

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 Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.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/24/30 – Objection Report, Proposed Priority Parking Area, Lockharton

Decision/Scrutiny	Decision
Wards	9 - Fountainbridge/Craiglockhart

1. Recommendations

- 1.1 It is recommended that the Traffic Regulation Orders Sub-Committee:
 - 1.1.1 Notes the results of the advertising of Traffic Regulation Order (TRO) TRO/24/30 for the proposed introduction of a Priority Parking Area (PPA);
 - 1.1.2 Notes the comments and objections received in response to TRO/24/30 and Officers’ responses (see Appendix 1);
 - 1.1.3 Notes the results of the recent capacity monitoring surveys which highlight current parking pressures within the proposed PPA boundary (see Appendix 2);
 - 1.1.4 Approves proposed amendments in response to objections and suggestions received (see Appendix 3); and
 - 1.1.5 Approves the setting aside of the remaining objections and the making of the remainder of the order as advertised.

Gareth Barwell

Corporate Director of Place

Contact: Gavin Graham, Parking & Traffic Regulation Manager

E-mail: Gavin.Graham@edinburgh.gov.uk



Report

TRO/24/30 – Objection Report, Proposed Priority Parking Area, Lockharton

2. Executive Summary

- 2.1 The draft Traffic Regulation Order (TRO) TRO/24/30, which proposed a PPA in the Lockharton area, 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.
- 2.2 This report details the outcome of the advertisement of the TRO, including details and consideration of all comments received.
- 2.3 The report also summarises the results of the recent parking occupancy monitoring surveys across the proposed area.

3. Background

- 3.1 In [August 2024](#), the Transport and Environment Committee approved the commencement of the legal processes required to introduce a new PPA in the Lockharton area which would operate Monday to Friday 12:30pm - 2:00pm as part of Phase 5 of the [Strategic Parking Review](#).
- 3.2 The Council undertook the review as a means of delivering policy objectives and addressing parking pressures that in the area. The Lockharton area has been included in Phase 5 as a result of increased and displaced parking pressures following the introduction of Parking Zone S7.
- 3.3 Letters were distributed to approximately three hundred properties within the proposed PPA boundary in November 2025 to ensure all residents and businesses were aware of the TRO advertisement.
- 3.4 This report considers the objections received and recommends next steps for the advertised TRO. This fulfils the Council's legal obligations in terms of considering the comments received during the formal legal process.
- 3.5 In accordance with legislative requirements, the draft TRO was advertised to the public over a three-week period between [November and December 2025 \(TRO/24/30\)](#). The TRO was proposed under powers granted to local road authorities by the Road Traffic Regulations Act 1984.

- 3.6 Paragraph 86 of Appendix 6 of the Council’s Scheme of Delegation to Officers delegates authority to the Corporate Director of Place to make traffic orders where there have been no more than six objections received from the public to one single location 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.

4. Main report

Reponses Received and Consideration of Objections

- 4.1 This report details responses received to the advertisement of TRO/24/30 and sets out the Council’s response to each (Appendix 1), and where appropriate, makes amendments to the advertised order (Appendix 2).
- 4.2 A total of 104 responses were received. This number has been reduced to 99 as some respondents provided more than one response, multiple responses have been merged for reporting purposes.
- 4.3 The majority of responses came from local residents (93%). Other representations were received from Businesses (1%) and local stakeholders (2%), with 4% of respondents identified as commuters. 45 of the 99 responses (45%) indicated either partial or full support for the proposals.
- 4.4 All objections received have been considered in detail, officers have categorised objections by theme and location to highlight the key issues and concerns. The most significant comments raised were:
- 4.4.1 ‘There is not enough resident parking spaces’ with 63% of respondents making this comment.
 - 4.4.2 ‘The proposed double yellow lines are too long’ with 49% of respondents making this comment.
 - 4.4.3 ‘Not all areas of carriageway have resident spaces unregulated road space should be protected as well to stop long term campervan and commuter parking’, with 48% of respondents making this comment.
 - 4.4.4 ‘There are no parking issues and existing parking is sufficient/controls are not required’ with 39% of respondents making this comment.

Monitoring Surveys

- 4.5 Throughout January 2026, the Council arranged for monitoring surveys to be undertaken across the proposed PPA area to assess parking occupancy levels on each street. Individual surveys were conducted for every street within the proposed boundary in both mornings and afternoons on Tuesday 20 and Thursday 22 January 2026.
- 4.6 To allow a more in-depth analysis of the recent capacity monitoring surveys a heat map has been prepared to illustrate the results of this monitoring, as shown in

Appendix 2.

- 4.7 When the Lockharton PPA was approved by Committee in August 2024 the Lockharton area was placed 14th on the reprioritised list of 124 streets surveyed as part of the Council's review, with 69% parking pressure across the area. The recent capacity monitoring surveys indicate that parking pressures in the area have risen slightly to 70% as of January 2026.
- 4.8 The monitoring surveys show persistent levels of parking pressure on average throughout the proposed PPA, with most streets showing with "High" or "Higher Medium" parking pressure. However, data suggests that parking pressures reduce to lower 'Medium' pressures for Colinton Grove and 'Low' pressures on Colinton Grove West and Craiglockhart View.

Amendments to the Advertised Order

- 4.9 It is only legally possible to amend an advertised Order if the revision is less onerous, for example, a yellow line (restrictive) can become a parking place (permissive) without the further need to advertise that change.
- 4.10 Officers have reviewed feedback received and agreed that minor reductions in proposed lengths of double yellow line waiting restrictions can be achieved at some locations. This will add approximately four additional priority parking places as described in Appendix 3.
- 4.11 However, officers are not able to add any further permit parking places to unrestricted kerbside locations within the proposal at this stage of the TRO process. These changes would require a future TRO.

Summary of Conclusions

- 4.12 Strategic Review of Parking (SRP) is an evidence-based review which has consistently sought to propose controlled parking in areas with evidence of high parking pressure whilst mitigating for potential displacement. The proposed PPA provides an opportunity to prioritise parking opportunities for local residents in response to the high levels of parking occupancy in the Lockharton area.
- 4.13 Many residents acknowledge the issue of longer-term campervan and commuter parking, and the implications this has on residents' ability to park near their homes.
- 4.14 Although residents have indicated that they would like more regulated parking added to the proposal, it is not possible to provide additional parking places at this stage of the TRO process. Based on experience elsewhere, Officers believe that the number of parking places outlined in the TRO proposal are proportionate and will offer ample supply of spaces for residents during the controlled hours of the PPA.
- 4.15 However, should the TRO be introduced, further street capacity surveys will be undertaken, and officers will monitor permit uptake after six to twelve months of the zone being implemented to evaluate whether the number of parking places is sufficient. Any changes and improvements identified through this review will be taken forward as part of a new TRO process.

