

Traffic Regulation Orders Sub-Committee

10.00am, Tuesday, 17th March 2026

TRO-24-18 West Craigs - Waiting Restrictions

Decision/scrutiny
Wards

Decision
1 – Almond
3 - Drumbrae/Gyle

1. Recommendations

- 1.1 It is recommended that the Traffic Regulation Orders Sub-Committee:
 - 1.1.1 To note the comments and objections received in response to the advertisement of Traffic Regulation Order (TRO) TRO/24/18 and the Council's responses to the points that were raised.
 - 1.1.2 Approves setting aside the objections to TRO/24/18 and the making of the TRO with modifications to reduce the extent of the restrictions to allow additional on-street parking (Section 4.11).

Gareth Barwell

Corporate Director of Place

Contact: Alan Dunlop, Senior Transport Team Leader

E-mail: alan.dunlop@edinburgh.gov.uk

TRO-24-18 West Craigs - Waiting Restrictions

2. Executive Summary

- 2.1 The draft TRO/24/18 proposing the introduction of 24-hour waiting restrictions throughout Turnhouse Road, Craigs Road and associated side roads was publicly advertised from 5 September to 26 September 2025.
- 2.2 This TRO was noted as a condition of the approved Planning Consent for the first phase of housing and associated transport infrastructure in the West Craigs area. A further TRO was promoted to reduce the speed limit in the area to 20mph (now made), include the introduction of a short section of one-way prohibition at the Craigs Road/ Turnhouse Road junction (under review) and a RSO was promoted to redetermine the new road, footpath and cycleway layouts.

3. Background

- 3.1 The scope of the waiting restrictions proposed under this TRO were considered by council officers as a mitigation to restrict on-street parking, maintain access (including emergency vehicle access) and provide adequate space for the planned introduction of local bus services.
- 3.2 At the time of promoting the restrictions, it was understood following the opening of the new Maybury Primary School and occupation of new residential properties in the estate that parking pressure on Turnhouse Road and Craigs Road would significantly increase.
- 3.3 This report seeks the authority to set aside the objections received (9 objections, 11 in total) and make the TRO with modifications, to allow additional on-street parking, to reflect views of local residents and reduce the extent of the restrictions on Turnhouse Road.
- 3.4 This report details responses received from the TRO advert, notes officer comments and makes recommendations to modify the order to remove three sections of waiting restrictions to allow additional on-street parking.

4. Main report

- 4.1 In 2021 a consultant representing the developer (West Craigs Ltd) approached the council to request the introduction of waiting restrictions, the reduction of the current speed limits, a new one-way prohibition and the necessary redetermination for the proposed road layouts.
- 4.2 All proposed road layout changes, associated with the West Craigs (Turnhouse Road) development, had been completed following approvals from the Road Construction Consent (RCC) and Road Occupations teams.
- 4.3 In accordance with legislative requirements, the draft TRO was advertised to the public over a three-week period between September 5 to September 26, 2025. The TRO was proposed under powers granted to local road authorities by the 'Road Traffic Regulations Act 1984'.
- 4.4 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.
- 4.5 The Order is intended to introduce twenty-four hour waiting restrictions on Turnhouse Road, Craigs Road, associated side roads and junctions to manage obstructive parking and maintain safe visibility for pedestrians and other vulnerable road users. Turnhouse Road and Craigs Road are also main access routes to adjacent commercial areas and provide strategic access for emergency services leading to the Airport.
- 4.6 The introduction of twenty-four hour waiting restrictions is considered appropriate to maintain visibility and safe access for all road users including the planned introduction of a public transport service operating on the main distributor routes. Following opening of the new Maybury Primary school parking pressure has also increased in the immediate area.

Reponses Received and Consideration of Objections

- 4.7 TRO/24/18 proposes waiting restrictions on the majority of Turnhouse Road and Craigs Road (including adopted side roads) to improve road safety and to help ensure that larger vehicles (such as emergency, waste collection vehicles and buses) can access and service the affected streets.
- 4.8 A total of 11 responses were received during the advertisement of TRO/24/18. This report details the points raised by respondents and sets out the Council's response to each point of objection in turn, where appropriate.
- 4.9 The content of the objections received, and the Council's responses to those objections, are detailed in Appendix 1. The appendix also details suggestions which were noted from comments and objections to the advertised proposal.

