

Corporate Director's Report - Place

31 Jul 2026

Proposed Amendment of Traffic Regulation Order (Station Road, Whitehead Grove, Ashburnham Road, Ashburnham Gardens), Edinburgh.

1. Recommendations

- 1.1 It is recommended that the Corporate Director of Place:
 - 1.1.1 Note the objections received in relation to the advertised Traffic Regulation Order TRO/25/59.
 - 1.1.2 Note that the concerns highlighted in the objections were general in nature with nothing specific stated in relation to these Orders.
 - 1.1.3 Under the terms of delegated authority, agree to set aside (for the reasons described in Section 4 of this report) the objections received against TRO/25/59 and to make the Order as advertised.

Gareth Barwell

Corporate Director of Place

Contact: Allan Hoad, Acting Road Safety Team Leader – Road Safety

E-mail: Allan.Hoad@edinburgh.gov.uk

Corporate Director's Report - Place

Proposed Amendment of Traffic Regulation Order (Station Road, Whitehead Grove, Ashburnham Road, Ashburnham Gardens), Edinburgh.

2. Executive Summary

- 2.1 This report details the objections received in response to the statutory consultation for Traffic Regulation Order TRO/25/59, which proposes to introduce and amend waiting and loading restrictions at Whitehead Grove, Ashburnham Road, Ashburnham Gardens, and Station Road, Queensferry.
- 2.2 The report outlines the details of the objections, provides the Council's response to each, and seeks delegated approval to set aside these objections to allow the Traffic Regulation Order to be made and implemented as advertised.
- 2.3 Overall, three representations (all of which were objections, though some contained elements of partial support/comments) were received during the formal consultation period for the advertised Order.

3. Background

- 3.1 Requests were received from local residents and community representatives in Queensferry for new waiting and loading restrictions to address ongoing safety and access concerns near Queensferry High School and its associated Sports Complex.
- 3.2 The primary aim of the proposals is to improve road safety, visibility, and accessibility for pupils walking, wheeling, and cycling to the High School and sports complex.
- 3.3 The Council's Road Safety team designed the waiting and loading restrictions (double yellow lines) specifically at junctions, crossing points, and school access routes. These measures keep sightlines clear, prevent obstruction by parked vehicles, and reduce conflicts between pedestrian movements and vehicles.
- 3.4 These proposals directly align with the Council's commitment to promoting active travel and creating safer, more encouraging active routes to local schools.
- 3.5 No physical modifications are proposed for the existing kerb-lines or general road geometry. The scheme strictly involves the implementation of road markings to

amend and extend parking controls as indicated on Drawing No.
RS/PR/2025/010/R01

4. Main report

- 4.1 The proposed Traffic Regulation Order TRO/25/59 was formally advertised on 29 May 2026 to 19 June 2026 to the public, inviting representations from interested parties.
- 4.2 At the end of the formal consultation period, three objections were received. A summary and detailed analysis of these objections, alongside the Council's responses, are detailed below.

Objection Summary / Key Concerns	Council's Assessment & Response
Objection 1 (Partial Objection) - Expresses concern that school buses are permitted on school grounds, which allegedly creates congestion on Station Road. - Suggests that double yellow lines should instead be introduced at Burgess Park, The Loan, and Loch Place where visibility is severely impeded.	- School bus operations on school grounds are vital for safely dropping off and picking up pupils directly inside the facility, reducing kerbside congestion on Station Road itself. - Concerns regarding visibility at Burgess Park, The Loan, and Loch Place fall outside the geographical boundary of TRO/25/59. These locations have been recorded separately and referred to the Road Safety team for assessment in a future program.
Objection 2 - Asserts that teachers cause many parking issues, which will simply be displaced further to Rosebery Avenue and surrounding streets. - Suggests that opening up additional parking near the sports hub during the day would solve the root problem.	- The proposed restrictions target junctions and critical visibility areas. This is a targeted safety intervention rather than a tool to manage overall parking demand. Displacement is monitored post implementation; however, protecting junctions to ensure crossing safety must take priority. - School staff are encouraged to use sustainable transport and designated on-site parking. The availability of community hub parking is outside the scope of this TRO.
Objection 3 - Welcomes yellow lines but argues they do not go far enough. States that leaving a stretch of road between the school entrance and the roundabout unrestricted creates an "impassable" bottleneck due to parked cars on the left with oncoming traffic. - Recommends intermittent yellow lines on the left side to act as designated passing places.	- A continuous line of parking restrictions could lead to increased vehicle speeds, compromising pupil safety. - Retaining some uncontrolled areas on Station Road allows parking to naturally act as a physical traffic-calming measure (providing passive speed reduction). - The location will continue to be monitored, however, complete restriction on this corridor is deemed counterproductive to maintaining a safe, low speed environment for school children.

- 4.3 While the comments and suggestions regarding parking displacement and school bus routes are noted, the immediate priority of TRO/25/59 is the protection of vulnerable road users (specifically children walking and wheeling to Queensferry High School) by keeping junctions and immediate crossing areas clear of parked vehicles.
- 4.4 The suggestion to introduce intermittent passing places (Objection 3) would create fragmented parking pockets, increase vehicle speeds and encourage unsafe mid-block overtaking manoeuvres directly adjacent to the school. Maintaining some natural, low-speed parking friction is standard traffic management practice near schools.
- 4.5 Therefore, it is recommended that the three objections be set aside and the Order be made as advertised. Progressing the TRO will allow the immediate installation of safety-critical junction markings before the start of the next school term.

5. Next Steps

- 5.1 Under the terms of the Scheme of Delegation, if the Corporate Director of Place approves this report, the statutory process will proceed to its conclusion with the Orders Made TRO/25/59 as advertised.

6. Financial impact

- 6.1 All costs associated with promoting the required Orders will be met by the Council by way of the Road Safety budget.

7. Key Policies

- 7.1 **Equality and Poverty:** Improves sightlines and safety for vulnerable road users (children, elderly, wheelchair users, pushchairs) at crossing points. Supports active travel as a zero-cost transport option.
- 7.2 **Climate and Nature Emergencies:** Encourages walking/wheeling for the school run, reducing short car trips, emissions, and local peak-time congestion.
- 7.3 **Environmental Impacts:** Limits idling and obstructive parking around the school, leading to lower localised emissions and improved junction visibility.
- 7.4 **Housing Emergency:** N/A – No direct impacts arising from these traffic safety restrictions.

8. Risk, policy, compliance, governance and community impact

- 8.1 As part of the TRO process, statutory consultation was carried out. The order was advertised between 29 May 2026 to 19 June 2026. with an invitation to enquire, make comment or object to the order being made

9. Background reading/external references

- 9.1 None

10. Appendices

- 10.1 Appendix 1 – Drawing No RS/PR/2025/010 R01.

11. Approval

- 11.1

Role	Name	Signature	Date
Head of Service (as applicable)	Carlyn Fraser		31/07/26
Service Director:	Gavin Brown		03/08/3036
Corporate Director of Place	Gareth Barwell		04/08/2026