- 4.16 It is recommended that Committee agree to proceed with the making of the TRO as advertised, with the amendments outlined in Appendix 3.

5. Next Steps

- 5.1 Should Committee approve the proposals, the legal process to introduce Priority Parking controls in the Lockharton area will be finalised, with the Order formally being “Made”. All objectors to the relevant TRO will be contacted to advise them of the Council’s decision.
- 5.2 A full plan will be developed for the implementation, such as the lining and signing works and coordination of parking permits. Residents affected by the implementation works are notified in advance and updated before any restrictions come into effect.
- 5.3 A further TRO will be programmed, as required, to make amendments that have been identified as part of this process, where these amendments cannot be progressed as part of this Order.
- 5.4 Further engagement with Ward Councillors will take place after twelve months of operation to discuss any migration or displacement issues and results of monitoring surveys.

6. Financial impact

- 6.1 The costs involved in providing the required changes to road markings and signs will be met from existing budgets contained within the Parking and Traffic Regulation service area.

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 and RSO, Committee must have due regard to the Council’s public sector equality duty, in terms of section 149(1) of the Equality Act 2010, to the need to: 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.

Climate and Nature Emergencies

- 7.3 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council:

7.3.1 “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

7.3.2 “in exercising any functions, to further the conservation of biodiversity so far it is consistent with the proper exercise of those functions” (Nature Conservation (Scotland) Act 2004).

7.4 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.

Environmental Impacts

7.5 As part of the City Mobility Plan a Strategic Environmental Assessment was carried out, which concluded that the cumulative impacts of managing private car use and reducing commuting by private car travel, informed through parking controls proposed in this report, would have a positive impact on reducing environmental impact and responding to climate change.

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

Housing Emergency

7.7 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.

7.8 This report is anticipated to have no negative impacts on the housing emergency or on the HEAP.

8. Risk, compliance, governance and community impact

City Mobility Plan (CMP)

8.1 The amendments promoted by TRO/24/30 are aligned to the recent parking policy and support the Council’s City transport policy including the City Mobility Plan.

8.2 The CMP sets out Edinburgh’s strategic framework for achieving sustainable and effective mobility across the city.

8.2.1 Policy measure Movement 17 within the CMP is focused on waiting and loading restrictions: ‘Review, apply, and enforce parking, waiting and loading restriction whilst balancing the needs of local businesses and residents and people with mobility difficulties.’

8.2.2 Policy measure Movement 34 within the CMP is focused on parking controls: ‘Extend the coverage and operational period of parking controls in the city to

manage parking availability for the benefit of local residents and people with mobility difficulties’.

Traffic Regulation Process - Legal Process

- 8.3 Formal TRO advertisements are communicated online and via local press, the adverts explain how individuals or organisations can object to or support the relevant proposals.
- 8.4 All comments received are taken into consideration before determining whether to proceed, modify or abandon any proposals.
- 8.5 Ahead of the statutory TRO consultation commencement street notices were erected on street lighting at the entrance to all proposed locations.
- 8.6 There is no requirement to send letters to individual property owners as part of the TRO process.

Integrated Impact Assessments

- 8.7 The 2019 CMP had an Integrated Impact Assessment (IIA) undertaken, and in December 2023 a ‘Delivering Actions for Parking – Supporting information: Controlled Parking Zones’ IIA was finalised as part of the broader CMP Implementation Plan. The CMP and the copies of the Controlled Parking Zones IIAs are published and publicly available on the Council’s website.
- 8.8 The Controlled Parking Zone IIA identifies the following positive impacts:
 - 8.8.1 The ability to keep streets clear of hazardous parking enabling the safe flow of traffic.
 - 8.8.2 Discouraging commuter parking allows local residents to park closer to their homes.
 - 8.8.3 Improved air quality within Edinburgh makes the city a more pleasant place to work, particularly for those working outdoors.
 - 8.8.4 Waiting or loading restrictions can help discourage private car use while encouraging the use of public transport as well as walking, wheeling and cycling.
- 8.9 Whilst the PPA being proposed for the Lockharton’s proposes mainly part time resident parking places operating Monday to Friday 12:30 - 14:00 the TRO also proposes 24-hour waiting restrictions at junctions to promote road safety in line with many other similar junctions across the city.
- 8.10 The waiting and loading restrictions IIA identified the following impacts, which are directly enabled through TRO/24/30:
 - 8.10.1 The ability to keep streets clear of hazardous parking enabling the safe flow of traffic.
 - 8.10.2 Waiting or loading restrictions can help discourage private car use while encouraging the use of public transport as well as walking, wheeling and

cycling. Improved air quality resulting from parking restrictions/management within Edinburgh make the city a more pleasant place to work and live.

8.10.3 Improved air quality also greatly helps children and young people, as poor air quality can damage lung development and can result in breathing conditions such as asthma.

8.11 Potential negative impacts to disabled people were identified in the waiting and loading restriction IIA associated with parking restrictions, however, these are offset by the Council enabling Blue Badge holders to park free of charge and without time limit on yellow lines as long as they are not causing an obstruction to vehicle flow at that location or parking where loading prohibitions are in place at specified times. The recommendations of this report are deemed to protect our most vulnerable road users.

8.12 In the context of the approved City Mobility Plan, vulnerable road users are placed at the top of the transport hierarchy and as such should be afforded appropriate protection.

9. Background reading/external references

1.2 [Transport & Environment Committee August 2024 - Lockharton PPA Approval](#)

1.3 [Transport & Environment Committee January 2025 - Setting of PPA Charges - Lockharton](#)

10. Appendices

Appendix 1 - TRO/24/30 - Comments and objections received and the Council's responses

Appendix 2 - TRO/24/30 - Street capacity monitoring data and heat proposed heat map

Appendix 3 - TRO/24/30 - Proposed amendments to the advertised order

Appendix 1 – TRO/24/30 Correspondence received and the Council’s response

Appendix 1 summarises the comments received during Traffic Regulation Order TRO/24/30 process and is split into three parts.

