

Traffic Regulation Orders Sub-Committee

10.00am, Tuesday, 16 December 2025

Travelling Safely – South Area– ETRO/21/29A

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|------------------------------------|--|
| Decision/scrutiny Wards | Decision 15 – Southside / Newington 16 – Liberton / Gilmerton |
|------------------------------------|--|

1. Recommendations

- 1.1 Traffic Regulation Orders Sub-Committee is asked to set aside the objections received to ETRO/21/29A and to proceed to make the ETRO into a permanent Traffic Regulation Order (TRO) with amendments as set out in this report.

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Corporate Director of Place

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Travelling Safely – South Area– ETRO/21/29A

2. Executive Summary

- 2.1 This report seeks approval to set aside the objections received during the formal advertising of ETRO/21/29A and to proceed to make most of the trial measures into a permanent TRO.

3. Background

- 3.1 ETRO/21/29A covers the Travelling Safely measures in the South Area of the City and it was advertised between 16 December 2024 and 15 June 2025.
- 3.2 This ETRO wholly superseded the original ETRO/21/29 and introduced new trials of the measures.
- 3.3 The original South Area ETRO advert included three schemes that were later advertised under separate scheme specific ETROs. These schemes are Braid Road, Comiston Road and the Greenbank to Meadows Quiet Connection.
- 3.4 All representations received in response to all of the above advertising processes have been retained and considered as part of the final assessment of whether or not to retain or modify the measures, as set out in this report.

Measures introduced under South Area ETRO/21/29A

- 3.5 This ETRO promoted the following trial measures (detailed in Appendix 2):
- 3.5.1 Buccleuch Street corridor (including Lothian Street, Potterrow and Chapel Street): Sections of 24-hour waiting restrictions and loading prohibitions;
 - 3.5.2 Causewayside corridor (including Ratcliffe Terrace): Sections of 24-hour waiting restrictions without loading prohibitions;
 - 3.5.3 Craigmillar Park corridor (including Minto Street, Mayfield Gardens and Suffolk Road): Sections of 24-hour waiting restrictions without loading prohibitions;
 - 3.5.4 Gilmerton Road: Sections of 24-hour waiting restrictions without loading prohibitions;

3.5.5 Mayfield Road: Sections of 24-hour waiting restrictions and loading prohibitions; and

3.5.6 Old Dalkeith Road: Sections of 24-hour waiting restrictions and loading prohibitions.

Legislation and Options for Committee

3.6 Section 9 of the Road Traffic Regulation Act 1984 (the “1984 Act”) provides that ETROs can last for up to 18 months.

3.7 ETRO/21/29A came into effect on 16 December 2024. Therefore, unless made permanent under a TRO, the measures implemented by ETRO/21/29A will cease on 15 June 2026.

3.8 The ETRO was made in terms of section 9 of the 1984 Act. As the provisions have been in force in their current form for longer than six months, they may be made permanent in the form of a TRO in terms of regulation 20A of the Local Authorities’ Traffic Orders (Procedure) (Scotland) Regulations 1999 (the “1999 Regulations”).

3.9 In terms of the 1999 Regulations, where there remain unresolved objections, the Council, as the Roads Authority, must give due consideration to all objections received, prior to determining whether to proceed to make the ETRO measures into a permanent order.

3.10 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.

3.11 ETRO/21/29A has been referred to Committee as more than six objections have been received from the public and as it also received one statutory objection.

3.12 In these circumstances, Committee may either:

3.12.1 Approve making the ETRO provisions permanent as currently implemented;

3.12.2 Approve making the ETRO provisions permanent with minor modifications, provided such modifications would not extend the application of the order or increase the stringency of any prohibition or restriction contained in it (Regulation 10 of the 1999 Regulations);

3.12.3 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 (however, please note further considerations set out in paragraphs 8.10 - 8.11);

3.12.4 Approve making the ETRO provisions permanent in part; or

3.12.5 Refuse making the ETRO provisions permanent.

4. Main report

ETRO implementation

- 4.1 ETRO/21/29A came into effect on 16 December 2024, with a six month consultation period running until 15 June 2025.

Monitoring and evaluation of the measures

- 4.2 To assess the performance and impacts of the trial measures in the South Area ETRO, a programme of monitoring and evaluation activities was undertaken.
- 4.3 A series of objectives were set to evaluate the trial measures. These objectives were divided into two categories: core objectives relating to the intended outcomes of the measures and impact mitigation objectives relating to potential negative impacts that could arise from the changes implemented.
- 4.4 The data collected as part of the monitoring activities is set out in the 2024 Travelling Safely Monitoring Activities Summary Report and the 2025 Travelling Safely Supplementary Monitoring Summary Report for the Southern Routes. These are presented in Appendices 3 and 4 respectively. Appendix 14 summarises the findings of these activities.

Responses to the ETRO/21/29 and ETRO/21/29A Statutory Adverts

- 4.5 A total of 195 objections to the measures introduced were received from members of the public or organisations during the two statutory advertising periods for ETRO/21/29 and ETRO/21/29A.
- 4.6 Appendix 15 provides further detail on all the representations received as part of the two adverts and the parties that submitted them.
- 4.7 The full text responses that were submitted to ETRO/21/29 and ETRO/21/29A are provided for consideration in Appendix 6.
- 4.8 Table 1 below provides the numbers of representations, categorised by which statutory advert they were received in response to and whether they were submitted as general representations, relating to all or more than one Travelling Safely ETRO, or specific representations, relating to ETRO/21/29 or ETRO/21/29A.

