

Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road – Objections to Traffic Regulation Order

Item number	8.2
Report number	
Executive/routine	Executive
Wards	15 - Southside/Newington

Executive summary

The George IV Bridge to King's Buildings cycle route is part of the 'cycle-friendly city' programme of the Active Travel Action Plan. This programme includes cycle parking, signing cycle shortcuts, exemption of cyclists from most one-way streets, improved integration with public transport as well as upgrades to cycle provision on main roads.

Following the implementation of the George IV Bridge to King's Buildings cycle route, a number of local businesses raised concerns over the impact of new waiting and loading restrictions introduced at two locations.

In January 2014, the Council formally advertised its intention, in accordance with statutory requirements, to alter waiting and loading restrictions on Ratcliffe Terrace, Grange Loan, Fountainhall Road and Mayfield Road.

This report details the results of the statutory consultation. Eighteen objections to the advertised Order were received, and these have now been considered. As a result of this, it is now proposed to proceed with a road layout at Ratcliffe Terrace/Grange Loan/Fountainhall Road that differs slightly from the one that was advertised.

Plans showing the advertised and amended layouts are appended to this report.

Links

Coalition pledges	P45
Council outcomes	CO19 , CO22
Single Outcome Agreement	SO4

Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road – Objections to Traffic Regulation Order

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the results of the formal consultation, carried out as part of the statutory process, to implement the changes on Ratcliffe Terrace, Grange Loan, Fountainhall Road and Mayfield Road;
 - 1.1.2 upholds the objection received from a local business on Ratcliffe Terrace, and notes the amendments which are proposed to the advertised Order to address the concerns raised by the objector;
 - 1.1.3 sets aside the remaining objections received to the proposed changes at Ratcliffe Terrace/Grange Loan/Fountainhall Road, and gives approval to make the Traffic Regulation Order as amended, and
 - 1.1.4 delegates authority to the Director of Services for Communities, in consultation with the Convener, Vice-Convener and local ward Members, to decide whether to proceed and make the Order as advertised for Mayfield Road following further discussions with affected stakeholders
 - 1.1.5 notes that it will be necessary to initiate a new Traffic Regulation Order process for Mayfield Road should it be decided to implement an amended layout at this location, and
 - 1.1.6 notes that an update will be provided to the next Committee on 26 August 2014 on the proposals for Mayfield Road.

Background

- 2.1 The George IV Bridge to King's Buildings cycle route is part of the 'cycle-friendly city' programme of the Active Travel Action Plan. This programme includes cycle parking, signing cycle shortcuts, exemption of cyclists from most one-way streets, improved integration with public transport as well as upgrades to cycle provision on main roads.

- 2.2 The George IV Bridge to King's Buildings cycle scheme was implemented in 2012, delivering a range of walking and cycling improvements along a 4km route linking the city centre with the University of Edinburgh's King's Buildings campus.
- 2.3 A number of local businesses subsequently raised concerns over the impact of new waiting and loading restrictions, implemented at two locations, as part of the scheme.
- 2.4 The Council agreed to review these restrictions and proposed new road layouts were produced at the following locations:
 - Ratcliffe Terrace, between Grange Loan and Fountainhall Road; and
 - Mayfield Road, between Mentone Terrace and Savile Terrace.

Main report

- 3.1 In developing the proposed amendments to the existing road layout, Council Officers were involved in discussions with local businesses on Ratcliffe Terrace and Mayfield Road, and also Grange Prestonfield Community Council, to ensure that the proposals would address the concerns which have been raised.
- 3.2 The proposals included the provision of additional parking and loading facilities on Ratcliffe Terrace and Mayfield Road. It was also proposed to introduce new designated loading bays on Grange Loan and Fountainhall Road to assist businesses situated close to the junctions which are currently experiencing difficulties in receiving deliveries.
- 3.3 Details of the proposals as advertised at each location are as follows:

Ratcliffe Terrace

- 3.4 A number of traders on Ratcliffe Terrace contacted the Council raising concerns over the impact of new waiting and loading restrictions on the west side of the street. Discussions were held with these local businesses, and it was agreed that the following changes would address the traders' needs.
- 3.5 The existing parking bay on the west side of Ratcliffe Terrace would be extended by 15 metres to enable the introduction of a new 13 metre dedicated loading bay for local businesses. The remaining two metres would be added to the existing parking provision. To achieve this, it would be necessary to relocate the existing parking bay on the east side of the street and introduce 12 metres of double yellow line restrictions to ensure sufficient width remains for two-way traffic on Ratcliffe Terrace. This would replace an existing single yellow line which allowed loading outwith peak hours.
- 3.6 There would be no change to the number of parking spaces on the east side of Ratcliffe Terrace.

Grange Loan

- 3.7 A new 12 metre long dedicated loading bay would be provided on the south side of Grange Loan. This bay would be available for loading/unloading only between the hours of 7.30am – 6.30pm. Outwith these hours, it would be possible to use the bay for free parking with no maximum stay.
- 3.8 This loading bay would replace 11 metres of double yellow line restrictions and would also necessitate relocating an on-street waste container bay by one metre.
- 3.9 There would be no change to the number of parking spaces on Grange Loan.

Fountainhall Road

- 3.10 On Fountainhall Road, a new eight metre long loading bay would be provided on the north side of the street. The new dedicated bay would be available for loading/unloading only between the hours of 7.30am – 6.30pm. Outwith these hours, it would be possible to use the bay for free parking with no maximum stay.
- 3.11 Providing this loading bay would require the relocation of one Residents Priority Parking space on the north side of Fountainhall Road. This would be achieved by extending the existing parking bay to the west by six metres, towards Findhorn Place.

Mayfield Road

- 3.12 A local business situated on Mayfield Road between Mentone Terrace and Savile Terrace contacted the Council to raise concerns over the impact of new waiting and loading restrictions which were implemented on the east side of the street.
- 3.13 Double yellow lines are currently in place in the vicinity of this business, which prevents waiting or loading at any time. Due to the nature of the loading/unloading which is required for this particular business, including transporting large and fragile goods, it was decided to provide off-peak loading facilities (9.30am to 4.00pm) over a 15 metre length. This would allow loading/unloading closer to the business premises and help to meet the specific loading requirements of the business.
- 3.14 At present, deliveries from the nearby loading bays have to be carried across a bridge over a live railway line, which could give rise to safety concerns where large items are delivered in windy conditions. The proposed change would remove the need to carry such items across the bridge.
- 3.15 It is also proposed to reduce the existing 'no waiting' restrictions to single yellow line restrictions which would allow parking and loading between 6.30pm and 7.30am.

Statutory Consultation

- 3.16 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, a draft Order for the above proposals was advertised between 10 January and 31 January 2014. Plans showing the advertised road layouts are appended to this report.
- 3.17 In response to the advertising of the draft Order, the Council has received 18 objections. A copy of each objection received is included in Appendix 1. Each objector received a written response to confirm that their objection would be considered by the Committee on 3 June 2014.
- 3.18 Of the 18 objections to the advertised Order, 14 were submitted only in response to the proposals to alter waiting and loading restrictions on Mayfield Road. One objection was received to the proposals for the Ratcliffe Terrace area, while three individuals objected to the proposals at both Mayfield Road and Ratcliffe Terrace.
- 3.19 All objectors to the Mayfield Road proposals felt that the relaxation to allow loading or parking in the cycle lane taper outwith the peak periods would result in a negative impact for cyclists. This is because parked vehicles would force cyclists into the general traffic lane on the southbound approach to the traffic signals at the Mayfield Road/Savile Terrace/West Savile Terrace junction.
- 3.20 Several objectors noted the following policies within the Council's new Local Transport Strategy for 2014-2019:
- 'there will be a presumption in favour of protecting all bus and cycle lanes, and pedestrian and/or cycle crossing points by appropriate parking and loading restrictions' (*Park 13*); and
 - 'the Council will only relax parking and loading restrictions if such relaxation will not have a significant negative impact on pedestrians, cyclists or the flow or safety of buses and other traffic' (*Park 14*).
- 3.21 An objection to the proposal for Mayfield Road was received from Spokes, which felt that the changes would undermine the George IV Bridge to King's Buildings cycle route by forcing cyclists to move into the cycle lane to avoid vehicles which are parked or loading/unloading, thereby creating a safety hazard. The objection indicated that loading could take place from the existing parking bays. Spokes also noted that the proposal appears to conflict with the policies within the Local Transport Strategy. Whilst the Local Transport Strategy does seek to improve cycling infrastructure and promote cycling across the city, it also seeks to balance the needs of all road users and meet the needs of frontagers, such as local businesses.