Part One - sets out the objections and partial objections received as part of TRO TRO/24/30, identified by proposal location and shows the number of instances that each similar comment was raised (i.e. the number of responses that contained that wording or wording to that effect). In many cases, the wording shown will exactly reflect what objectors have said and how many times the comment has come up. The objections have been split into distinct areas, reflecting issues that warranted detailed consideration or responses.

Part Two - sets out notes of support received

Part Three - sets out comments or suggestions received

Part One – Objections and partial objections received to TRO/24/30

Objection Theme or Element:		General objections to TRO/24/30	
Point No	Objection Detail	No. of comments	Response
1.	"I object as more bays are required as there is not enough for the number of residents that will buy a permit and people won't be able to park outside their homes."	37	<p>The Priority Parking Area (PPA) proposal for the Lockharton area has been designed to offer as much parking availability as is safely possible. Whilst there can never be a guarantee of parking immediately outside homes, the aim of this proposal has been to provide enough parking for residents who have purchased permits for use during the controlled hours of operation.</p> <p>Officers do not have Committee approval to implement a Controlled Parking Zone which would see all areas of carriageway being restricted.</p> <p>Parking Controls should have the effect of improving accessibility and availability of parking. While we cannot guarantee a space near to your home, parking controls will reduce the demand for space by non-residents, creating opportunities that do not currently exist.</p>
2.	"This proposal is unnecessary and not needed or wanted and will make the parking situation in the area worse."	36	<p>While there may not currently be parking problems in every street within the proposed PPA, areawide surveys indicate that parking pressures currently exist in the majority of the streets within Phase 5 Lockharton Area, with this proposal covering the area as a whole rather than addressing concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas.</p>

<p>3.</p>	<p>“The length of double yellow lines is excessive at all junctions and corners and are not needed.”</p> <p>“Removing parked cars and adding yellow lines will not make the streets any safer and removes parking opportunity for residents.”</p>	<p>35</p>	<p>The Council as Roads Authority has a duty placed upon it by national legislation to have regard for, and to take steps to improve the safety of roads for all road users.</p> <p>Yellow Line waiting restrictions included as part of the Lockharton PPA proposal support the recommendations in the City Mobility Plan, particularly those related to supporting increased walking, wheeling and cycling. They also support the Plan by promoting improved safety for these more vulnerable road users and by tackling inconsiderate parking. The Actions supported are Movement 14, 22, 24 and 37.</p> <p>Waiting restrictions generally do not increase vehicle speed; in fact, they are often used as a traffic management tool to improve safety and promote more consistent, lower speeds.</p> <p>Improved Traffic Flow: By removing parked cars, waiting restrictions reduce the need for vehicles to constantly stop, start, and overtake, which can lead to a more consistent, controlled speed rather than high-speed bursts.</p> <p>Safety Improvements: In areas where parking is allowed, it can actually act as "informal traffic calming" by forcing drivers to navigate narrow spaces slowly.</p> <p>Increased Visibility: By removing parked cars, drivers can see hazards better, allowing them to slow down in time.</p> <p>In summary, while removing parked cars allows for better flow, it is not intended to encourage speeding; rather, it makes the traffic flow safer, more predictable, and easier to manage.</p> <p>Officers have however agreed that double yellow line restrictions at a small number of locations can be reduced without impacting road safety as described in Appendix 3.</p>
<p>4.</p>	<p>“This proposal will not address the issue of long-term campervan parking or stop the streets within the proposed area being used as a park and rides.”</p>	<p>22</p>	<p>Officers are confident that the proposal will reduce the number of commuter vehicles and other vehicle types seen to be parking for extended periods of time. The Council cannot stipulate what vehicles can park on unrestricted carriageway out with controlled hours.</p>
<p>5.</p>	<p>“This resident permit scheme is expensive and unaffordable.”</p> <p>“The Council will sell more permits than there are available spaces.”</p> <p>“Why am I penalised for having a diesel vehicle?”</p>	<p>20</p>	<p>Ultimately, each resident will need to consider whether they need or want to buy a permit. The Council will be monitoring parking pressures in neighbouring areas so that action could be taken to mitigate against any migration of parking. Permit uptake would also be monitored.</p> <p>Controlled parking brings a range of benefits in terms of parking availability and accessibility. It has long been recognised that those who benefit from</p>

			<p>parking controls should contribute towards its cost. For that reason, permit charges currently cover approximately 50% of the total cost of operating, enforcing and maintaining the Councils parking zones.</p> <p>The Council currently has a grading system where the most environmentally friendly vehicles are charged at a lower rate than heavier, more pollutant diesel vehicles. Hopefully this will encourage a future shift to more eco-friendly transport.</p> <p>The diesel surcharge is the same as all other areas of the city and further details can be found here: - Parking Permit Diesel Surcharge - City of Edinburgh Council - Citizen Space The council is committed to provide alternatives to petrol- and diesel-powered transport and the provision of electrical charging points across the city will hopefully increase the uptake in this form of travel</p>
6.	<p>"I object as my visitors will not be able to visit by car, where will they park during controlled hours."</p> <p>"Carers need places to park where will they go?"</p> <p>"Where are trades workers going to park if needed during controlled hours."</p>	16	<p>The Council currently operates a range of permits and offers a range of allowances to accommodate situations like this, recognising that parking controls need to support the servicing requirements of residents and businesses.</p> <p>Residents of Priority Parking Areas are entitled to purchase 3 books of resident visitor permits even if they do not own a vehicle.</p> <p>The legal process to make the changes to our Traffic Regulation Order (TRO) for healthcare workers and carer permits is now underway, with the first stage statutory consultation period completed in December 2025. The public advertisement of this TRO is currently programmed for the summer of 2026.</p> <p>All updates will be posted on our webpage here: Essential users and carers parking permits – The City of Edinburgh Council</p>
7.	<p>"More parking spaces required at the nature reserve in Lockharton Crecent."</p>	15	<p>During the design process residents made Officers aware further bays at the nature reserve were required. Before the advertisement had taken place an additional space was added at both the north and south free parking bays.</p> <p>Officers' will ask that the Council's Parking Attendant's visit regularly should the order proceed to monitor the usage of the bays should the order be made and any required adjustments will be made via a future TRO proposal.</p>
8.	<p>"This proposal will mean I cannot use my driveway."</p>	15	<p>All bays proposed have been checked and Officers are satisfied no driveways or existing parking bays would be impeded by the introduction of proposals. The provision of private off street parking via the installation of driveways will</p>