Table 1 Representations to ETRO/21/29 and ETRO/21/29A

| | First Advert | | | | Second Advert | | TOTAL | TOTAL (Collating responses from the same individual or organisation across the two adverts) |
|-----------------|---|--|--|--|---|--|------------|--|
| | General representations relating to all or more than one Travelling Safely ETROs | | Specific representations relating to ETRO/21/29 | | Specific representations relating to ETRO/21/29A | | | |
| | As received | Collating responses from the same individual | As received | Collating responses from the same individual | As received | Collating responses from the same individual | | |
| Objections | 14 | 13 | 191 | 174 | 8 | 8 | 195 | 195 |
| Support | 32 | 32 | 72 | 72 | 215 | 89 | 193 | 190 |
| Neutral/Queries | 3 | 3 | 7 | 3 | 5 | 5 | 11 | 10 |
| TOTAL | 49 | 48 | 270 | 249 | 228 | 102 | 399 | 395 |

4.9 Across the two adverts, there were also some representations submitted after the statutory consultation periods had ended. These submissions are not material to ETRO/21/29A and therefore they are not considered as part of this report.

4.10 The majority of representations received in response to the first advert related entirely to one or more of the following three schemes: Braid Road, Comiston Road and the Greenbank to Meadows Quiet Connection. These three schemes were originally advertised under ETRO/21/29 but were not included in ETRO/21/29A and are now the subject of separate scheme specific ETROs.

4.11 Table 2 below provides the details of the representations relevant to the measures advertised under ETRO/21/29A.

Table 2 Representations relevant to ETRO/21/29 and ETRO/21/29A

| | First Advert | | | Second Advert | | TOTAL | TOTAL (Collating responses from the same individual or organisation across the two adverts) |
|-----------------|---|--|--|---|--|------------|--|
| | General representations relating to all or more than one Travelling Safely ETROs | | Specific representations relating to ETRO/21/29 | Specific representations relating to ETRO/21/29A | | | |
| | As received | Collating responses from the same individual | As received (all responses were from different individuals) | As received | Collating responses from the same individual | | |
| Objections | 14 | 13 | 12 | 8 | 8 | 33 | 33 |
| Support | 32 | 32 | 18 | 215 | 89 | 139 | 136 |
| Neutral/Queries | 3 | 3 | 3 | 5 | 5 | 11 | 10 |
| TOTAL | 49 | 48 | 33 | 228 | 102 | 183 | 179 |

General objections

- 4.12 The major general themes that received more than 5 objections concerning all locations or routes were in relation to general opposition to the project's aims, the perceived value of the measures, impact on businesses, users' safety and the impact the measures have had on the traffic management, pollution, loading and parking provision in the city.
- 4.13 A schedule of the main themes raised by objectors in relation to ETRO/21/29A, the Council's responses to concerns raised and any actions proposed to address or mitigate these concerns is provided in Appendix 16.
- 4.14 The measures implemented as part of the Causewayside and Gilmerton Road schemes did not receive any specific objections, however, these general themes are material to these schemes.
- 4.15 One of the general objections received was from the Edinburgh Access Panel, raising concerns around floating parking, the reduction of spaces where blue badge holders could alight beside the pavement; and concerning the risks to personal safety stemming from all the trialled restrictions and measures these have enabled.
- 4.16 A number of the objections raised concerns about various perceived risks to road user safety arising from the use of rubber soft segregation units. Information on this issue was provided to Committee in the previous Travelling Safely report brought to [TRO Sub Committee in September for the North and West Areas](#).
- 4.17 A report has also recently been received of an incident involving a pedestrian tripping at a newly installed unit at Silverknowes, which may result in a claim for personal injury.

Objections against specific routes or locations

- 4.18 Appendix 7 presents a summary of scheme specific themes, responses and proposed actions associated with Buccleuch Street, Craigmillar Park Corridor, Mayfield Road and Old Dalkeith Road.
- 4.19 For completeness, Appendix 8 provides a breakdown of the number of objections that are considered material against each route or location and themes raised in those objections.
- 4.20 The following sections summarise the main points raised by objectors against each route.

Buccleuch Street

- 4.21 There were three objections that referred to specific aspects of this scheme. One of them representing a local business. All of them raised concerns regarding the new loading, waiting and parking restrictions and the impact these have for local businesses.
- 4.22 Table 1 of Appendix 7 captures the main specific themes raised in the objections that are considered material against the measures trialled along this corridor, with the Council's responses and proposed actions.

4.23 Some limited sections of loading restrictions on Buccleuch Street, Chapel Street and Potterrow that were advertised in ETRO/21/29A were never implemented on site. Appendix 9 provides details of where this has happened. A trial of these restrictions has not therefore been conducted and so it is recommended that these restrictions should be removed from ETRO/21/29A, should the Order be made permanent.

Craigmillar Park Corridor

4.24 There were five objections that referred to specific aspects of this scheme. Four of the objections raised concerns regarding the impact that the trialled restrictions and the measures that these have enabled have on cyclists' safety. Three of them raised specific concerns regarding the perceived uselessness and challenges of segregated cycle lanes.

4.25 Table 2 of Appendix 7 captures the main specific themes raised in the objections that are considered material against the measures trialled along this corridor, with the Council's responses and proposed actions.