- 3.22 From observations on site, it is evident that the existing parking bays are underutilised during the off-peak period. As such, it is expected that all other businesses on Mayfield Road between Mentone Terrace and Savile Terrace will continue to load/unload from these bays. Although 15 metres of additional loading space will be introduced on a single yellow line, it is expected that this will only be used occasionally, when there is a pressing need for fragile or bulky goods to be picked up or dropped off outside the business which has requested the relaxation. Therefore, no significant negative impacts are expected to arise from the proposed change on Mayfield Road.
- 3.23 As a result of the objections received to the proposal at Mayfield Road, it is recommended that authority is delegated to the Director of Services for Communities, in consultation with the Convener, Vice Convener and local ward Members, to make a final decision following further discussions with affected stakeholders. Should it be necessary to initiate a new Traffic Regulation Order process for an amended layout, it is expected that this would delay implementation of the changes by at least nine months.
- 3.24 At Ratcliffe Terrace, a detailed objection was received from one local business, situated on the east side of the street, which has concerns over a perceived reduction in loading/unloading facilities. This results from a proposal to relocate an existing parking bay from outside the business frontage. This bay, which can be used for loading/unloading all day, was proposed to be relocated 10 metres further north. The relocated bay would be the same size as the one currently in place.
- 3.25 After considering the objection raised by the business concerned, the layout on Ratcliffe Terrace has been reviewed and it is now proposed to retain the parking bay on the east side of the street at its existing location. This will address the concerns raised by the business regarding a loss of loading facilities.
- 3.26 However, by retaining the bay at its current position, it would not be possible to extend the parking bay on the west side of the street as originally proposed. This is due to the limited road width and the need to ensure sufficient clearance for two way traffic flow. To compensate for this loss of additional parking spaces on Ratcliffe Terrace, it is now intended to amend the design to change the proposed loading bay on Grange Loan to a Pay and Display parking bay.
- 3.27 A plan of the amended layout is appended to this report.

3.28 The table below summarises the difference in parking and loading spaces on Ratcliffe Terrace, Grange Loan and Fountainhall Road for both the advertised and amended road layouts, in comparison to existing parking and loading provision.

Location	Advertised		Amended	
	Parking	Loading	Parking	Loading
Ratcliffe Terrace	0	+2	-2	+2
Grange Loan	0	+2	+2	0
Fountainhall Road	0	+2	0	+2
Total	0	+6	0	+4

3.29 In accordance with the requirements of the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999, if an objection is made to the advertised Traffic Regulation Order on the grounds of loading provision and the objection is not withdrawn, a public hearing is mandatory. This hearing should be conducted by an independent reporter appointed in accordance with the requirements of the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999.

3.30 To proceed with the advertised road layout at this location, the Council would therefore be required to hold a public hearing.

Measures of success

4.1 The changes to waiting and loading restrictions which are outlined in the report are proposed due to concerns raised by local businesses. These changes will therefore be successful if they satisfy the needs of local traders whilst not having a negative impact on route users. This can be measured by monitoring feedback received from businesses and users e.g. pedestrians and cyclists, after implementation.

