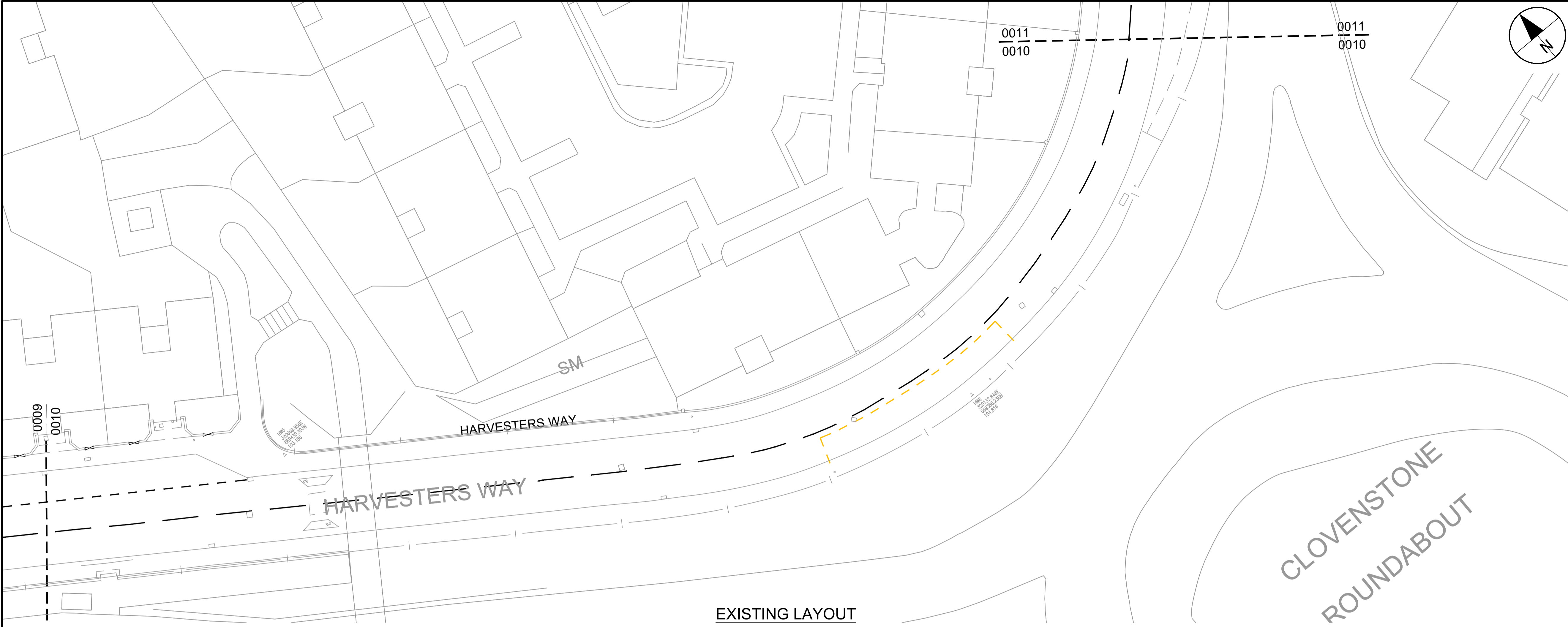
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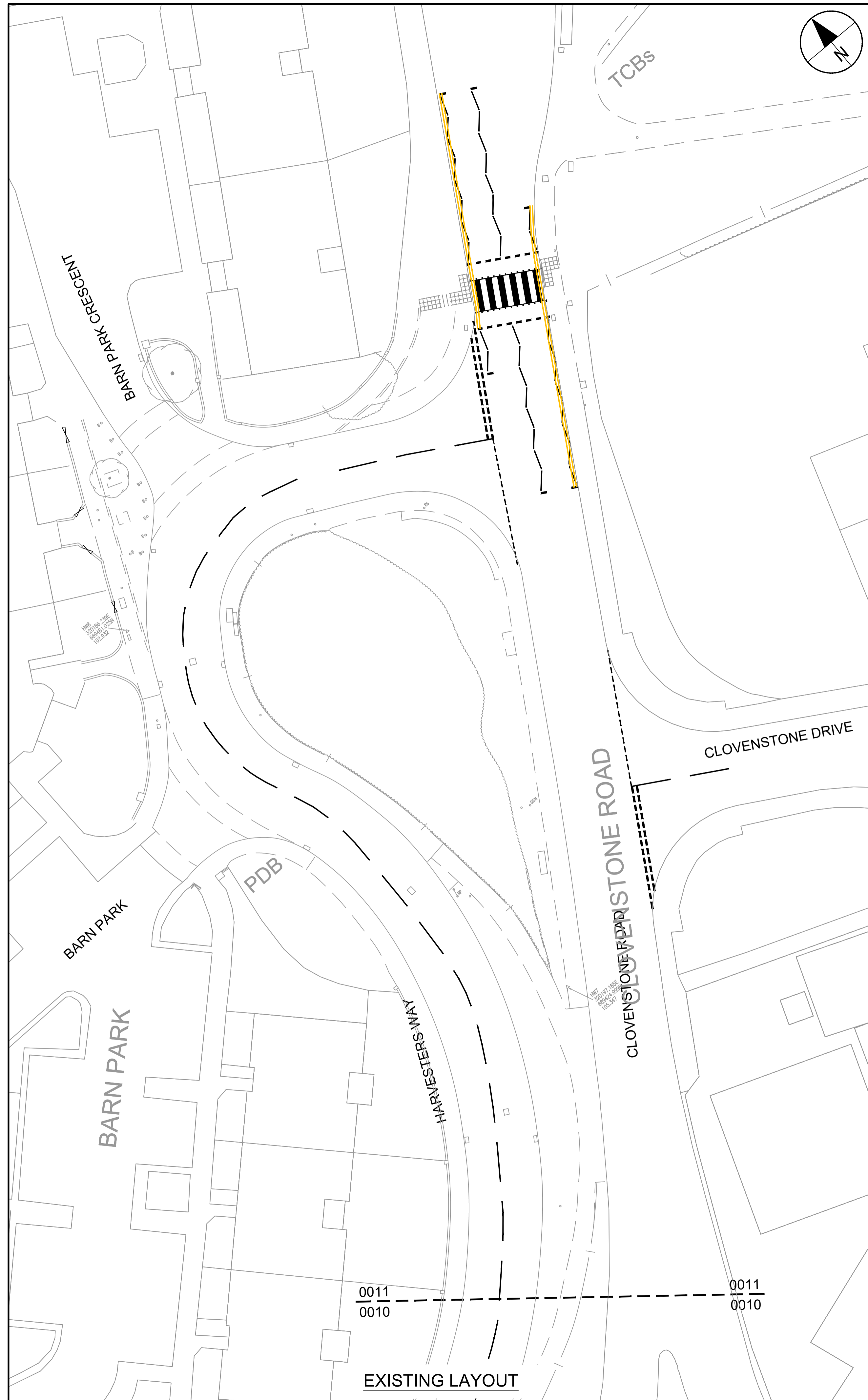
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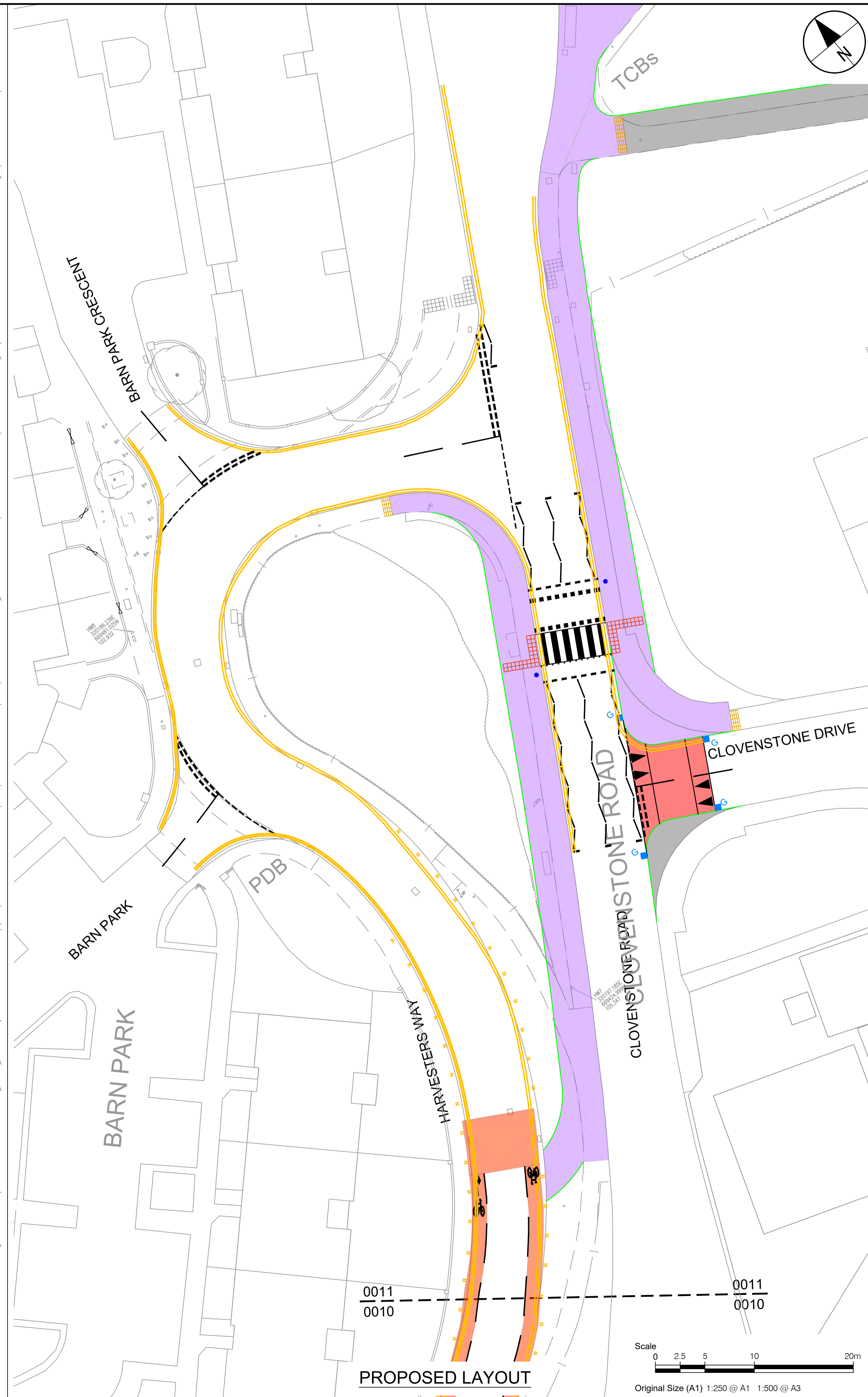
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 SHEET 10 OF 12

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 60579456-SHT-C-SS-TRO 2022-0010

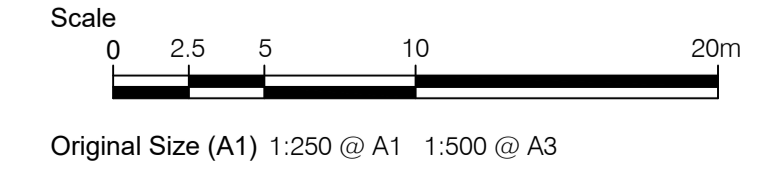
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EXISTING LAYOUT



PROPOSED LAYOUT



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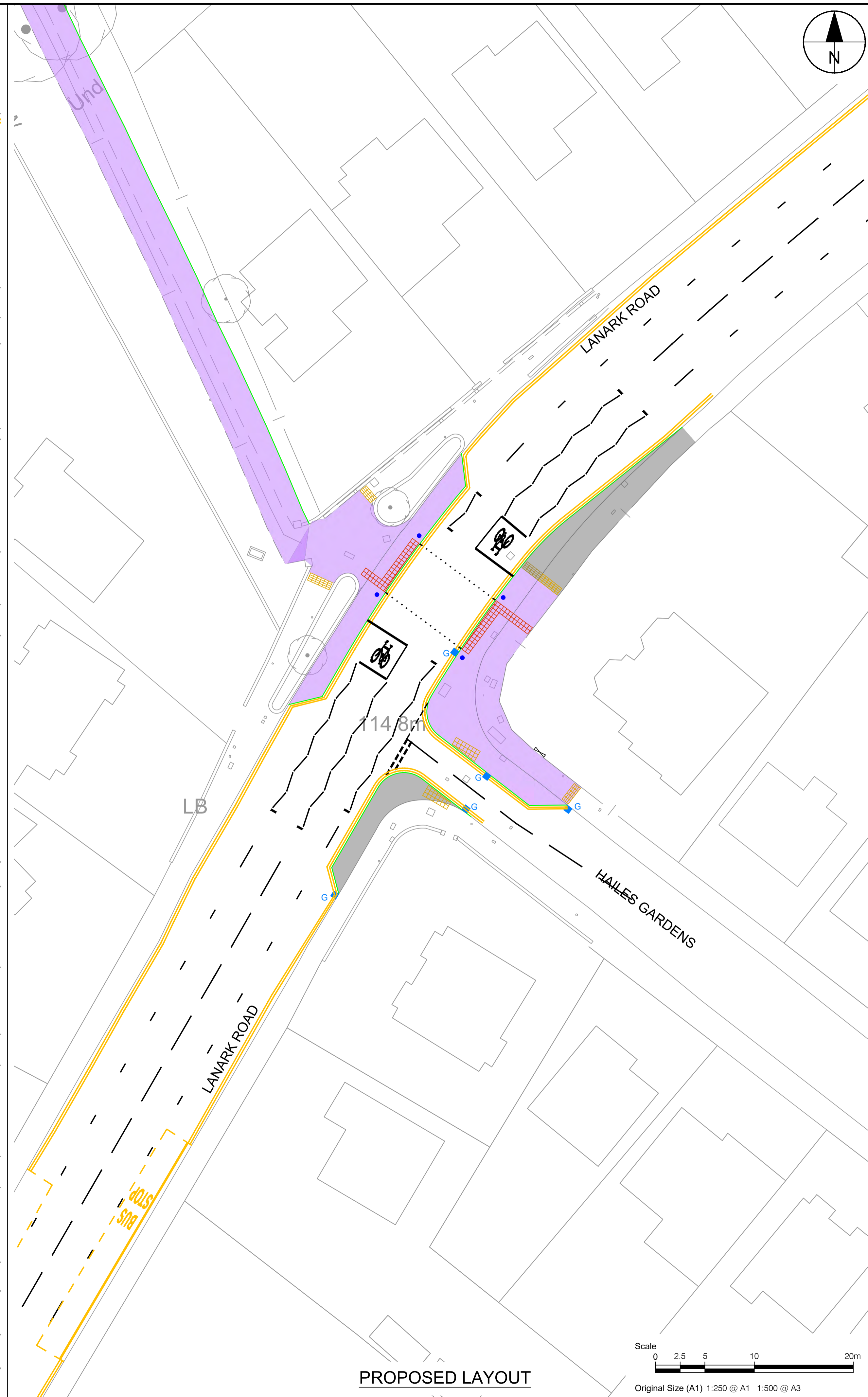
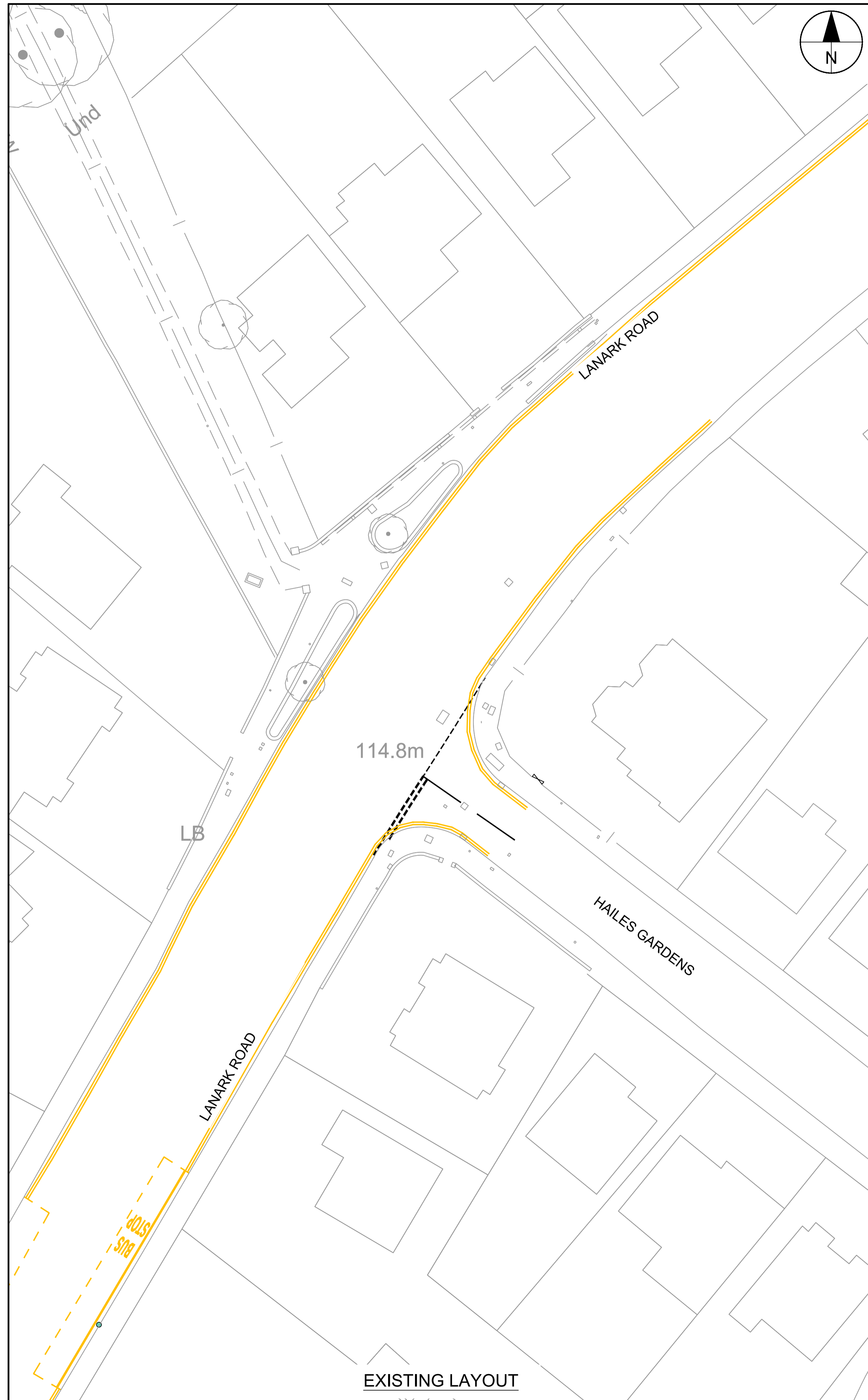
