

Notice of meeting and agenda

Traffic Regulation Orders Sub-Committee

10.00am Tuesday, 17th March, 2026

Dean of Guild Court Room - City Chambers

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The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

Contacts

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1. Order of Business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of Interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Minutes

- 3.1 Minute of Traffic Regulation Order Sub-Committee of 16 December 2025 – submitted for approval as a correct record 5 - 8

4. Reports

- 4.1 TRO/25/03 – Objection report – Communal Bin Review – Report by the Corporate Director of Place 9 - 32
- 4.2 TRO/24/30 – Objection Report, Proposed Priority Parking Area, Lockharton – Report by the Corporate Director of Place 33 - 64
- 4.3 TRO/25/01 – Objection Report, introduction and amendments of waiting and loading restrictions – Report by the Corporate Director of Place 65 - 80
- 4.4 TRO-24-18 West Craigs - Waiting Restrictions – Report by the Corporate Director of Place 81 - 108

Nick Smith

Proper Officer

Committee Members

Councillor Margaret Arma Graham (Convener), Councillor Denis Dixon, Councillor Phil Doggart, Councillor Neil Gardiner, Councillor Joan Griffiths, Councillor Kevin Lang, Councillor Kayleigh Kinross-O'Neill, Councillor Ross McKenzie and Councillor Hal Osler

Information about the Traffic Regulation Orders Sub-Committee

The Traffic Regulation Orders Sub-Committee consists of 9 Councillors and is appointed by the City of Edinburgh Council.

This meeting of the Traffic Regulation Orders Sub-Committee is being held in the City Chambers, High Street, Edinburgh and virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Natalie Carter-Osborne, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel , email natalie.carter@edinburgh.gov.uk / rachel.gentleman@edinburgh.gov.uk.

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Traffic Regulation Orders Sub-Committee

10.00am, Tuesday, 17 March 2026

TRO/25/03 – Objection report – Communal Bin Review

Decision

Wards

4 - Forth
5 – Inverleith
6 – Corstorphine / Murrayfield
7 – Sighthill / Gorgie
9 – Fountainbridge / Craiglockhart
10 - Morningside
11 - City Centre
12 - Leith Walk
13 – Leith
14 – Craightinny / Duddingston
15 – Southside / Newington
17 – Portobello / Craigmillar

1. Recommendations

1.1 It is recommended that the Traffic Regulation Orders Sub-Committee:

1.1.1 Approves making the Order with modifications as outlined

Gareth Barwell

Corporate Director of Place

Contact: Andy Williams, Head of Neighbourhood Environmental Services

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TRO/25/03 – Objection report – Communal Bin Review

2. Executive Summary

- 2.1 This report considers the objections received in accordance with legislative requirements and determines the next steps for the advertised TRO/25/03. This fulfils the Council's legal obligations in terms of considering the objections received during the formal legal process. The report also outlines the next steps for TRO/25/03.

3. Background

- 3.1 The Communal Bin Review project is improving the communal waste and recycling services for residents in multi-occupancy and flatted properties. Since November 2021, the project has installed 1,400 bin hubs offering an improved service to 50,000 households across Edinburgh.
- 3.2 In [May 2023, Transport and Environment Committee](#) approved changes to bin hub siting criteria leading to a review of all 1,400 bin hubs. The proposals included in TRO/25/03 mostly comprise changes to bin hub locations requested by residents. The changes were reported in batches to Transport and Environment Committee in November 2023, May 2024 and March 2025.

4. Main report

- 4.1 The TRO was advertised in November and December 2025 at which point those interested in the proposals were invited to make their views known to the Council.
- 4.2 During the consultation period, 94 representations were received. 12 were duplicate submissions meaning there were 82 representations to consider and categorise as follows:
- 4.2.1 Objections – 62 received;
 - 4.2.2 Comments in support – 17 received
 - 4.2.3 Comments not related to the proposals – eight received;

- 4.3 A summary of representations is included in Appendix 1 alongside Officers' responses to the comments. Some representations included comments about more than one location so the number of responses in Appendix 1 and the main report are not the same. There were several other locations where objections were received, or comments submitted which do not relate to proposals included in this TRO. This includes comments about the content and format of TRO site notices, bike hangars and bin hubs in other streets. Details of the objections and Officers' responses are included in Appendix 1.