	<p>“More people will ruin the area by turning their gardens into driveways and this will have an adverse impact on local the local area.”</p>		<p>be considered by the Council on an individual basis via the existing planning process.</p> <p>Appropriate permits to enable such works are required and more information can be found here Road occupation permits – The City of Edinburgh Council</p>
9.	<p>“This proposal will be no benefit to residents and will increase journeys as residents drive around looking for spaces.”</p> <p>“This will just mean the installation of unsightly poles and signs creating clutter.”</p>	8	<p>While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.</p> <p>Spaces have been allocated to locations where it is considered safe or appropriate to park, taking into account the needs of pedestrians, cyclists and the need to maintain the safe movement of all road users.</p> <p>Rather than having the indicated effect, the likelihood is that it will be easier to find a parking space, as competition from commuters is removed and permit issue is limited to two permits per household.</p> <p>If Committee agrees to proceed to make the TRO as recommended, then an installation plan will be created. Part of this will involve writing to property owners to seek their permission to utilise their railing, walls, and fences to attach appropriate signs which is hoped will reduce effect on the streetscape of the affected streets.</p>
10.	<p>“This proposal will just create an issue by moving parking problems to other areas and create congestion.”</p>	5	<p>Strategically, addressing parking pressures in areas that lie adjacent to Colinton Road, one of the busiest commuter routes into the city is a key element of managing commuter parking as well as congestion, air quality and achieving environmental targets. Evidence from the individual surveys from the majority of streets in the area shows significant pressures in many streets.</p> <p>Rather than address concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas including from streets added to the CPZ in 2023.</p> <p>Proposals for the area were requested by numerous residents with surveys sent to residents in 2025, Officers also worked with the local Community Council to form plans with input from stakeholders.</p>
12.	<p>“This proposal will cause issues for me as I work in the local area and commute by car.”</p>	4	<p>Free parking is often used by commuters, who effectively sterilise space by creating conditions where residents and cannot park.</p>

			The proposed PPA is being proposed as parking pressures in streets that lie adjacent to commuter routes into the city are showing parking pressures and the PPA is a key element of managing commuter parking as well as congestion in surrounding streets.
13.	<p>“This was a totally poor consultation process and objections don’t matter.”</p> <p>“The TRO and maps are unclear and hard to understand.”</p>	4	<p>Consultation requires a minimum of 21 days. All traffic orders advertised in Edinburgh adhere to that requirement. In this case, the period allowed was 21 days. Additional time was allowed at the end of the consultation for late submissions.</p> <p>All points raised through the consultation, where they relate to an objection to the premise or the detail of the proposal, are being recorded here so that objectors can see a response to their point. Some of those responses may be general in nature, but our aim is to cover the reasons for objection, present them to Committee and thereby allow an informed decision to be taken.</p> <p>The consultation maps provided clearly shows all proposed parking restrictions on streets which are subject to controls.</p>
14.	<p>“Ev charging is required outside my property.”</p> <p>“We want EV chargers on our streets”</p>	3	<p>The Council is committed to provide alternatives to petrol- and diesel-powered transport and the provision of electrical charging points will hopefully increase the uptake in this form of travel.</p> <p>Whilst there are no EV chargers in the immediate area residents should not run a temporary or permanent cable over a public road or pavement, even with a cable cover or channel. This is because the Highway Code Rule 239 says you should avoid creating a trip hazard for pedestrians from trailing cables when using charging points.</p> <p>Footways must be clear for pedestrians and people using wheelchairs and the cable would be dangerous for people with impaired vision or mobility issues with property owners potentially held liable for any injuries sustained Electric vehicles – The City of Edinburgh Council</p>
15.	<p>“This is just the start, the scope will creep after installation, and the whole area will become a full CPZ.”</p>	1	<p>The proposed restrictions will only operate between 12:30-14:00 Monday to Friday.</p> <p>Officers do not have the authority to propose a Controlled Parking Zone and have therefore only proposed part-time restrictions. Areas of each street will also remain unrestricted as is normal process within other PPA across the city.</p>

Objection Theme or Element:		Comments specific to Lockharton Avenue	
Point No	Objection Detail	No. of comments	Response
1.	“There are not enough resident spaces proposed for Lockharton Avenue. Free spaces should be filled in with resident spaces to stop campervans and free parking and riding.”	21	<p>The PPA proposal for the Craiglockhart Area has been designed to offer as much parking availability as possible. The aim of this proposal has been to provide enough parking for all potential permit holders during the controlled hours of operation.</p> <p>Officers do not have Committee approval to implement a Controlled Parking Zone which would see all areas of carriageway being restricted.</p> <p>Officers do not have the authority to propose a Controlled Parking Zone and have therefore only proposed part-time restrictions. Areas of each street will also remain unrestricted as is normal process within other PPA across the city.</p> <p>Parking Controls should have the effect of improving accessibility and availability of parking. While we cannot guarantee a space near to your home, parking controls will reduce the demand for space by non-residents, creating opportunities that do not currently exist.</p>
2.	“The yellow lines proposed within Lockharton Avenue are excessive and not required.”	9	<p>Yellow Line waiting restrictions included as part of the Lockharton Avenue proposal support the recommendations in the City Mobility Plan, particularly those related to supporting increased walking, wheeling and cycling. They also support the Plan by promoting improved safety for these more vulnerable road users and by tackling inconsiderate parking. The Actions supported are Movement 14, 22, 24 and 37.</p> <p>Sight lines are required to be maintained at all junctions within Lockharton Avenue however Officers have been able to reduce the lengths in some areas as described in Appendix 3.</p>
3.	“There are no parking issues in Lockharton Avenue that I have seen and I have lived here many years.”	6	Recent capacity monitoring surveys have indicated high parking pressures in Lockharton Avenue as shown in Appendix 2.
4.	“There is a disabled bay outside number 10 which is not showing on proposals.”	1	The reason the Disabled Persons Parking Place is not showing is because this is an existing restriction which is not changing and will remain in place.