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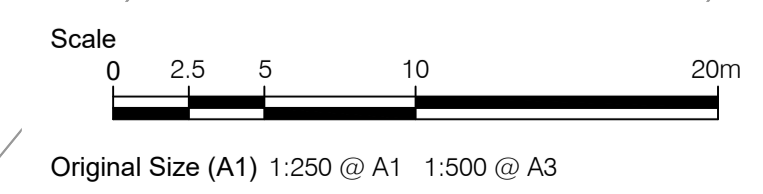
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Appendix 2

Excluded TRO objections – objection refers to out of scope works

TRO Reference	Objection Detail	Theme
TRO/20/25	<p>Please see below for information, I welcome clarification on the following points - Maybury Drive and Bughtlin Area Final plans</p> <ol style="list-style-type: none"> 1. Roundabout near Mid Yoken - please clarify what side reduction in size is taking place? 2. Parallel zebra crossing before roundabout - when crossing road from Bughtlin Park side line of sight is not clear if 31 bus parked. Will 31 bus stop be relocated to Mid Yoken side? One bus stop to get off bus, one to get on. 3. Maybury Drive - heading east. Why is it being taken down to single lane. What are the benefits? This will cause more pollution, more traffic build up, bus times will increase, especially at peak times. 4. Removal of last roundabout Maybury Drive - by doing this traffic flow will be disturbed, causing a traffic bottleneck. 5. Segregated cycle way - in front of school gates, this is a very busy area with pedestrians. There must be safety concerns. 6. By reducing roundabout size you are going to extend pavement as cycle track, do you realise many elderly and disabled pedestrians including dog walkers are in the vicinity. 