Amendments to the Advertised Order

- 4.4 It is only legally possible to amend an advertised Order if the amendment being made results in the revised restriction being reduced or being less onerous. For example, a yellow line (restrictive) can become a parking place (permissive) without the further need to advertise that change. Similarly, a permit parking place can become a shared use parking place, as shared-use parking allows a wider range of users the ability to park.
- 4.5 It is proposed to proceed with the making of the TRO as advertised, with amendments at the following locations, as detailed in Appendix 2:
- 4.5.1 Bonnington Grove
 - 4.5.2 Castlehill
 - 4.5.3 Glengyle Terrace
 - 4.5.4 Wellington Place

Summary of Conclusions

- 4.6 Considering the objections received, the wider policy context of the Council Business Plan 2023-2027 and the Council's 2030 Climate Strategy, it is recommended that Committee agrees to set aside the objections and proceed with making the TRO, with the amendments as outlined in Appendix 2.

5. Next Steps

- 5.1 Should Committee approve the proposals contained within this report, the legal process will be finalised, with the Order formally being "Made", including any amendments outlined in this report.
- 5.2 A full plan will be developed for the implementation, including lining and signing works, delivery of bins and installation of food bin housings and metal bull bars.

6. Financial impact

- 6.1 The associated costs to make the changes to or install new bin hubs will be covered by the CBR project budget.

7. Key Policies

Equality and Poverty

- 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, and 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 on-street communal bin hubs [Integrated Impact Assessment](#) (IIA) is available on the Council website. Further changes to the criteria approved in November 2024 mean that an updated IIA is now required.

Climate and Nature Emergencies

- 7.4 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council:
- 7.4.1 "must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets" (Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and
 - 7.4.2 "in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions" (Nature Conservation (Scotland) Act 2004)
- 7.5 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.
- 7.6 The Communal Bin Review project aligns with the Council Business Plan 2023-2027 particularly the outcome that "Edinburgh is a cleaner, better maintained city that we can all be proud of". There is a commitment (3.a) to "Deliver improvement in waste collection, recycling and cleansing performance" and implementation of the project forms part of those delivery actions. In addition, the project will support:
- 7.6.1 The Council's legal obligations to provide comprehensive recycling services to all householders in line with the Waste (Scotland) Regulations 2012, as well as the policy direction set by the Scottish Government in terms of how segregated waste streams should be collected;

- 7.6.2 The Council's financial objectives by diverting waste from landfill;
 - 7.6.3 The Council's political objectives and customer expectations to minimise landfill, to prevent and reduce littering and fly-tipping, and to maximise recycling;
 - 7.6.4 Ensuring equality of access to comprehensive and fully integrated recycling facilities to all citizens regardless of the property type in which they live; and
 - 7.6.5 Ensuring that collection systems allow the Council to comply with the contract terms for the disposal of waste at the new treatment facility at Millerhill.
- 7.7 The Council has also committed to meeting the expectations outlined in the Charter for Household Recycling and the associated Code of Practice (both documents were agreed by CoSLA and Zero Waste Scotland in 2015).

Environmental Impacts

- 7.8 One of the key objectives of the project is to support improvements in recycling performance. By reducing resource consumption, this serves to reduce future climate change as well as provide other environmental benefits such as a reduction of resource extraction and therefore protect biodiversity.
- 7.9 The increased collection frequencies for non-recyclable waste and mixed recycling have reduced incidents of overflowing bins. This also reduces side waste and litter and therefore has a positive impact on the marine and urban environment.
- 7.10 In the longer term, residents' positive behaviour changes will help in reducing overall waste volumes. This will reduce net waste quantities, the number of vehicle trips required and associated vehicle emissions.
- 7.11 Changes to the refuse collection vehicles are taking place via scrappage of fossil-fuelled vehicles and modal shift to electric waste vehicles (EVs), in line with local, national and international targets. This ensures the fleet meets the standards of the Council's Low Emissions Zone and contributes to an improvement in air quality.
- 7.12 The delivery of the project also supports the Council's 2030 Climate Strategy

Housing Emergency

- 7.13 The Council declared a housing emergency in November 2023. The Housing Emergency Action Plan (HEAP) was considered by the Housing, Homelessness and Fair Work Committee on 25 February 2025. There are no positive or negative housing implications arising from the project or this report.