4.26 It is recommended that most of the measures on Craigmillar Park included in ETRO/21/29A be made permanent, apart from some specific measures as detailed in Appendix 9 (see also paragraphs 4.32 to 4.35). However, it should be noted that this corridor is being considered for potential bus priority improvements in the medium-longer term and also lies on the proposed route for Trams from Granton to Bioquarter and Beyond. It is therefore possible that the street layout may have to be altered as part of these projects and any upgrading of the current infrastructure is likely to therefore be limited to key locations only.

Mayfield Road

4.27 There were three objections that referred to specific aspects of this scheme. Two of the objections raised concerns regarding the impact on residential loading provision, referencing further impacts for those with disabilities.

4.28 Table 3 of Appendix 7 captures the main specific themes raised in the objections that are considered material against the measures trialled along this corridor, with the Council's responses and proposed actions.

4.29 Some sections of loading restrictions on Mayfield Road that were advertised in ETRO/21/29A were never implemented on site. Appendix 9 provides details of where this has happened. A trial of these restrictions has not therefore been conducted and so it is recommended that these restrictions should be removed from ETRO/21/29A, should the Order be made permanent.

Old Dalkeith Road

4.30 There were two objections that referred to specific aspects of this scheme. Both objections raised concerns regarding residential loading and parking provision.

4.31 There were not any scheme specific themes raised in the objections beyond those captured in Appendix 16 that are considered material against the measures trialled along this corridor.

Objections that require a referral to a public hearing

4.32 There were certain objections received that raised material grounds relating to specific measures on four schemes that would require to be referred to a Public Hearing for determination. These are in relation to several sections of waiting and loading restrictions trialled and the impact these have on the ability of motor vehicles to load.

4.33 The locations that are referenced on those representations are:

4.33.1 Buccleuch Street, Chapel Street and Potterrow;

4.33.2 Craigmillar Park;

4.33.3 Mayfield Road; and

4.33.4 Old Dalkeith Road.

4.34 As noted in 8.11, there would not be enough time to complete this process and give due consideration to the concerns raised. As such, it is recommended to make the order less onerous and reduce the hours when loading is not permitted to partially address the objection and avoid the requirement to refer the objection to a Public Hearing. The benefit of proceeding with the other measures contained within the ETRO is considered to outweigh the consequences of reducing the operating hours of the loading restrictions.

4.35 Appendix 9 captures in detail all the recommended changes to ETRO/21/29A to address these objections.

Monitoring and evaluation results

4.36 Appendices 3 and 4 provide the full reports covering the monitoring activities conducted to evaluate the impacts of the trial measures in the South Area. Appendix 14 summarises the findings of these activities.

4.37 The data collected shows that the measures have regular levels of use and the reallocation of road space as part of programme has not had a negative impact on general traffic journey times.

Conclusion and recommendation for ETRO/21/29A

4.38 Considering the objections that have been received alongside the monitoring and evaluation data for the project and the wider policy context and aims set by the City Mobility Plan, it is recommended that Committee agrees to set aside the outstanding objections and proceeds with making all elements of the ETRO permanent, apart from some specific measures in Buccleuch Street, the Craigmillar Park corridor, Mayfield Road and Old Dalkeith Road schemes as detailed in Appendix 9.

- 4.39 If this recommendation is agreed, features enabled by measures within the ETRO (such as rubber segregation units) would be retained.
- 4.40 There is an allocated budgetary provision within the new 10-year [City Mobility Plan Capital Investment Programme](#) (CMP CIP) for a rolling programme to upgrade some of the measures is £0.5m per annum over a 5-year period.
- 4.41 Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis. Further information on which types of measures will be prioritised for upgrading is provided in Appendix 11.
- 4.42 Appendices 12 and 13 show an initial assessment of the amounts and types of work involved in upgrading prioritised measures across the whole Travelling Safely programme, anticipated timescales and a preliminary budget level cost estimate.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report:
 - 5.1.1 The permanent TRO for ETRO/21/29A would be made, with amendments as described in this report relating to Buccleuch Street, the Craigmillar Park corridor, Mayfield Road and Old Dalkeith Road schemes, and would come into effect by the end of the ETRO period (15 June 2026);
 - 5.1.2 The new CMP CIP that was approved by Transport and Environment Committee on 22 May 2025 includes a multi-year rolling programme of work to upgrade Travelling Safely infrastructure. This will be funded from Council Capital funding and/or awards of external funding to support active travel improvements. This Programme will be reviewed on an annual basis;
 - 5.1.3 A preliminary budget level cost estimate for upgrading prioritised measures across the whole Travelling Safely programme is £4.1 million. Further detail is provided in Appendix 12. This estimate has been prepared on the basis of all projects being retained permanently, which will be subject to decisions made at this and future Sub-Committee meetings;
 - 5.1.4 As it is now anticipated that the currently approved five-year rolling programme of infrastructure upgrades would be insufficient to upgrade all prioritised infrastructure, should all schemes be retained permanently, the next annual review of the CMP CIP will recommend that this programme be extended in duration until all prioritised infrastructure is upgraded;
 - 5.1.5 Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis; and
 - 5.1.6 The planned annual reviews of the CMP CIP will also allow future consideration to be given to further upgrades or replacement of Travelling Safely infrastructure, not prioritised at this stage.

6. Financial impact

- 6.1 The costs associated with the work required to make ETRO/21/29A into permanent order with the amendments proposed is estimated at £0.002m.
- 6.2 All road markings and traffic signs necessary to implement the traffic restrictions enacted by these ETROs are already in place. Therefore there is no direct financial impact of retaining the restrictions on a permanent basis.