Financial impact

5.1 The cost of implementing the proposed changes at Ratcliffe Terrace are expected to be approximately £8,000, while the minor change at Mayfield Road is expected to cost less than £1,000.

5.2 It is estimated that a public hearing would cost a further £20,000, should this be required.

5.3 These costs will be met from the block funding allocation for Cycling Improvements within the 2014/15 Transport Capital Investment Programme.

Risk, policy, compliance and governance impact

- 6.1 Two policies within the Council's new Local Transport Strategy (Park 13 and Park 14) are relevant to the proposals. However, as described in the report, these have been considered and no significant negative impacts are expected to arise for cyclists.
- 6.2 There are not expected to be any health and safety, governance, compliance or regulatory implications arising from the proposals set out in the report.

Equalities impact

- 7.1 The proposed changes to the road layout are not expected to impact upon discrimination, harassment or victimisation, the duty to enhance equality of opportunity, or the duty to foster good relations.
- 7.2 This proposal will address the concerns of local businesses, with potential benefits for the local business community by providing additional parking and loading facilities. These are enhancements to the rights to productive and valued activities.
- 7.3 No infringements of any rights are expected to arise from the proposals set out in the report.
- 7.4 Although the proposed changes at Mayfield Road may result in some negative impacts for cyclists, these are expected to be minor and should not detract from the attractiveness of the route as a whole.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 It is not expected that the proposals in this report will increase or reduce carbon emissions, as only minor changes to the road layout are planned.
- 8.3 The need to build resilience to climate change impacts is not relevant to the proposals in this report as only minor changes to the road layout are proposed.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because they address the concerns which were raised by local traders. The proposals are expected to have a positive impact on these local businesses and, as such, they are widely supported by the local business community.

- 8.5 Although the proposed changes at Mayfield Road may result in some negative impacts for cyclists, these are expected to be minor and should not detract from the attractiveness of the route as a whole.

Consultation and engagement

- 9.1 In deciding the proposed amendments to the existing road layout, Council Officers were involved in discussions with local businesses on Ratcliffe Terrace and Mayfield Road and also Grange Prestonfield Community Council to ensure that the proposals would address the concerns which have been raised.
- 9.2 The views of local residents at the east end of Fountainhall Road were also sought with regards to the potential removal of one residents' parking space to accommodate a loading bay. Responses were received from three residents who disagreed with this element of the proposals. The design has since been amended, and this space will now be relocated to the other end of the parking bay. As such, there will be no loss of residents' parking as a result of the proposals.
- 9.3 Statutory consultation was carried out in January 2014 as part of the Traffic Regulation Order process.
- 9.4 Local members have been briefed on this report and no comments or issues have been raised.

Background reading/external references

Appendix 1 – Objections and responses to objectors

Appendix 2 – Existing, advertised and amended layouts – Ratcliffe Terrace/Grange Loan/Fountainhall Road

Appendix 3 – Existing and advertised layouts – Mayfield Road

John Bury

Acting Director of Services for Communities

Contact: Callum Smith, Senior Professional Officer, Projects Development

E-mail: c.smith@edinburgh.gov.uk | Tel: 0131 469 3592

Links

Coalition pledges	P45 – Spend 5% of the transport budget on provision for cyclists.
Council outcomes	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	<ol style="list-style-type: none">1. Objections received and response to objectors.2. Existing, advertised and amended layouts – Ratcliffe Terrace/Grange Loan/Fountainhall Road.3. Existing and advertised layouts – Mayfield Road.

Callum Smith2

From: Callum Smith2
Sent: 17 January 2014 09:05
To: Traffic Orders
Subject: RE: Traffic Regulation Order - Ratcliffe Terrace and Mayfield Road

Sharon,

No – are you able to do this as I'm not sure exactly what is sent?