8. Risk, compliance, governance and community impact

- 8.1 TROs are required to enable enforcement of parking restrictions, alongside appropriate road markings with accompanying signage. The legal processes associated with parking are conducted in accordance with statutory requirements, including consultation with statutory bodies, Community Councils and local resident and amenity groups.

- 8.2 Formal public advertisements of traffic orders are communicated online and via local press, explaining how an individual or organisation can object or support the proposals. All comments received are considered by officers before determining how to proceed with the proposal.
- 8.3 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 Traffic Regulation Orders Sub-Committee as more than six objections have been received from the public.
- 8.4 In these circumstances, the Sub-Committee may either:
- 8.4.1 Approve the TRO as advertised;
 - 8.4.2 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);
 - 8.4.3 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;
 - 8.4.4 Approve making the TRO in part; or
 - 8.4.5 Refuse the TRO.
- 8.5 This report fulfils the Council's legal obligation to show that any objections received to the proposed changes have been fully considered prior to a decision being taken on the future of said proposals.

9. Background reading/external references

- 9.1 Communal Bin Review Update – Transport and Environment Committee, [18 May 2023](#).
- 9.2 Communal Bin Review Update – Transport and Environment Committee, [16 November 2023](#)
- 9.3 Communal Bin Review Update – Transport and Environment Committee, [23 May 2024](#)
- 9.4 Communal Bin Review Update – Transport and Environment Committee, [6 March 2025](#)
- 9.5 Communal Bin Review Update – Transport and Environment Committee, [29 January 2026](#)

10. Appendices

Appendix 1 – Objections and supportive comments with Officer responses

Appendix 2 - Proposed changes to advertised order

Appendix 1 – TRO/25/03 Correspondence received and the Council’s response

Part One – Objections received to TRO/25/03

Objection Theme or Element:		Bonnington Grove
Number of responses	Objection Detail	Response
17	Proposal will open up Bonnington Grove, making it easier for vehicles to drive faster down the first 100 meters or so. Having vehicles parked on the street where the double yellow lines are proposed forces traffic to drive much slower and forms a physical barrier between homes and moving traffic.	The proposals to introduce double yellow lines in two locations within Bonnington Grove were included to address historical issues with access for refuse collection vehicles into Kinghorn Place. Following receipt of 15 objections and two supportive comments, the proposals were discussed with Waste. Due to changes in the type and size of vehicle now servicing the bins in Kinghorn Place, the introduction of double yellow lines in Bonnington Grove are no longer proposed. See Appendix 2

Objection Theme or Element:		Warrender Park Terrace (Bin hubs Z8-40 and Z8-44)
Number of responses	Objection Detail	Response
11	Bin hubs should be located on the other side of the road, away from and opposite residential properties.	The requested changes to bin hubs were included in a report to Transport and Environment Committee in January 2026 and will be progressed through a separate TRO. In order to provide the service to residents in the meantime, the proposals in TRO/25/03 should be implemented. To reduce overall costs, the metal bull bars will not be installed until the bin hubs have been relocated to the garden side

Objection Theme or Element:		Comely Bank Avenue (Bin hub N3-54)
Number of responses	Objection Detail	Response
8	<ul style="list-style-type: none"> • Bin hub is not needed • Location has a gradient • Loss of parking • Potential mis-use of bins by residents outwith area and contractors/tradespeople • Noise from glass 	<p>This bin hub will provide a statutory service to nearby residential properties. Nearby bin hubs do not have sufficient capacity to also service the 26 properties intended to use bin hub N3-54.</p> <p>The location, next to a blank wall, was chosen following a review of bin hubs and consideration of other options including in Learmonth View and South Learmonth Gardens.</p> <p>Parking optimization is a key consideration. In many streets, the availability of recycling bins is seen as a barrier to encouraging positive recycling behaviour. Placing more bins closer to residents will, in some streets, result in reduced parking.</p> <p>Mis-use of communal bins and fly tipping should be reported to the Council online: https://www.edinburgh.gov.uk/litter-flytipping/litter-street-cleaning</p> <p>There is a statutory requirement for the Council to provide glass recycling and in areas with communal bins, this means including a bin for glass in each hub. Groups of communal bins which don't include bins for all household waste and recycling means some residents will put material into the wrong bin, leading to negative environmental and financial impacts for the Council.</p>