Objection Theme or Element:		Comments specific to Lockharton Crescent	
Point No	Objection Detail	No. of comments	Response
1.	“There are not enough resident spaces proposed for Lockharton Crescent. Free spaces should be filled in with resident spaces to stop campervans and free parking and riding.”	9	<p>The Priority Parking Area (PPA) proposal for the Lockharton Area has been designed to offer as much parking availability as possible. The aim of this proposal has been to provide enough parking for all potential permit holders during the controlled hours of operation.</p> <p>Officers do not have Committee approval to implement a Controlled Parking Zone which would see all areas of carriageway being restricted.</p> <p>Parking Controls should have the effect of improving accessibility and availability of parking. While we cannot guarantee a space near to your home, parking controls will reduce the demand for space by non-residents, creating opportunities that do not currently exist.</p> <p>Proposed bays for Lockharton Crescent have been positioned in front of the residential properties within the street.</p>
2.	“The number of free parking bays at the nature reserve should be extended.”	9	<p>During the design process residents made Officers aware further bays at the nature reserve were required. Before the advertisement had taken place an additional space was added at both the north and south free parking bays.</p> <p>Officers’ will ask that the Council’s Parking Attendant’s visit regularly should the order proceed to monitor the usage of the bays should the order be made and any required adjustments will be made via a future TRO proposal.</p>
3.	“The yellow lines proposed within Lockharton Crescent are excessive and not required.”	5	Proposed changes to the advertised or for Lockharton Crescent are shown in Appendix 3 of this report with two additional permit spaces being added.
4.	“This street and surrounding streets should be a fully operational Controlled Zone with no free spaces.”	3	Officers do not have the authority to propose a Controlled Parking Zone and have therefore only proposed part-time Priority Parking Area restrictions. Some areas of each street will remain unrestricted as is normal process within other PPA across the city.

Objection Theme or Element:		Comments specific to Lockharton Gardens	
Point No	Objection Detail	No. of comments	Response
1.	"There are not enough spaces resident spaces proposed for Lockharton Gardens. Free spaces should be filled in with resident spaces to stop campervans and free parking and riding."	6	<p>The Priority Parking Area (PPA) proposal for the Lockharton Area has been designed to offer as much parking availability as possible. The aim of this proposal has been to provide enough parking for all potential permit holders during the controlled hours of operation.</p> <p>Officers do not have Committee approval to implement a Controlled Parking Zone which would see all areas of carriageway being restricted.</p> <p>Parking Controls should have the effect of improving accessibility and availability of parking. While we cannot guarantee a space near to your home, parking controls will reduce the demand for space by non-residents, creating opportunities that do not currently exist.</p> <p>One additional permit space is being created with removal of a 5m of yellow line as described in Appendix 3.</p>
2.	"The yellow lines proposed within Lockharton Gardens are excessive and not required."	4	<p>During the design process residents made Officers aware further bays at the nature reserve were required. Before the advertisement had taken place an additional space was added at both the north and south free parking bays.</p> <p>Officers' will ask that the Council's Parking Attendant's visit regularly should the order proceed to monitor the usage of the bays should the order be made and any required adjustments will be made via a future TRO proposal.</p>
3.	"The number of free parking bays at the nature reserve in Lockharton Crescent should be extended and must be enforced."	3	<p>Officers' will ask that the Council's Parking Attendant's visit regularly should the order proceed to monitor the usage of the bays should the order be made and any required adjustments will be made via a future TRO proposal.</p>

Objection Theme or Element:		Comments specific to Colinton Grove	
Point No	Objection Detail	No. of comments	Response
1.	"I object as there is no parking problem in Colinton Grove."	9	<p>Whilst surveys indicated that parking pressure is lower in Colinton Grove there are still pressures that need to be addressed in the surrounding streets to mitigate against any future dispersal of vehicles and controls are still required in Colinton Grove.</p>

2.	"The parking bays proposed outside number 1-5 will block existing driveways and stop residents being able to access their driveways."	4	Please refer to Appendix 3 proposed amendments to the advertised order are outlined.
3.	"The number of resident bays proposed in Colinton Grove are not enough."	2	Officers are limited in the numbers of bays that can be applied to Colinton Grove to the existing road layout and have offered bays where appropriate or safe to do so.
4.	"This proposal will affect my property value."	1	There is no evidence to suggest that Controlled Parking implementation has diminished property value across Edinburgh.

Objection Theme or Element:		Comments specific to Colinton Road	
Point No	Objection Detail	No. of comments	Response
1.	"There is no parking problem in Colinton Road."	10	Recent monitoring surveys have indicated Clinton Road suffers from the highest parking pressures across the proposed PPA.
2.	"Colinton Road proposal will not fix the existing issues."	8	Should Committee agree to the order being made monitoring will be undertaken post implementation to ensure effectiveness of the restrictions and to highlight if any further changes are required.
3	"The three disabled bays on Colinton Road within the boundary are no longer used and should be removed and replaced with resident spaces."	1	Two of the three bays are in use with one is being removed as part of our proposal outside

Objection Theme or Element:		Comments specific to Colinton Grove West	
Point No	Objection Detail	No. of comments	Response
1.	"I object as there is no parking problem in Colinton Grove West."	4	Whilst surveys indicated that parking pressure is lower in Colinton Grove West there are still pressures that need to be addressed in the surrounding streets to mitigate against any future dispersal of vehicles controls are still required in Colinton Grove West.
2.	"The number of resident bays proposed in Colinton Grove are not enough."	2	Officers do not have the authority to propose a Controlled Parking Zone and have therefore only proposed part-time restrictions. Areas of each street will also remain unrestricted as is normal process within other PPA across the city.
3.	"I won't be able to get out my driveway if this goes ahead as the bay is opposite my driveway."	1	All bays proposed for Colinton Grove West have been checked and Officers are satisfied no driveways or existing parking bays would be impeded by the introduction of proposals.