Thanks,

Callum

Callum Smith
Projects Development | The City of Edinburgh Council | Transport | Services for Communities | Level C2 Waverley Court | 4 East Market Street | Edinburgh, EH8 8BG Tel 0131 469 3592 | c.smith@edinburgh.gov.uk | www.edinburgh.gov.uk

From: Sharon Lansdowne **On Behalf Of** Traffic Orders
Sent: 17 January 2014 08:59
To: Callum Smith2
Subject: RE: Traffic Regulation Order - Ratcliffe Terrace and Mayfield Road

Callum

Has an acknowledgment been sent to [REDACTED]

Thanks

Sharon

From: Callum Smith2
Sent: 17 January 2014 08:27
To: Traffic Orders
Subject: FW: Traffic Regulation Order - Ratcliffe Terrace and Mayfield Road

John/Andrew/Sharon,

Please could you log this as an objection to the TRO advert for Ratcliffe Terrace (TRO/13/32).

Thanks,

Callum

Callum Smith
Projects Development | The City of Edinburgh Council | Transport | Services for Communities | Level C2 Waverley Court | 4 East Market Street | Edinburgh, EH8 8BG Tel 0131 469 3592 | c.smith@edinburgh.gov.uk | www.edinburgh.gov.uk

From: [REDACTED]
Sent: 16 January 2014 17:41
To: [REDACTED]
Subject: Re: Traffic Regulation Order - Ratcliffe Terrace and Mayfield Road

Dear Callum

SPOKES wishes to object to these plans as far as they affect Mayfield Rd. We have noted that the proposed changes will allow for loading to take place to the north of the junction of Mayfield Rd and West Saville Ter at certain times of the day (i.e. except for weekdays between 7.30 to 9.30am and 4.00 to 6.30pm). This will have the effect of allowing loading by vehicles parked across the designated cycle lane for southbound cyclists and replace the current no loading at any time prohibition.

This is unacceptable to SPOKES as it will undermine the value of the Quality Bike Corridor (QBiC) introduced by the Council forcing cyclists to move out into the traffic lane for vehicles turning right. This will be a safety hazard for cyclists at a junction which has previously been recognised by the Council as potentially dangerous. It also seems unnecessary as there is currently an adjacent parking bay which could be used for loading and which is outside of the designated cycle lane. Consequently, we cannot accept the suggestion that this is a "minor change".

This proposal also appears to conflict with the car parking policies included in the Council's Local Transport Strategy 2014 -19 and, in particular, the presumption, in section 12.3, to protect bus and cycle lanes by appropriate parking and loading restrictions.

Although we do not object to the proposals relating to Ratcliffe Ter and associated streets, it is essential that the parking and loading restrictions in this area and, indeed, elsewhere in the QBiC, are properly enforced. At present, there are many vans and other vehicles which park on double yellow lines in this area, across the designated cycle lane, with apparent impunity and have the effect of negating the value of the designated cycle lane.

Many thanks for the opportunity to comment on these proposals.

[REDACTED]

SPOKES Planning Group

[REDACTED]

[REDACTED]

On 10/01/2014 16:49, Callum Smith2 wrote:

Sir/Madam,

You had previously requested to be notified when the Traffic Regulation Order for the proposed changes to waiting/loading restrictions on Ratcliffe Terrace, Fountainhall Road and Grange Loan was publicly advertised. Some minor changes are also proposed for Mayfield Road between Mentone Terrace and Savile Terrace.

I can confirm that the period for comments and objection is now open, and any submissions can be made until 31st January 2014.

Further information is available on our website at www.edinburgh.gov.uk (search 'Traffic Orders').

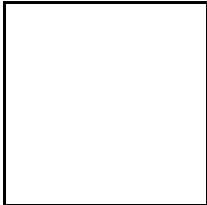
If you require any further information, please let me know.