Objection Theme or Element:		Merchiston Avenue (Bin hub S3-17)
Number of responses	Objection Detail	Response
4	Request that the public bins be moved across the road as part of upcoming works to introduce disabled parking proposal for the opposite side of the street. The bins frequently overflow or are used incorrectly, causing litter and bad odours	<p>Communal bins have been located at this section of Merchiston Avenue, close to the junction with Polwarth Crescent for 20 years, providing a statutory service to nearby residents. The current occupier (Bell Bottom) moved into the premises in the last couple of years and has no outdoor seating.</p> <p>Plans for changes to the streetscape, including the provision of disabled person parking places, are progressed by another Council team.</p>
Objection Theme or Element:		Inverleith Row (Bin hub N2-11)
Number of responses	Objection Detail	Response
4	<p>Objection to adding more bins on Inverleith Row</p> <p>Bins should be put into Eildon Street</p> <p>Loss of Vital Parking in a Highly Populated Area</p>	<p>Communal bins have been located at this section of Inverleith Row for 20 years. There is a statutory requirement for the Council to provide glass recycling and food waste services for residents. In areas with communal bins, this comprises including a bin for glass recycling and food waste within each hub. Groupings of communal bins which don't include bins for all household waste and recycling streams means residents must use 2 or more locations. Through waste composition analysis we know that some residents will put material intended for one bin into the wrong type of bin. All scenarios lead to negative environmental impacts and a negative financial impact for the Council.</p> <p>Eildon Street will have three bin hubs for residents.</p>

		Parking optimization is a key consideration. In many streets, the availability of recycling bins is seen as a barrier to encouraging positive recycling behaviour. Placing more bins closer to residents will, in some streets, result in reduced parking.
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Objection Theme or Element:		Glengyle Terrace (Bin hubs Z4-02, Z4-03 & Z4-04)
Number of responses	Objection Detail	Response
2	Bin hubs should be located on the other side of the road, away from and opposite residential properties.	Requested changes to bin hubs were included in a report to Transport and Environment Committee in January 2026. The number of bin hubs will also be reduced meaning a change is required to the proposals as detailed in Appendix 2. To provide the service to residents in the meantime, the proposals in TRO/25/03 should be implemented however, to reduce overall costs, the metal bull bars will not be installed until the bin hubs have been relocated to the garden side.
Objection Theme or Element:		Murrayfield Place (Bin hub B9-02)
Number of responses	Objection Detail	Response
2	1 supportive comment <u>1 objection</u> Current bin hub layout does not reflect the 2003 Council guidance when communal bins were first introduced onto Edinburgh streets. The bins are located within 10 metres of the junction	Communal bins have been located at this section of Murrayfield Place for 20 years, providing a statutory service to nearby residents. Legislation has changed during this time and there is a statutory requirement for the Council to provide glass recycling and food waste services for residents. In areas with communal bins, this comprises including a bin for glass recycling and food waste within each hub. Groupings of communal bins which don't include bins for all household waste and recycling streams means residents must use 2 or more locations. Through waste composition analysis we know that some residents will put material intended for one bin into the wrong type of bin. All scenarios lead to negative

		<p>environmental impacts and a negative financial impact for the Council.</p> <p>The framework for siting bin hubs sets out criteria that bin hubs should meet, where possible. This means that in some situations, due to streetscape, balancing of competing priorities and consideration of resident amenity, bin hubs may not meet all the criteria.</p>
Objection Theme or Element:		Merchiston Crescent (Bin hub S3-20)
Number of responses	Objection Detail	Response
2	<p>No need for a glass bin or a food waste bin in this bin hub</p> <p>Proximity to a junction.</p> <p>Loss of parking provision for blue badge holders.</p> <p>In high winds, the current bins blow open, over or into the road creating a safety hazard.</p>	<p>There is a statutory requirement for the Council to provide glass recycling and food waste services for residents. In areas with communal bins, this comprises including a bin for glass recycling and food waste within each hub. Groupings of communal bins which don't include bins for all household waste and recycling streams means residents must use 2 or more locations. Through waste composition analysis we know that some residents will put material intended for one bin into the wrong type of bin. All scenarios lead to negative environmental impacts and a negative financial impact for the Council.</p> <p>The location of bin hub S3-20 is at least 10 metres from the junction with Spylaw Road and Merchiston Crescent.</p> <p>Blue Badge holders can park within a variety of parking locations as either the driver or passenger of the vehicle, provided the badge is clearly displayed. Requests for a Disabled Persons Parking Place can be made on the Council's website.</p> <p>Bin hubs include metal bars at each end of the bins which can help to reduce the movement of bins. The food bin housing unit is also fixed in place and is usually located within the middle of a hub, providing an additional level of support.</p>