7. Cyclists coming past the school, down past the pub, are then facing oncoming traffic coming up North Bughtlin Place and have to contend with traffic heading down North Bughtlin Place. <p>TRO 1379</p> <ol style="list-style-type: none"> 1. Parking restrictions outside takeaway. How are you going to enforce? The 31 bus cannot stop at bus stop due to cars and delivery trucks. 2. At pub side of roundabout, how are you going to manage parking restrictions, with regards to school drop offs? 	<p>Reduced road capacity at Maybury Drive. Issues with shared footway at school. Safety concerns with proposals at Bughtlin Park.</p>

TRO Reference	Objection Detail	Theme
	<p>RSO</p> <ol style="list-style-type: none"> 1. Why is there an existing cycle track coming out of Bughtlin Park entrance? As well as drivers who exit Bughtlin Park watching for pedestrians on foot they then need to deal with cyclists who are coming down the blind side of the motorist on to Maybury Drive. This is surely a road safety risk causing unnecessary accidents. 2. Does this mean the width of the entrance to Bughtlin Park will be decreased to accommodate the cycle track? Please confirm. Has allowance been made for delivery trucks and wide vehicles coming down Bughtlin Park then on to Maybury Drive? 3. Where is the demand for the cycle track coming out of Bughtlin Park, please provide cycling stats. 4. Why is the cycle track not starting at Bughtlin Market, down North Bughtlin Place then along Maybury Drive? 5. Why is the existing footpath from Bughtlin Park being changed to a cycle lane? The lane from Bughtlin Park on to North Bughtlin Place is used by many pedestrians including school kids? This again raises safety concerns. 6. Pedestrians on foot coming up North Bughtlin Place to the shops no longer have a public footpath on the Bughtlin Park side of the road. Instead, there will be a cycle track why? 	