7. Key Policies

Equality and Poverty

- 7.1 An [Integrated Impact Assessment \(IIA\)](#) has been completed for the Traveling Safely programme. This has helped identify a range of views and potential impacts as well as relevant steps to address these. The impacts were assessed at different levels and in relation to the introduction of the measures promoted by the Orders and any associated enabling measures. It includes consideration of seldom heard and/or underrepresented groups. These groups include those experiencing poverty, women, children and young people, people with mobility issues, people living with a non-mobility related disability, and older people.
- 7.2 The IIA is available on the Council website and was most recently updated in April 2025.
- 7.3 The impacts resulting from all Travelling Safely ETROs and enabling measures were assessed as part of the review process for the IIA. These impacts are reflected in the recommendations of the report. Key considerations were:
 - 7.3.1 Retaining traffic prohibitions and bus lanes as they have road safety benefits for residents and visitors of the city that do not have access to motor vehicles.
 - 7.3.2 Retaining dedicated cycling infrastructure and associated waiting and loading restrictions as they have road safety benefits that improve the safety of vulnerable users and reduce the speed of motor traffic, which bring benefits to all but particularly for young and old people as well as for people with certain disabilities.
 - 7.3.3 Careful consideration has been given to the local needs for loading and parking for businesses and residents, including blue badge holders, as part of each scheme's design and trial. Dedicated facilities have been provided to address these needs where and as appropriate.

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.

Environmental Impacts

7.6 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted under Background Reading later in this report.

7.7 The proposals in this report are in line with the Council’s Climate Emergency declaration and climate objectives because there are no expected impacts related to this matter from making the ETROs into permanent orders. In line with the CMP, the project aims to contribute to the city’s climate change and adaptation goals, improve air quality, health and wellbeing and to deliver good placemaking (including enhancing biodiversity).

7.8 Reductions in the number of vehicles in key parts of the city as part of the overall Travelling Safely programme, arising both from traffic prohibitions and measures to encourage more people to walk, wheel and cycle for everyday journeys, is a positive step towards climate change goals. Monitoring results show that there is continuing regular use of the cycle tracks enabled by ETRO/21/29A.

7.9 The need to build resilience to climate change impacts is not relevant to the proposals in this report because there are no expected impacts related to this matter from making the ETROs into permanent orders.

7.10 The proposals in this report are in line with the Council’s Nature Emergency declaration because making the ETROs into permanent orders will allow the retention and upgrade of active travel infrastructure which contributes to modal shift and reduced pollution levels across the city.

7.11 The proposals in this report will help achieve a sustainable Edinburgh because making the ETROs into permanent orders and the subsequent upgrades to active travel infrastructure would contribute to enhancing citizen’s opportunities for better employment and training due to more accessible, economical and efficient transport options.

7.12 Also, small improvements in air quality at locations where traffic levels have decreased align with the Council’s Air Quality objectives.

- 7.13 Increased perceptions of the streets where trial measures have been introduced as being safer, more pleasant and having more locations to relax in may lead to improved health and wellbeing outcomes. Continued concerns about levels of, and noise from, traffic may continue to be detrimental.

Housing Emergency

- 7.14 The measures stemming from making the ETRO a permanent order are not considered to have any impacts related to the current housing emergency.

8. Risk, compliance, governance and community impact

- 8.1 Prior to continuing with these measures and schemes under ETROs, a non-statutory public engagement was conducted during 2021 which included:
- 8.1.1 Market Research with 583 responses;
 - 8.1.2 A Residents' Survey which received over 17,000 responses;
 - 8.1.3 Business Surveys which involved 179 businesses; and
 - 8.1.4 Stakeholder Surveys.
- 8.2 The results of this engagement were reported to the Transport and Environment Committee on [1 September 2022](#) and helped to assess the level of support for each scheme delivered under the Spaces for People programme. This then helped to inform which measures should be retained on a trial basis under the Travelling Safely ETROs.
- 8.3 The statutory consultation requirements for the ETRO process have been followed. This report presents the representations received through that process. The promotion of the ETRO has followed the relevant statutory process and the Council's own processes.
- 8.4 The opportunity to respond to the ETRO was advertised through statutory notifications to statutory consultees, newspaper adverts and on the [Traffic Orders](#) and [Travelling Safely](#) pages on the Council website.
- 8.5 The Travelling Safely programme aims to deliver on several Council policies:
- 8.5.1 The Council [Business Plan](#) priorities on net zero carbon and wellbeing; and
 - 8.5.2 The aims of the [City Mobility Plan](#), [City Plan](#) and [Edinburgh City Centre Transformation](#) programme, which set out a path for transport in the city that helps tackle climate change, addresses poverty and inequality and improves safety, health and wellbeing.
- 8.6 The programme is aligned to related Council targets, policies, strategies and guidance regarding reducing private car use and increasing active travel and public transport by making these safer, easier and more convenient.
- 8.7 A core aspect of the Council's response to the climate emergency is an aim for Edinburgh to achieve net zero carbon emissions by 2030. To achieve this, action to

encourage more people to choose active travel and public transport over private car use is required.