4.	"Restricted hours are ineffective and not deter commuters."	1	Hours have been decided as the best time to tackle commuter parking stopping non residents being able to park all day without moving on. This should free up space for residents that was perhaps not available before..
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Objection Theme or Element:		Comments specific to Craiglockhart Road North	
Point No	Objection Detail	No. of comments	Response
1.	"There is no parking problem in Craiglockhart Road North"	4	Whilst surveys indicated that parking pressure is lower in Craiglockhart Road North there are still pressures that need to be addressed in the surrounding streets and to mitigate against any future dispersal of vehicles controls are still required in Craiglockhart Road North.
2.	"I object as I work in a local business and this will affect commuting to and from work."	4	This TRO aims to assist residents park closer to their homes, in response to reported consequences residents face as a result of commuter parking. The Council's City Mobility Plan supports the introduction if parking restrictions to reduce vehicle dominance in the city and the PPA aims enhance the parking opportunity for residents. There are still areas of unrestricted space which can be utilised by anyone.
3.	"Proposals will make it worse for getting in and out of driveways in the street for the disabled or inform."	1	Proposals have been reviewed to ensure no bays are proposed which affect how residents currently enter or exist their properties

Objection Theme or Element:		Comments specific to Craiglockhart View	
Point No	Objection Detail	No. of comments	Response
1.	"The number of resident bays proposed in Craiglockhart View are not enough and should be free to residents."	1	Craiglockhart View has been reviewed by Officers and the maximum number of parking opportunities for residents has been proposed. There is no other safe to promote parking bays without encroaching on residents' driveways.
2.	"These restrictions will do nothing to stop people parking for hours at the sports centre out with the proposed hours"	1	The bays with assist deter long term non resident parking between the controlled hours of 12:30-14:00pm Monday to Friday.

Objection Theme or Element:		Comments specific to Craiglockhart Gardens (Outside proposal)	
Point No	Objection Detail	No. of comments	Response
1.	"This situation is going to get much worse as we are only a couple of streets away from the boundary for the zone so I object."	2	Craiglockhart Gardens will be monitored as part of the wider area in future. Recommendations by Officers for Craiglockhart Gardens inclusion in future TRO proposals will be recommended to Committee if required.

Part Two – Supportive and Partially Supportive Responses Received to TRO/24/30

Supportive Theme or Element:		Lockharton Avenue	
Point No	Supportive Theme or Element	No. of comments	Response
1.	"I am supportive of proposed restrictions for Lockharton Avenue."	16	This supportive comment is noted

Supportive Theme or Element:		Colinton Road	
Point No	Supportive Theme or Element	No. of comments	Response
1.	"I am supportive of proposed restrictions for Colinton Road."	10	This supportive comment is noted

Supportive Theme or Element:		Lockharton Crescent	
Point No	Supportive Theme or Element	No. of comments	Response
1.	"I am supportive of proposed restrictions for Lockharton Crescent."	8	This supportive comment is noted

Supportive Theme or Element:		Lockharton Gardens	
Point No	Supportive Theme or Element	No. of comments	Response
1.	"I am supportive of proposed restrictions for Lockharton Gardens."	4	This supportive comment is noted

Supportive Theme or Element:		Craiglockhart View	
Point No	Supportive Theme or Element	No. of comments	Response

1.	"I am supportive of the restrictions Craiglockhart View."	1	This supportive comment is noted
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Supportive Theme or Element:		Colinton Grove	
Point No	Supportive Theme or Element	No. of comments	Response
1.	"I am supportive of the proposed restrictions."	1	This supportive comment is noted

Part Three – Comments and suggestions received to TRO/24/30

Suggestions and Comments:		Lockharton Avenue	
Point No	Suggestions	No. of comments	Response
1.	<p>“Reduce the length yellow lines at the crossroads with Lockharton Avenue and Lockharton Crescent.”</p> <p>“Reduce the length of double yellow lines at the junction of Lockharton Avenue and Lockharton Gardens.”</p> <p>“Reduce the length of double yellow lines at the south end of Lockharton Avenue.”</p>	8	<p>Officers have reviewed the restrictions and the double yellow lines at the four-way crossroad junction with Lockharton Avenue and Lockharton Crescent and are satisfied these should remain unchanged at 10m in each direction to enhance road safety for all users.</p> <p>Officers have agreed that a 5m reduction to the double yellow lines on both sides of the junction with Lockharton Gardens can be achieved as described in Appendix 3. The reduction in length of yellow line at this location will add one further permit holders only space to Lockharton Avenue near outside 1-3 as well as one further permit holder space to Lockharton Gardens opposite number 8.</p>
2.	“Request to extend resident parking bays to remove the unrestricted gaps outside numbers 17 and 40.”	4	This suggestion has not been taken forward as Officers are satisfied with the provision of resident spaces proposed within the street and these areas of carriageway should remain unrestricted.
3.	“Request to remove proposed residents space removed from outside number 46 and leave the area unrestricted.”	1	This suggestion has not been taken forward Officers are satisfied with the provision and location of resident spaces proposed within the street and the proposed resident space should stay in place.
4.	“Add Lockharton Avenue to be part of the S7 CPZ zone.”	1	Officers do not have committee approval to promote such a change. Should the Lockharton PPA be implemented further monitoring and discussions with ward Councillors will take place up to twelve months to check the effectiveness of restrictions.

Suggestions and Comments:		Lockharton Gardens	
Point No	Suggestions	No. of comments	Response
1.	“Request to extend resident parking bays to remove the unrestricted gap near to Colinton Road”	3	This suggestion has not being taken forward Officers are satisfied with the provision and location of resident spaces proposed within Lockharton Gardens and this area of carriageway should remain unrestricted.

Suggestions and Comments:		Lockharton Crescent	
Point No	Suggestions	No. of comments	Response
1.	"Reduce the lengths of yellow line at both ends of the Lockharton Crescent."	4	<p>Officers have agreed that a 5m reduction to the double yellow line at the junction with Lockharton Gardens can be achieved as described in Appendix 3. The reduction in length of yellow line at this location will add one additional permit space to Lockharton Crescent outside number 1.</p> <p>Officers have agreed that a 5m reduction to the double yellow line at the southern end of Lockharton Crescent can be achieved as described in Appendix 3. The reduction in length of yellow line at this location will also see an additional resident permit space added</p>

Suggestions and Comments:		Colinton Grove	
Point No	Suggestions	No. of comments	Response
1.	"Removal of bays outside 1-5."	5	Officers have agreed to reduce the 50m parking bay as described in Appendix 3 to stop disruption to residents entering or exiting their driveways.
2.	"Removal of this street from the PPA entirely."	2	There are no plans to remove Colinton Grove from the PPA proposal currently. Whilst there are less high occupancy rates in comparison to some other streets Colinton Grove's location next to Colinton Road means residents will benefit from having some parts of the street controlled which will deter commuter vehicles potentially displaced from neighbouring streets.