TRO/20/25	<p>There are very few cyclists outside the rush hour from the Newbridge Roundabout to the Glasgow Road past the Maybury Junction. Under 10 per hour & sometimes under 5 per hour consequently. These cycle lanes must not cut off the entrance and exit to West Craigs Crescent or Avenue for Ambulances, Fire Engines, Police cars and vans. Remember for 20 to 22 hours per day there are few cyclists so no Junction can be changed in their favour.</p> <p>In winter, if we turned right out of West Craigs Crescent we would have to go up hills & pass 2 new estates to reach the possible new Maybury Junction, therefore snow and ice comes into play and the total lack of road infrastructure promised by the Council</p> <p>We must have access and as the Turnhouse Road and Maybury Junction has been there for over 40 years they are both vehicular Rights Of Way</p>	<p>Project not required. Impacts on Maybury Road junction and capacity.</p>

TRO Reference	Objection Detail	Theme
TRO/20/29	<p>As a resident of South Gyle, I want to note my strong objections to the planned proposals.</p> <ol style="list-style-type: none"> 1. We live as far from the city centre as you can get. So needing to pay for a permit is very unfair. 2. The cars parking in our area will only move to the next area, so not solving issue just moving it. 3. Currently there are no cars parking due to most people working from home. This may well become the future so let's deal with the issue if it ACTUALLY exists in the future. 4. One of the main users was workers in the RBS buildings (Drummond, Cornerstone and Younger) these have all now been vacated by RBS so those employees will not be parking in south Gyle again. <p>In summary a LOT has changed since these proposals were set. Please don't punish the residents with charges that are no longer required. Review the situation that we have now not what was there 2 years ago.</p>	<p>Objection to residents permits. RPPA will result in wider displacement or parking. Changes during pandemic and use of employment sites in Gyle mean RPPA no longer required.</p>
TRO/20/29	<p>I want to bring question with regards to the TRO for Mid Gogarloch Syke.</p> <ol style="list-style-type: none"> 1. Issue of paying for a permit. This is something I will not be doing. I refuse to pay in order to park outside my own home. 2. The parking area outside my flat is being turned into a permit holders only for cars. You have not included anything with regards to motorbikes. At this moment in time, I have my motorbike anchored to that area. I will not be moving it and having my bike at risk of being stolen. Something that has already happened in the past. 3. Also with regards to this permit holders only area. This is an area with 4 spaces. Currently there are around 20 flats surrounding this. I am fairly confident that I do not have to explain to you that 20 does not go into 4, no matter how you slice it. Not only that, some people also have two cars. How the numbers go up it would seem. 4. In the "bigger" parking area to the side which appears to be a free for all at the moment, there are at least two cars that have not moved in years, belong to no one and no one is interested in moving them. Are we to believe that they will stay there whilst you expect residents to pay to park at their homes. <p>I believe your "think tank" has to think again. How outrageous to suggest people buy</p>	<p>Objection to residents permits. Issues with proposed RPPA layouts specific to resident.</p>

TRO Reference	Objection Detail	Theme
	<p>their homes then have to pay to park outside it. Thank you</p>	
TRO/20/29	<p>Dear sirs, I am writing in response to the letter dated 29 January 2021 that advised of the proposed Traffic Regulation Order for our area. As per the letter it is proposed that Residents Only Permit spaces will be operational between 10.00am – 11.30am Monday to Friday. Our property currently benefits from 3 adjacent visitor spaces which, as per the title, we own a one-sixth pro indiviso share alongside our neighbours. As per the TRO plan these spaces would become controlled by permit, with it my understanding that permits would require to be paid for and renewed annually. Therefore, I would like to note objection with any proposal that would require us to pay for such permits, particularly considering the fact that we own these spaces as part of the title of our property. I am however in favour of them being permitted, provided that residents are provided with a free permit.</p>	<p>Objection to residents permits. Issues with proposed RPPA layouts specific to resident.</p>
TRO/20/29	<p>I am writing to object to the proposed double yellow lining of practically the whole of Gogarloch Bank. Your own rationale states that the measures are intended to dissuade commuter parking whilst minimising inconvenience to residents. Single yellow lines would suffice to dissuade commuter parking. The proposed double yellow lines will prevent friends and family from visiting in the evenings and weekends, and will even prevent me from unloading the weekly grocery shopping from in front of my house - the shortest distance to carry heavy items into the house. This is important to me as I have suffered from a prolapse disc and the extra distance can be painful.</p>	<p>Issues with proposed RPPA layouts specific to resident.</p>
TRO/20/29	<p>Following on from recent information received as regards Residents Priority Parking Restrictions in South Gyle, I would like to make a comment/request. I was an advocate for Residents Priority Parking Area (RPPA) and responded to your recent correspondence to reflect that Many of the properties at South Gyle have an allocated parking space in private residents parking, however I do not. I also have a disability and therefore can't walk</p>	<p>Issues with proposed RPPA layouts specific to resident.</p>