Conclusion

- 4.10 Officers note the points raised in the objections to TRO/24/18, and understand there are concerns about reducing parking opportunities in some streets, the proposed restrictions aim to provide safer access for the proposed public transport service, larger service vehicles and more generally improve road safety for all pedestrians and road users (particularly considering the new school site), in line with the policies and priorities outlined within the City Mobility Plan.
- 4.11 It is recommended that the Committee approve the making of TRO/24/18 with the following modifications:(see Appendix 2):
- 4.11.1 Turnhouse Road - It is proposed to remove the restrictions on 4 sections (a distance of 181m) on the south kerb line adjacent to the Meadowfield Park (see below).
 - 4.11.2 Section 1 – 20m
Section 2 – 45m
Section 3 – 63m
Section 4 – 53m
 - 4.11.3 Turnhouse Road - Three sections of restrictions, each 20m in length will be retained on the south kerb line to ensure the junction areas and active travel intersections are kept clear and to provide regular areas for opposing vehicles to safely pass.
 - 4.11.4 Turnhouse Road - It is proposed to remove the restrictions over a distance of 50m over the frontage of the garage business at No 35 to accommodate operational drop-off and waiting for customers.
 - 4.11.5 Removal of some restrictions was considered in Meadowfield Road, however, ongoing construction has necessitated the placing of No Parking cones to maintain access, and it's considered appropriate to retain the proposed restrictions at this time.

5. Next Steps

- 5.1 Should the TRO Sub-Committee approve the recommendations TRO/24/18, with modifications, will be Made. All objectors to the relevant TRO will be contacted to advise them of the Council's decision.
- 5.2 Existing temporary waiting restrictions introduced to restrict contractor parking will be removed or revoked, as appropriate.
- 5.3 The appropriate road markings (double yellow lines) will be laid to reflect the revised or approved TRO.

6. Financial impact

- 6.1 The costs associated in preparing the necessary TRO, Speed Limit Order and RSO documents and plans have been considered under a Section 75 agreement paid by the original masterplan developer West Craigs Ltd.
- 6.2 The costs of consultation, advertising, making the order and providing the necessary road markings was identified under the existing Section 75 agreement.
- 6.3 Any possible costs associated with a future public hearing have not been considered as part of the TRO process. Should this situation arise, a further discussion regarding funding would be held with the applicant.

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:
- 7.2 The impacts resulting from this proposed TRO are considered to be positive in terms of:
 - 7.2.1 Restricting obstructive parking throughout the area, improving visibility and accessibility for bus and emergency services.
 - 7.2.2 In terms of road safety providing restrictions to allow parking enforcement at junctions and strategic routes within the West Craigs area (it is noted that further speed management interventions may be appropriate on Turnhouse Road, near the primary school, and Craigs Road following the introduction of the TRO, appropriate speed surveys will be undertaken).
 - 7.2.3 Careful consideration has been given to allow blue badge parking (where appropriate) local needs for loading and parking for residents, visitors and parents driving to the new primary school.

Climate and Nature Emergencies

- 7.3 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council:
- 7.4 "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
- 7.5 "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)

- 7.6 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

- 7.7 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.
- 7.8 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

- 7.9 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.
- 7.10 This report is anticipated to have no negative impacts on the housing emergency or on the HEAP.

8. Risk, compliance, governance and community impact

8.1 City Mobility Plan (CMP)

The amendments promoted by TRO/24/18 are aligned to the recent parking policy and support the Council's City Mobility Plan.

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

- 8.2 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.'
- 8.3 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.'
- 8.4 TROs are required to enable enforcement of parking restrictions, alongside appropriate road markings with accompanying signage if required. This process includes a pre-TRO consultation period, followed by a statutory consultation period.

Traffic Regulation Process - Legal Process

8.5 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:

8.5.1 All comments received are taken into consideration before determining whether to proceed, modify or abandon any proposals.

8.5.2 Ahead of the statutory TRO consultation commencement street notices were erected on street lighting at the entrance to all proposed locations.

8.5.3 There is no requirement to send letters to individual property owners as part of the TRO process.

Integrated Impact Assessment

8.6 The 2019 CMP had an Integrated Impact Assessment (IIA) undertaken, and in June 2023 a waiting and loading restrictions IIA was undertaken as part drafting the Parking Action Plan. The CMP and the copies of IIAs are published and publicly available on the Council's website. The waiting and loading restrictions IIA identified the following impacts, which are directly enabled through TRO/24/18:

8.6.1 The ability to keep streets clear of hazardous parking enabling the safe flow of traffic.

8.6.2 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.

8.6.3 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.

8.7 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.

9. Background reading/external references

9.1 [West Craigs TRO 2418 DP Report](#)

10. Appendices

Appendix 1 - TRO/24/18 Comments received and the Council's response

Appendix 2 – Proposed modifications to the TRO

Appendix 3 – Advertised Waiting Restrictions Plan