Suggestions and Comments:		Colinton Grove West	
Point No	Suggestions	No. of comments	Response
1.	"Removal of streets from PPA entirely."	3	There are no plans to remove Colinton Grove West from the PPA proposal currently. Whilst there are less high occupancy rates in comparison to some other streets Colinton Grove West's location next to Colinton Road means residents will benefit from having some parts of the street controlled which will deter commuter vehicles potentially displaced from neighbouring streets.

Suggestions and Comments:		Colinton Road	
Point No	Suggestions	No. of comments	Response
1.	“Disabled bays should be removed outside 86, 98, and 161 Colinton Road as nobody uses them.”	1	<p>Officers have reviewed all Disabled Persons Parking Places (DPPP) as part of TRO/24/30.</p> <p>As part of the TRO officers promoted of the removal of a DPPP outside 161 Colinton Road as the bay is no longer used and access to a driveway has been in place for some time.</p> <p>Both the DPPP outside numbers 86 and 98 should remain in place as there are Blue Badge holders in the area who could make use of these bays, inspections noted vehicles in the bays during most visits.</p>

Suggestions and Comments:		Craiglockhart View	
Point No	Suggestions	No. of comments	Response
1.	“Request for Mews or Permit Parking Area”	1	This request can not be taken forward as the proposal is for a Priority Parking Area and not a CPZ.

Suggestions and Comments:		North Meggetland	
Point No	Suggestions	No. of comments	Response
1.	Request for inclusion within proposed Zone.	1	Whilst North Meggetland is out with this PPA boundary the street still forms part of monitoring plans for the Wider area. Future monitoring surveys will allow Officer’s to consider next steps for North Meggetland in due course.

Suggestions and Comments:		Meggetland Terrace (Out with PPA Boundary)	
Point No	Suggestions	No. of comments	Response
1.	Request to enable permit holders of the neighbour S7 CPZ to be able to park in the Lockharton PPA bays.	1	This request can not be taken forward as both the S7 CPZ and Lockharton PPA are not the same zone or restriction. S7 permits would not be transferable and could not be used in resident spaces within the Lockharton PPA. Free unrestricted spaces will still be available.

Suggestions and Comments:		Craiglockhart Gardens (Out with PPA Boundary)	
Point No	Suggestions	No. of comments	Response
1.	Request for parking restrictions due to inconsiderate parking of vehicles visiting the local nursery and Napier University	1	<p>Whilst Craiglockhart Gardens are not within the proposed PPA boundary this street and others will be subject to further monitoring.</p> <p>Any changes will be presented as part of a further TRO.</p>

Appendix 2: TRO/24/30 Lockharton PPA Monitoring

This appendix details the results of monitoring surveys carried out during January 2026 across the proposed PPA.

This appendix is split into three parts:

- A. Lockharton Monitoring Process and Overview
- B. January 2026 Monitoring Results
- C. January 2026 Heat Map

Part A – Lockharton Monitoring Process and Overview

- 1.1 The recent capacity monitoring process repeated the survey work carried out previously but, recognised that road layouts and the availability of space where it is safe or appropriate to park may have changed for some areas since previous surveys.
- 1.2 The actual capacity of each of the eight surveyed streets is based around the premise of that figure reflecting the number of vehicles that could be safely parked without obstructing traffic on the road itself, without obstructing access to properties and keeping dropped crossings for pedestrians clear.
- 1.3 Streets with a surveyable parking capacity within the proposed PPA boundary were surveyed on four occasions throughout the week. Surveys were completed on the following dates in both the morning and afternoon of each day.

2026 PPA Survey Dates	
Tuesday 20 January 2026 (AM)	Tuesday 20 January 2026 (PM)
Thursday 22 January 2026 (AM)	Thursday 22 January 2026 (PM)

Part B - 2026 Monitoring Results

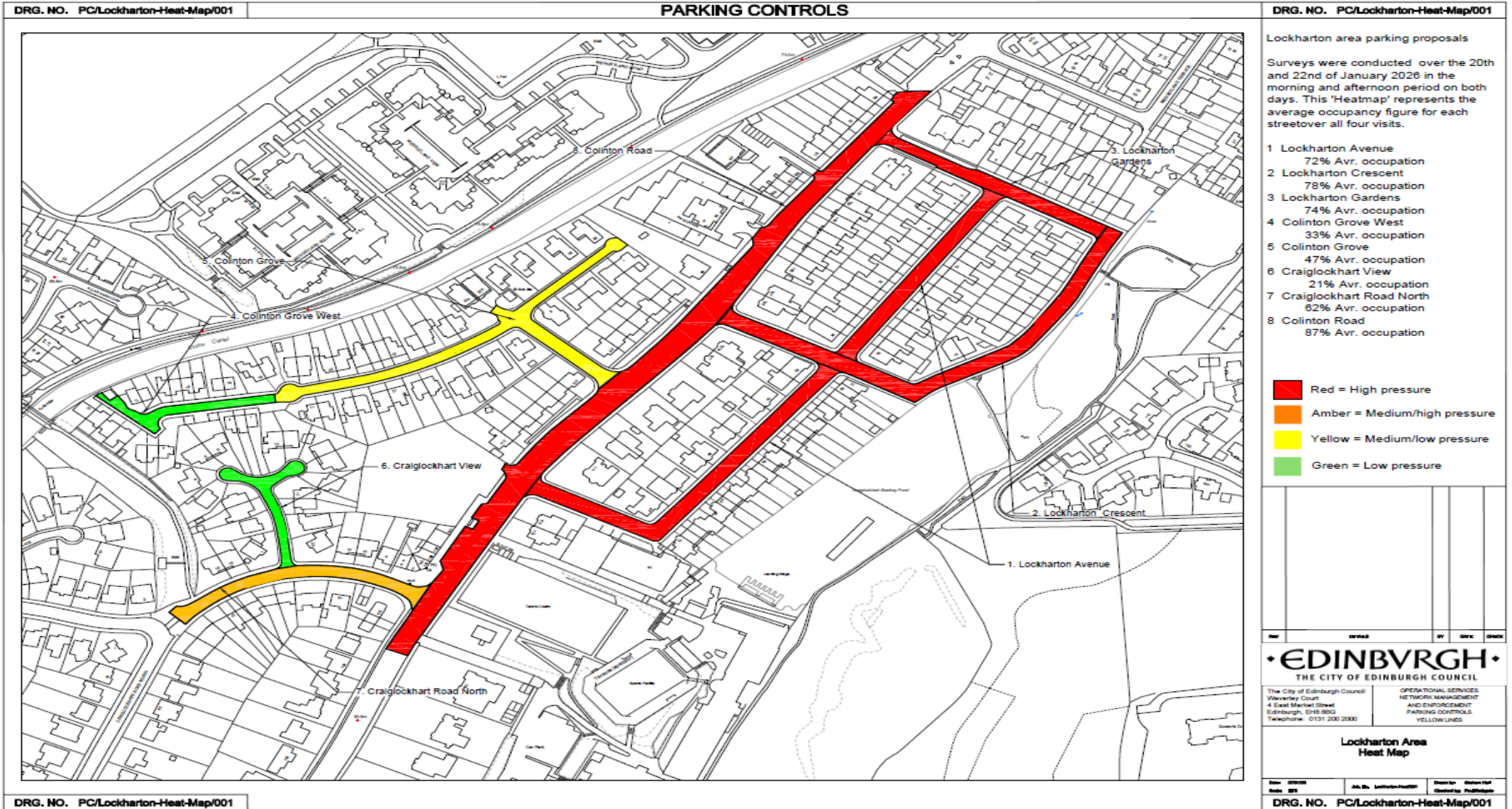
- 1.4 The latest surveys highlight parking issues across the PPA with some areas suffering more acute pressures than others.
- 1.5 To allow a more in-depth analysis of the recent monitoring survey data, percentage thresholds have been amended slightly since the 2019 data was collected. Whilst streets showing 70% or more are still classed as “High” percentages, those recorded as “Medium” previously which were previously between 40% and 69%, have now been split into two ‘Medium’ categories, 40%-54% (Yellow) and 55%-69% (Orange). Streets recording <40% capacity are shown as “Low” parking pressures and represented (Green).
- 1.6 The table below shows the average parking pressure percentage for each street surveyed, eight streets were surveyed in total, which includes only the section of Colinton Road which is within the boundary proposal.
- 1.7