Objection Theme or Element:		St Bernard's Row
Number of responses	Objection Detail	Response
2	<p>Impact on parking</p> <p>Request to change Controlled Parking Zone</p>	<p>Parking optimization is a key consideration. In many streets, the availability of recycling bins is seen as a barrier to encouraging positive recycling behaviour. Placing more bins closer to residents will, in some streets, result in reduced parking.</p> <p>Requests to change the Controlled Parking Zone are outwith the remit of this TRO and project.</p>

Objection Theme or Element:		Moat Terrace
Number of responses	Objection Detail	Response
1	<p>There is no need for the parking restrictions in Moat Terrace. Since they were implemented last year there are now serious parking issues in the street with a lack of spaces being the biggest issue. If the restrictions need to stay, more spaces need to be made available in the street and less double yellow lines. Returning the parking bay at the bottom of the street to a box, rather than the angled parking bays, would help.</p>	<p>These proposals will increase parking provision in Moat Terrace as two sections of double yellow lines will be transformed into parking. The section of 9m long double yellow lines outside number 34 will be removed and added into the nearby section of Permit Holder Only parking. The section of 7.7m long double yellow lines between numbers 6 and 8 will be removed and the nearby section of Shared Use parking will be extended. The existing double yellow lines, adjacent to the gable wall next to the junction with Slateford</p>

		Road will be extended to accommodate one bin hub for the street away from the windows of residential properties.
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Objection Theme or Element:		Learmonth View (Bin hub N3-01)
Number of responses	Objection Detail	Response
1	Request to review the location of bin hub N3-01	Bin hub N3-01 provides a statutory service to nearby residents and is moving further away from residential properties as requested by residents.

Objection Theme or Element:		Beaverhall Road (Bin hub N1-105)
Number of responses	Objection Detail	Response
1	I don't understand the purpose of removing parking spaces from Beaverhall Road, especially considering that the number of residential units in this area is likely to increase. This is not a through road and there is plenty of room for traffic to pass even when cars are parked on both sides of the road. Even where the road narrows at the Powderhall end, this has never led to any traffic blockages that I have noticed for the 6+ years that I have lived here.	Communal bins have been located at this section of Beaverhall Road for 20 years, providing a statutory service to nearby residents. There are currently two sections of single yellow line. One of these will be changed to Shared Use Parking, to match nearby restrictions. The other location will be extended and changed to double yellow lines to accommodate a small communal bin hub, away from the windows of residential properties.

Objection Theme or Element:		Bruntsfield Gardens
Number of responses	Objection Detail	Response
1	Impact on parking provision in the street	Bin hub S2-05 provides a statutory service to nearby residents and replaces communal bins which have been located at this section of Bruntsfield Gardens for 20 years. Parking optimization is a key consideration. In many streets, the availability of recycling bins is seen as a barrier to encouraging positive recycling behaviour. Placing more bins