- 8.8 In the latest published [Edinburgh by Numbers](#) survey, 88% of people across Edinburgh are very concerned about the climate emergency, indicating that support for action amongst residents is high.
- 8.9 Nearly 40% of the households in Edinburgh own at least one bike, which sits just over the Scottish average; and almost 70% of the short trips made by people in Edinburgh in 2023 were by either walking, wheeling or cycling.
- 8.10 As noted in paragraph 3.12.3, Committee could consider proceeding with a public hearing on the proposed TROs, in terms of Regulation 8 of the 1999 Regulations. The hearings would be chaired by a Scottish Government Reporter. In this context, as noted above, the ETRO period for ETRO/21/29A ends on 15 June 2026.
- 8.11 Previous experience of public hearings arranged to consider objections to traffic orders indicates that such a process is likely to take between 12 and 24 months to complete. Due to the proximity of the date for the ETRO ending, there is unlikely to be scope to appoint a Reporter and undertake a hearing before then. In this event, the ETRO would end, and all the measures related to it would need to be removed. This would effectively mean that Committee is determining not to make the Order permanent.
- 8.12 The [Council's risk appetite](#) is open in this context as any risks are related to regulatory and legislative compliance and the decision to make the Order permanent carries a degree of inherent risk that is deemed controllable to a large extent as the legal process is being followed. However, there is still some residual risk related to potential legal challenges and their associated reputational and financial risks. This residual risk is inherent to any TRO as a legal process; however, it is more prominent for this ETRO due to the large area it covers.
- 8.13 Indirectly, the active travel measures that would be retained should the recommendations of this report be approved, are considered minimalist in the context of the Council's risk appetite as the activities that would be undertaken would be at programme and project delivery levels and carry a low degree of inherent risk since the infrastructure is already present on the ground.

9. Background reading/external references

- 9.1 [City Mobility Plan 2021-2030](#)
- 9.2 Transport and Environment Committee, June 2021, Business Bulletin, [Potential retention of Spaces for People measures](#)
- 9.3 Report to The City of Edinburgh Council, June 2021, [Potential Retention of Spaces for People measures – referral from the Transport and Environment Committee](#)
- 9.4 Report to Transport and Environment Committee, September 2021, [Active Travel Measures – Traveling Safely \(Formerly Spaces for People\)](#)

- 9.5 Report to Transport and Environment Committee, October 2021, [Active Travel Measures – Traveling Safely Update](#)
- 9.6 Report to Transport and Environment Committee, November 2021, [Active Travel Measures – Traveling Safely Update](#)
- 9.7 Report to Transport and Environment Committee, August 2022, [Active Travel Measures – Travelling Safely Update](#)
- 9.8 Business Bulletin to Transport and Environment Committee, June 2023, [Travelling Safely – Experimental Traffic Regulation Orders](#)
- 9.9 Business Bulletin to Transport and Environment Committee, May 2024, [Travelling Safely Update](#)
- 9.10 Report to Traffic Regulation Orders Sub-Committee, May 2025, [Travelling Safely – City Centre and East Areas - ETRO/21/26A and ETRO/21/28A](#)
- 9.11 Report to Transport and Environment Committee, May 2025, [City Mobility Plan – Capital Investment Programme Prioritisation Outputs](#)
- 9.12 Report to Traffic Regulation Orders Sub-Committee, August 2025, [Travelling Safely East Area – ETRO/21/28A – continued decision](#)
- 9.13 Report to Traffic Regulation Orders Sub-Committee, September 2025, [Travelling Safely East Area – ETRO/21/28A](#)
- 9.14 Report to Traffic Regulation Orders Sub-Committee, September 2025, [Travelling Safely – North and West Areas and Arboretum Place – ETRO/21/27B, ETRO/21/30A and ETRO/23/23A](#)
- 9.15 Report to Transport and Environment Committee, September 2025, [City Mobility Plan Capital Investment Programme Update 2025/26](#)

10. Appendices

- Appendix 1 ETRO/21/29A, as advertised, including the Statement of Reasons
- Appendix 2 ETRO/21/29A plans
- Appendix 3 2024 Travelling Safely Monitoring Activities Summary Report
- Appendix 4 2025 Travelling Safely Supplementary Monitoring Summary Report – Southern Routes
- Appendix 5 Summary of complexities when analysing representations to the ETROs
- Appendix 6 Register of responses to ETRO/21/29 and ETRO/21/29A
- Appendix 7 Specific main themes raised in relation to each scheme included in ETRO/21/29A with responses and actions
- Appendix 8 Schedule of objections considered material against each route/location included in ETRO/21/29A

- Appendix 9 Recommended amendments for ETRO/21/29A
- Appendix 10 Attachments relevant to ETRO/21/29A responses
- Appendix 11 Upgrading of Infrastructure at Measures Retained Permanently - Prioritisation Framework and Criteria
- Appendix 12 Upgrading of Infrastructure at Measures Retained Permanently – Preliminary Cost Estimate and Anticipated Implementation Timescales
- Appendix 13 Upgrading of Infrastructure at Measures Retained Permanently – Citywide map of prioritised measures
- Appendix 14 Findings of the monitoring and evaluation
- Appendix 15 Breakdown of all representations received in response to ETRO/21/29 and ETRO/21/29A
- Appendix 16 Schedule of the main themes raised through objections to ETRO/21/29 and ETRO/21/29A