Days of the week	Average Occupancy Level (%) over all surveys across entire PPA	Number of streets identified as ‘High’ parking pressure (70%>)	Number of streets identified as ‘Medium’ parking pressure (55%-69%)	Number of streets identified as ‘Medium’ parking pressure (40%-54%)	Number of streets identified as ‘Low’ parking pressure (0%-39%)
Tuesday and Thursday AM and PM average	70%	4 (50%)	1 (12.5%)	1 (12.5%)	2(25%)

- 1.8 There are four streets which featured in the ‘High’ parking pressure category throughout all four visits, these streets are Colinton Road (87%), Lockharton Crescent (78%), Lockharton Gardens (74%), Lockharton Avenue (72%),
- 1.9 Monitoring surveys have highlighted that ‘High’ parking pressures are not seen within Craiglockhart Road North (62%) which falls within the higher ‘Medium’ category. Colinton Grove (47%) is categorised within the lower ‘Medium’. Colinton Grove West (33%), and Craiglockhart View (21%) were seen to suffer from ‘Low’ Parking pressures.
- 1.10 The data suggests that out of the surveyed streets there is only two streets suffering from ‘Low’ pressure, namely Colinton Grove West and Craiglockhart View.

Part C – 2026 Heat Map

1.11 The heat map below is coloured to represent the average parking pressures for each street across the whole proposed PPA



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The City of Edinburgh Council Waverley Court 4 East Market Street Edinburgh, EH8 8BQ Telephone: 0131 200 2000	OPERATIONAL SERVICES NETWORK MANAGEMENT AND ENFORCEMENT PARKING CONTROLS YELLOW LINES
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**Lockharton Area
Heat Map**

Date: 2026	Auth: Lockharton	Drawn by: [Name]	Scale: 1:1000
DRG. NO. PC/Lockharton-Heat-Map/001			

Appendix 3 – Proposed Amendments to the Advertised Order

This appendix details the changes that are proposed to the Order that was advertised in: December 2025

This appendix is split into two sections:

- 1) General amendments to take account of design changes which are seen to be 'less onerous' and can be made in advance of the 'Made Order'
- 2) General amendments to take account of design changes which are seen to be 'more onerous' and cannot be made in advance of the 'Made Order'

Section 1 Less Onerous changes being made ahead of the ‘Made Order Stage’

This section outlines the type of changes being made in order to accommodate minor amendments to the design of the proposed measures.

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.

In the proceeding tables the letters:

- PPA denotes Priority Parking Area Permit Bay.
- DYL denotes Double Yellow Line Wating Restriction

Table of less onerous changes being made ahead of the ‘Made Order Stage’

No.	Description/Location	Change Required	More/Less Onerous?	Conclusion
1	Colinton Grove outside 1 - 5	Reduction of proposed 50m PPA to 2x10m PPA, starting from the end of the proposed DYL outside number 5 Colinton Grove and between driveways of 3 and 4 Colinton Grove. Recently completed dropped kerb undertaken by residents are now recorded with relevant permitted works now approved and complete. Loss of approximately 6 vehicle spaces (30m) to maintain driveway access with space for approximately 4 vehicles maintained.	Less	Proceed to make amendment prior to “Making” of the Traffic Order.
2	Lockharton Crescent two internal corners	Reduction in length of DYL from 10m to 5m at north & south ends which will add two additional PPA, to be located 1) @ Lockharton Crescent outside number 1 2) @ Lockharton Crescent south section	Less	Proceed to make amendment prior to “Making” of the Traffic Order

3	Junction Lockharton Avenue and Lockharton Gardens	Reduction in length of DYL from 10m to 5m on both sides will add two additional PPA vehicle spaces, to be located. 1) @ Lockharton Avenue near to outside 1-3 2) @ Lockharton Gardens opposite number 8.	Less	Proceed to make amendment prior to "Making" of the Traffic Order
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Section 2 More Onerous changes being proposed under a future TRO

This section outlines the type of changes which will be required to be progressed during a future TRO in order to accommodate amendments to the design of the proposed measures which are seen to be more onerous.

In the proceeding tables the letters:

- DYL denote Double Yellow Line

Table of more onerous changes being made after the 'Made Order Stage'

No.	Description/Location	Change Required	More/Less Onerous?	Conclusion
1	Junction of Craiglockhart View and Craiglockhart Road North	Introduce 10m double yellow line waiting restrictions on corners of junction consistent with other junctions within zone and missed from consultation in error.	More	Amendment to be made after "Making" of the Traffic Order in a separate future Traffic Order.