		closer to residents will, in some streets, result in reduced parking.
Objection Theme or Element:		Comely Bank Avenue
Number of responses	Objection Detail	Response
1	Noise from the usage of communal bins, including a glass bin, will disrupt the enjoyment of the gardens, adjacent to the bin hub location.	Bin hub N3-03 provides a statutory service to nearby residents and is moving from outside residential properties across the road, adjacent to gardens. There is a statutory requirement for the Council to provide glass recycling and in areas with communal bins, this means including a bin for glass in each hub. Groups of communal bins which don't include bins for all household waste and recycling means some residents will put material into the wrong bin, leading to negative environmental and financial impacts for the Council.
Objection Theme or Element:		Wheatfield Terrace
Number of responses	Objection Detail	Response
1	<p>1. Request for reasoning behind the bin hub relocation The current bin hub location seems to operate effectively. I am not aware of any access issues for collection vehicles, and the street layout appears to support servicing without obstruction. I would appreciate clarification on what specific operational or safety concerns are prompting this move.</p> <p>2. Concern about loss of parking capacity Parking availability on Wheatfield Terrace is already very limited. The proposed 8-metre Double Yellow Line will remove existing permit spaces, while the replacement 6.5-metre bay on the tenement side does not fully compensate for this reduction. Further explanation of the necessity for this no-waiting restriction would be helpful.</p> <p>3. Understanding the overall benefit to residents</p>	<p>The proposals in Wheatfield Terrace will see the double yellow lines moved to the opposite side of the street, meaning the bin hub will be moved further away from the windows of residential properties.</p> <p>The change followed a review of bin hubs and was communicated to residents by letter in March 2024.</p> <p>Parking optimization has been a key consideration for the Communal Bin Review project since the initial criteria was approved (February 2020). This was reaffirmed in the latest criteria update approved by Councillors in November 2024.</p> <p>This section of the street is narrower than elsewhere and is close to the junction with Wheatfield Street. Before the Controlled Parking Zone was introduced, there were no restrictions at this section, leading to parked vehicles blocking</p>

	As the proposal involves relocating existing infrastructure rather than upgrading or improving it, I am unsure what the expected benefit is for residents of Wheatfield Terrace. It would be useful to understand how the council has weighed the reduction in parking and further disruption against any intended operational improvements.	the pavement and impacting visibility for road users. Double yellow lines were introduced as part of the CPZ to improve this and the existing bin hub location also currently has double yellow lines protecting the space. The current bin hub location will partially be converted to Permit Holder Only parking to ensure that 10 meters of double yellow lines remain.
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Objection Theme or Element:		Falcon Avenue (Bin hub S2-22)
Number of responses	Objection Detail	Response
1	Falcon Avenue (Bin hub S2-22) Concerns about noise, fly tipping, smell, noisy uplifts, paid for parking places and permit places	Bin hub S2-22 provides a statutory service to nearby residents and is moving further away from residential properties as requested by residents.

Part Two – Support comments received to TRO/25/03

Support & Objection Theme or Element:		Caledonian Road (Bin hub S4-33)
Number of responses	Comment Detail	Response
7	Six (6) supportive comments received regarding the proposal to transform the existing single yellow line into double yellow lines at this location One (1) objection received stating the Council should not introduce double yellow lines in front of a private access road.	The corner of Caledonian Road and Caledonian Crescent is a location where communal bins have been situated for 20 years, providing a statutory service to nearby residents. A communal bin hub was installed on the existing single yellow line. To protect the space for communal bins, this proposal will see the existing single yellow line changed to double yellow lines. Discussions took place with colleagues in Parking following concerns raised about access to number 17 Caledonian Road. There is currently a single yellow line and access

		protection markings in the form of a white H-line. Vehicles routinely park on the single yellow line outwith prescribed times, impeding vehicle access. It was decided to transform the small section of single yellow line into double yellow lines, as is happening with the remainder of the single yellow line at this section of the street.
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Support Theme or Element: Learmonth Gardens (Bin hub N3-32)		
Number of responses	Comment Detail	Response
2	I support the proposed moving of the bins from Learmonth Gardens to a more suitable location. I support this proposal so that existing bin hubs can be relocated	N/A – Supportive of proposals

Support Theme or Element: Oxford Street		
Number of responses	Comment Detail	Response
2	Outside number 22 Oxford Street: Extending the shared paid-for/residents box. Outside numbers 25-29: Removing the double yellow lines and replacing all three with a single continuous resident's box I. If this is correct, I approve!	N/A – Supportive of proposals

Support Theme or Element: Lutton Place		
Number of responses	Comment Detail	Response
1	I also approve of the removal of the no waiting outside 43 Lutton Place and the extension of the resident's box to cover this. It is great to see the Council finally fixing this (little but annoying) issue.	N/A – Supportive of proposals