Appendix 9 - Recommended amendments for ETRO/21/29A

1. Recommended amendments to restrictions not trialed on the ground and locations with 24hr loading restrictions

| Ref | Scheme: Buccleuch Street | | | | Road: Buccleuch Street | | | |
|------------------|--|--|---|---|--|--|---|---|
| BS. 01 | Trialed measures | | | | Recommended change | | | |
| | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| Buccleuch Street | East side, from a point 53 metres or thereby north of the extended northern kerblines of Gifford Park, northwards for a distance of 124 metres or thereby; | At any time | At any time | Buccleuch Street | East side, from a point 53 metres or thereby north of the extended northern kerblines of Gifford Park, northwards for a distance of 124 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |
| BS. 02 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Buccleuch Street | West side, from a point 4 metres or thereby north-west of the extended northern kerblines of North Meadow Walk, north- westwards for a distance of 76.5 metres or thereby; | At any time | At any time | Buccleuch Street | West side, from a point 4 metres or thereby north-west of the extended northern kerblines of North Meadow Walk, north- westwards for a distance of 76.5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday |

| Ref | Scheme: Buccleuch Street | | | | Road: Buccleuch Street | | | |
|------------------|--|-----------------------------|--|--|--|-----------------------------|--|--|
| BS. 03 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Buccleuch Street | West side, from a point 15 metres or thereby north of the extended northern kerbline of Meadow Lane, northwards for a distance of 43.5 metres or thereby; | At any time | At any time | Buccleuch Street | West side, from a point 15 metres or thereby north of the extended northern kerbline of Meadow Lane, northwards for a distance of 43.5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |
| BS. 04 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Buccleuch Street | East side, from a point 8 metres or thereby south of the extended southern kerbline of Gifford Park, south-eastwards for a distance of 42.5 metres or thereby; | At any time | At any time | Buccleuch Street | East side, from a point 8 metres or thereby south of the extended southern kerbline of Gifford Park, south-eastwards for a distance of 42.5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |

| Ref | Scheme: Buccleuch Street | | | | Road: Buccleuch Street/Chapel Street | | | |
|-----------|--|--|--|--|--|--|--|--|
| BS. 05 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1)</i> <i>Road in Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of Waiting Restricted Hours</i> | <i>(4)</i> <i>Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1)</i> <i>Road in Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of Waiting Restricted Hours</i> | <i>(4)</i> <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Buccleuch Street/Chapel Street | West side, from a point 34 metres or thereby north of the extended northern kerbline of Buccleuch Place, north-westwards for a distance of 94.5 metres or thereby; | At any time | At any time | Buccleuch Street/Chapel Street | West side, from a point 34 metres or thereby north of the extended northern kerbline of Buccleuch Place, north-westwards for a distance of 94.5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday |
| BS. 06 | Scheme: Buccleuch Street | | | | Road: Potterrow | | | |
| | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1)</i> <i>Road in Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of Waiting Restricted Hours</i> | <i>(4)</i> <i>Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1)</i> <i>Road in Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of Waiting Restricted Hours</i> | <i>(4)</i> <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Potterrow | East side, from a point 41 metres or thereby north of the extended northern kerbline of West Nicolson Street, northwards for a distance of 30.5 metres or thereby; | At any time | At any time | Potterrow | East side, from a point 41 metres or thereby north of the extended northern kerbline of West Nicolson Street, northwards for a distance of 30.5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday |

| Ref | Scheme: Craigmillar Park Corridor | | | | Road: Craigmillar Park | | | |
|------------------|--|-----------------------------|--|--|--|-----------------------------|--|--|
| CPC. 01 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Craigmillar Park | East side, from a point 9 metres or thereby south of the extended southern kerbline of East Suffolk Park, southwards for a distance of 40.5 metres or thereby; | At any time | At Any Time | Craigmillar Park | East side, from a point 9 metres or thereby south of the extended southern kerbline of East Suffolk Park, southwards for a distance of 40.5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |
| CPC. 02 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Craigmillar Park | West side, from a point 8.5 metres or thereby south of the extended southern kerbline of Wilton Road, southwards for a distance of 46 metres or thereby; | At any time | At Any Time | Craigmillar Park | West side, from a point 8.5 metres or thereby south of the extended southern kerbline of Wilton Road, southwards for a distance of 46 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|---------------|---|-----------------------------|--|--|---|-----------------------------|--|--|
| MR. 01 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Mayfield Road | East side, from a point 10.5 metres or thereby north of the extended northern kerbline of Bright's Crescent, northwards to a point 20.5 metres or thereby south of the extended south- eastern kerbline of West Mayfield; | At any time | At any time | Mayfield Road | East side, from a point 10.5 metres or thereby north of the extended northern kerbline of Bright's Crescent, northwards to a point 20.5 metres or thereby south of the extended south- eastern kerbline of West Mayfield; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |
| MR. 02 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Mayfield Road | East side, from a point 10 metres or thereby south of the extended southern kerbline of Bright's Crescent, southwards to a point 10 metres or thereby north of the extended northern kerbline of Mentone Terrace; | At any time | At any time | Mayfield Road | East side, from a point 10 metres or thereby south of the extended southern kerbline of Bright's Crescent, southwards to a point 10 metres or thereby north of the extended northern kerbline of Mentone Terrace; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|-----------|---|-----------------------------|--|--|--|-----------------------------|--|--|
| MR. 03 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road East side, from a point 4 metres or thereby south of the extended southern kerbline of Mentone Terrace, southwards for a distance of 14.5 metres or thereby; | At any time | At any time | Mayfield Road | East side, from a point 4 metres or thereby south of the extended southern kerbline of Mentone Terrace, southwards for a distance of 14.5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |
| MR. 04 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road East side, from a point 52.5 metres or thereby north of the extended northern kerbline of Saville Terrace, northwards for a distance of 5 metres or thereby; | At any time | At any time | Mayfield Road | East side, from a point 52.5 metres or thereby north of the extended northern kerbline of Saville Terrace, northwards for a distance of 5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|---------------|--|-----------------------------|--|--|--|-----------------------------|--|--|
| MR. 05 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Mayfield Road | East side, from a point 19.5 metres or thereby south of the extended southern kerbline of Saville Terrace, southwards to a point 4 metres or thereby north of the extended northern kerbline of West Saville Road; | At any time | At any time | Mayfield Road | East side, from a point 19.5 metres or thereby south of the extended southern kerbline of Saville Terrace, southwards to a point 4 metres or thereby north of the extended northern kerbline of West Saville Road; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |
| MR. 06 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Mayfield Road | East side, from a point 10 metres or thereby south of the extended southern kerbline of West Saville Road, southwards to a point 10.5 metres or thereby north of the extended northern kerbline of Suffolk Road; | At any time | At any time | Mayfield Road | East side, from a point 10 metres or thereby south of the extended southern kerbline of West Saville Road, southwards to a point 10.5 metres or thereby north of the extended northern kerbline of Suffolk Road; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|---------------|---|-----------------------------|--|--|---|-----------------------------|--|--|
| MR. 07 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Mayfield Road | East side, from a point 10.5 metres or thereby south of the extended southern kerblines of Suffolk Road, southwards to a point 8.5 metres or thereby north of the extended northern kerblines of Wilton Road; | At any time | At any time | Mayfield Road | East side, from a point 10.5 metres or thereby south of the extended southern kerblines of Suffolk Road, southwards to a point 8.5 metres or thereby north of the extended northern kerblines of Wilton Road; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |
| MR. 08 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| Mayfield Road | East side, from a point 9 metres or thereby south of the extended southern kerblines of Wilton Road, southwards to a point 10.5 metres or thereby north of the extended northern kerblines of Lygon Road; | At any time | At any time | Mayfield Road | East side, from a point 9 metres or thereby south of the extended southern kerblines of Wilton Road, southwards to a point 10.5 metres or thereby north of the extended northern kerblines of Lygon Road; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday | |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
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| MR. 09 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | East side, from a point 19 metres or thereby north of the extended northern kerbline of Ross Road, northwards for a distance of 25 metres or thereby; | At any time | At any time | Mayfield Road | East side, from a point 19 metres or thereby north of the extended northern kerbline of Ross Road, northwards for a distance of 25 metres or thereby; | At any time | 8:00am – 9:15am and 4:30pm – 6.00pm Monday – Friday |
| MR. 10 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> | 1) <i>Road in Edinburgh</i> | 2) <i>Length of Road</i> | 3) <i>Restriction of Waiting Restricted Hours</i> | 4) <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | East side, from a point 9 metres or thereby south of the extended southern kerbline of Blackbarony Road, southwards to a point 19 metres or thereby north of the extended south- western kerbline of Liberton Road; | At any time | At any time | Mayfield Road | East side, from a point 9 metres or thereby south of the extended southern kerbline of Blackbarony Road, southwards to a point 19 metres or thereby north of the extended south- western kerbline of Liberton Road; | At any time | 8:00am – 9:15am and 4:30pm – 6.00pm Monday – Friday |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|-----------|--|--|---|---|--|--|---|---|
| MR. 11 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 5 metres or thereby north of the extended northern kerbline of Saint Alban's Road, northwards for a distance of 61 metres or thereby; | At any time | At any time | Mayfield Road | West side, from a point 5 metres or thereby north of the extended northern kerbline of Saint Alban's Road, northwards for a distance of 61 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday |
| MR. 12 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 14.5 metres or thereby south of the extended southern kerbline of Saint Alban's Road, southwards for a distance of 15 metres or thereby; | At any time | At any time | Mayfield Road | West side, from a point 14.5 metres or thereby south of the extended southern kerbline of Saint Alban's Road, southwards for a distance of 15 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|-----------|--|---|--|--|--|---|--|--|
| MR. 13 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1)</i> <i>Road in</i> <i>Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of</i> <i>Waiting</i> <i>Restricted</i> <i>Hours</i> | <i>(4)</i> <i>Prohibition of</i> <i>Loading and</i> <i>Unloading</i> <i>Prohibited Hours</i> | <i>1)</i> <i>Road in</i> <i>Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction</i> <i>of Waiting</i> <i>Restricted</i> <i>Hours</i> | <i>(4)</i> <i>Prohibition of</i> <i>Loading and</i> <i>Unloading</i> <i>Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 15 metres or thereby south of the extended southern kerbline of Relugas Road, southwards for a distance of 99 metres or thereby; | At any time | At any time | Mayfield Road | West side, from a point 15 metres or thereby south of the extended southern kerbline of Relugas Road, southwards for a distance of 99 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday |
| MR. 14 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1)</i> <i>Road in</i> <i>Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of</i> <i>Waiting</i> <i>Restricted</i> <i>Hours</i> | <i>(4)</i> <i>Prohibition of</i> <i>Loading and</i> <i>Unloading</i> <i>Prohibited Hours</i> | <i>1)</i> <i>Road in</i> <i>Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction</i> <i>of Waiting</i> <i>Restricted</i> <i>Hours</i> | <i>(4)</i> <i>Prohibition of</i> <i>Loading and</i> <i>Unloading</i> <i>Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 14.5 metres or thereby north of the extended northern kerbline of Rankin Road, northwards for a distance of 21.5 metres or thereby; | At any time | At any time | Mayfield Road | West side, from a point 14.5 metres or thereby north of the extended northern kerbline of Rankin Road, northwards for a distance of 21.5 metres or thereby; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|-----------|--|--|--|--|--|--|--|--|
| MR. 15 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>(2) Length of Road</i> | <i>(3) Restriction of Waiting Restricted Hours</i> | <i>(4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>(2) Length of Road</i> | <i>(3) Restriction of Waiting Restricted Hours</i> | <i>(4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 14.5 metres or thereby south of the extended southern kerbline of Rankin Road, southwards to a point 14.5 metres or thereby north of the extended northern kerbline of Rankin Drive; | At any time | At any time | Mayfield Road | West side, from a point 14.5 metres or thereby south of the extended southern kerbline of Rankin Road, southwards to a point 14.5 metres or thereby north of the extended northern kerbline of Rankin Drive; | At any time | 7:30am – 9:30am and 4:00pm – 6.30pm Monday – Friday |
| MR. 16 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>(2) Length of Road</i> | <i>(3) Restriction of Waiting Restricted Hours</i> | <i>(4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>(2) Length of Road</i> | <i>(3) Restriction of Waiting Restricted Hours</i> | <i>(4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 9 metres or thereby north of the extended northern kerbline of Colin Maclaurin Road, northwards for a distance of 22 metres or thereby; | At any time | At any time | Mayfield Road | West side, from a point 9 metres or thereby north of the extended northern kerbline of Colin Maclaurin Road, northwards for a distance of 22 metres or thereby; | At any time | 8:00am – 9:15am and 4:30pm – 6.00pm Monday – Friday |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|-----------|--|--|---|---|--|--|---|---|
| MR. 17 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 25.5 metres or thereby south of the extended southern kerbline of Colin Maclaurin Road, southwards for a distance of 75 metres or thereby; | At any time | At any time | Mayfield Road | West side, from a point 25.5 metres or thereby south of the extended southern kerbline of Colin Maclaurin Road, southwards for a distance of 75 metres or thereby; | At any time | 8:00am – 9:15am and 4:30pm – 6.00pm Monday – Friday |
| MR. 18 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 42.5 metres or thereby south of the extended southern kerbline of Max Born Crescent, southwards for a distance of 12 metres or thereby; | At any time | At any time | Mayfield Road | West side, from a point 42.5 metres or thereby south of the extended southern kerbline of Max Born Crescent, southwards for a distance of 12 metres or thereby; | At any time | 8:00am – 9:15am and 4:30pm – 6.00pm Monday – Friday |