Support Theme or Element: Eildon Street		
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Number of responses	Comment Detail	Response
1	I am reassured that CEC took local advice and agreed to move the bin-hubs on Eildon Street to the unoccupied south side, as all residents had supported.	N/A – Supportive of proposals

Part Three – Neutral comments received to TRO/25/03

Neutral Theme or Element: Springvalley Terrace (Bin hub S2-09)

Number of responses	Comment Detail	Response
1	<p>Request for update on proposal to relocate communal bins</p> <p>There is an area marked 'I' (No waiting at any time). Overlaying it there is a smaller area marked 'DE' (No waiting Mon-Fri 0830-1730) The area concerned should be 'No waiting at any time' because this is a turning space, since Cuddy Lane is a dead end.</p>	<p>This proposal will enable communal bin hub S2-09 to be installed and provide a statutory service to nearby residents.</p> <p>The online key within the TRO consultation platform denotes that the “DE” comment/restriction is being removed and the “I” comment/restriction is being Added, meaning the “No waiting at any time” restriction will be introduced through this TRO.</p>

Part Four – Comments received not related to proposals in TRO/25/03		
Other Theme or Element:		Not-related to these proposals
Number of responses	Comment detail	Response
1	<u>Falcon Avenue (Bin hub S2-21)</u> : Concern about introduction of paid parking bays in street	There are no changes proposed in this section of the street, and we are not installing new paid parking bays
1	<u>Mertoun Place</u> : Objection to an existing bike hangar	This TRO does not contain any proposed changes to, or installation of bike hangars in this street.
1	<u>Roseneath Terrace</u> : Proposals do not address issues	This TRO does not contain any proposed changes in this street.
1	<u>Polwarth Crescent</u> : Request for a loading bay	Not within remit of this TRO or team
1	<u>Spottiswoode Road</u> : Request regarding bin hub S1-19	This TRO does not contain any proposed changes in this street.
1	<u>Roseburn Place</u> : Request for parking/TRO at east entrance	This TRO does not contain any proposed changes in this street.
1	<u>Bruntsfield Gardens</u> : Request to move communal bin hub S2-08	This TRO does not contain any proposed changes in this section of Bruntsfield Gardens (outside number 25).
1	<u>Woodburn Terrace</u> : The proposal is extremely unclear in terms of what changes would be made	The TRO does not propose any changes to the on-street parking bays in Woodburn Terrace

1	<u>Warrender Park Crescent</u> Bin hubs (Z8-34 & Z8-35) should be located on the other side of the road, away from and opposite residential properties.	This TRO does not contain any proposed changes in this street. The requested changes to two bin hubs in Warrender Park Crescent were included in a report to Transport and Environment Committee in January 2026 and will be progressed through a separate TRO.
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Appendix 2 – Proposed amendments to the advertised order

This appendix details the changes proposed to TRO/25/03 that was advertised in November and December 2025. This appendix details general amendments to take account of design changes which are seen to be ‘less onerous’ and can be made ahead of the ‘Made Order Stage’.

In line with the legislative requirements, modifications can be made to an advertised order where the effect of the modification does not make a restriction or a provision within the advertised order more onerous. Changes that increase a restriction, or are more prohibitive, cannot be accommodated in this way.

No.	Location	Change Required	More/Less Onerous?	Conclusion
1	Bonnington Grove	Amend proposal to remove double yellow lines adjacent to the entry/exit for parking garages: <ul style="list-style-type: none"> • 6.7 metres to the West • 16.5 metres to the East Both sections to retain current free parking provision.	Less	Proceed to make amendment prior to “Making” of the Traffic Order.
2	Castlehill	Amend proposal to retain existing Double Yellow Line with Single Kerb Markings on the North side	Less	Proceed to make amendment prior to “Making” of the Traffic Order.
3	Glengyle Terrace	Amend proposal to remove 8 (eight) metre section of double yellow lines adjacent to number 10 and retain current Permit Holder Only parking	Less	Proceed to make amendment prior to “Making” of the Traffic Order.
4	Wellington Place	Amend proposal to retain existing Shared Use Parking restrictions at this location	Less	Proceed to make amendment prior to “Making” of the Traffic Order

Table (Above): Less onerous changes being made ahead of the ‘Made Order Stage’