| Ref | Scheme: Mayfield Road | | | | Road: Mayfield Road | | | |
|------------|--|--|---|---|--|--|---|---|
| MR. 19 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Mayfield Road | West side, from a point 62 metres or thereby south of the extended southern kerbline of Max Born Crescent, southwards to a point 34 metres or thereby north of the extended western kerbline of Liberton Road; | At any time | At any time | Mayfield Road | West side, from a point 62 metres or thereby south of the extended southern kerbline of Max Born Crescent, southwards for a distance of 87 metres or thereby; | At any time | 8:00am – 9:15am and 4:30pm – 6:00pm Monday – Friday |
| Ref | Scheme: Old Dalkeith Road | | | | Road: Old Dalkeith Road | | | |
| ODR. 01 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1) Road in Edinburgh</i> | <i>2) Length of Road</i> | <i>3) Restriction of Waiting Restricted Hours</i> | <i>4) Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Old Dalkeith Road | North side, from a point 80 metres or thereby west of the extended western kerbline of Cameron Toll Gardens, westwards for a distance of 35.5 metres or thereby; | At any time | At any time | Old Dalkeith Road | North side, from a point 80 metres or thereby west of the extended western kerbline of Cameron Toll Gardens, westwards for a distance of 35.5 metres or thereby; | At any time | 7:30am – 9:30am and 4pm – 6.30pm Monday – Friday |

| Ref | Scheme: Old Dalkeith Road | | | | Road: Old Dalkeith Road | | | |
|------------|--|--|--|--|--|--|--|--|
| ODR. 02 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1)</i> <i>Road in Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of Waiting Restricted Hours</i> | <i>(4)</i> <i>Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1)</i> <i>Road in Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of Waiting Restricted Hours</i> | <i>(4)</i> <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Old Dalkeith Road | North side, from a point 24 metres or thereby west of the extended western kerbline of Cameron Toll Gardens, westwards for a distance of 52.5 metres or thereby; | At any time | At any time | Old Dalkeith Road | North side, from a point 24 metres or thereby west of the extended western kerbline of Cameron Toll Gardens, westwards for a distance of 52.5 metres or thereby; | At any time | 7:30am – 9:30am and 4pm – 6.30pm Monday – Friday |
| ODR. 03 | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | | RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING | | | |
| | <i>1)</i> <i>Road in Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of Waiting Restricted Hours</i> | <i>(4)</i> <i>Prohibition of Loading and Unloading Prohibited Hours</i> | <i>1)</i> <i>Road in Edinburgh</i> | <i>(2)</i> <i>Length of Road</i> | <i>(3)</i> <i>Restriction of Waiting Restricted Hours</i> | <i>(4)</i> <i>Prohibition of Loading and Unloading Prohibited Hours</i> |
| | Old Dalkeith Road | North side, from a point 23.5 metres or thereby east of the extended eastern kerbline of Cameron Toll Lade, eastwards for a distance of 77.5 metres or thereby; | At any time | At any time | Old Dalkeith Road | North side, from a point 23.5 metres or thereby east of the extended eastern kerbline of Cameron Toll Lade, eastwards for a distance of 77.5 metres or thereby; | At any time | 7:30am – 9:30am and 4pm – 6.30pm Monday – Friday |