Regards,

Callum

Callum Smith
Projects Development | The City of Edinburgh Council | Transport | Services for Communities | Level C2
Waverley Court | 4 East Market Street | Edinburgh, EH8 8BG Tel 0131 469 3592
| c.smith@edinburgh.gov.uk | www.edinburgh.gov.uk

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Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 23 January 2014 12:47
To: Callum Smith2
Subject: FW: Objection TRO/13/32 Ratcliffe Terrace Plan

Callum

We've received another two objections to Mayfield Road, Ratcliffe Terrace etc today. I have acknowledged these by email. The other will follow soon.

John Murphy

-----Original Message-----

From: [REDACTED]
Sent: 23 January 2014 12:42
To: Traffic Orders
Subject: Objection TRO/13/32 Ratcliffe Terrace Plan

Hello,

I want to object against the proposed changes of the cycle lane along Mayfield Road and Ratcliffe Terrace.

- 1.) Mayfield Road, the removal of the loading restrictions will make this location considerably more unpleasant and dangerous for cyclists. This is already a dangerous pinch points as drivers going south already often encroach on the cycle lane to pass the stationary traffic that turns right. Sometimes cars are parked there illegally blocking the cycle lane, and this regularly leads to difficult situations. Instead of legalising a dangerous situation, better parking enforcement is needed.
- 2.) Ratcliffe Terrace: The additional loading bay just north of Fountainhall Road creates additional dangers for cyclists in a difficult location. This is the point where cars, coming from the south, try to overtake cyclists after crossing the junction, and the cycle lane weaving out around the parking bays leads cyclists right into the path of fast traffic (the road markings are often not visible to car drivers, particularly in darkness and wet conditions, so a high proportion of cars encroach on the cycle lane there). With the proposed changes, the cycle lane changes direction even more suddenly and cyclists & drivers will have less time to understand the situation, leading to more conflict.

Note that this is also steep uphill so cyclists are very slow, while many cars ignore the speed limit, so that the speed difference here is very large.

Steep uphill roads, where it is impossible for cyclists to keep up with motor speeds and very difficult not to wobble, should have straight and clearly separate cycle lanes and not force cyclists into the path of motor traffic.

At the very least, the cycle lane should be separated clearly from the car lanes by a kerb or by reflective road markers, and there should be regular enforcement to ensure that the cycle lane is respected.

Thank you



Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 23 January 2014 12:48
To: Callum Smith2
Subject: FW: Response to TRO

Callum

Objection attached

John Murphy

From: [REDACTED]
Sent: 23 January 2014 12:22
To: Traffic Orders
Subject: Response to TRO

I am responding to TRO/13/32, "Ratcliffe Ter Order". I object in the strongest terms to the proposed change affecting Mayfield Road. This is an ill thought out and lethally dangerous proposal which if passed will result in cyclists being killed.

[REDACTED]

[REDACTED]

[REDACTED]

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 23 January 2014 17:12
To: Callum Smith2
Subject: FW: TRO/13/32

Callum

Another email ref Ratcliffe Terrace etc.

John

-----Original Message-----

From: John Murphy On Behalf Of Traffic Orders
Sent: 23 January 2014 17:11
To: [REDACTED]
Subject: RE: TRO/13/32

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal for consideration when the period for submitting objections has passed.

Regards

John Murphy
Traffic Orders Administration Officer

-----Original Message-----

From: [REDACTED]
Sent: 23 January 2014 13:11
To: Traffic Orders
Subject: TRO/13/32

I am writing to object to the traffic order TRO/13/32, but only the parts affecting Mayfield Road.

I cycle along this route four times a day as part of my commute, and am concerned that the change to allow loading over the top of the cycle lane on Mayfield Road will substantially increase the risk of collision.

Motor vehicles frequently straddle the lane at this point, forcing cyclists to use (seek refuge in) the space you propose to allow loading on.

As an aside, I note that I have not seen any motor vehicles turning right into Savile Terrace while travelling northbound on Mayfield Road in several years of commuting. The approach to this junction could be made a single lane for motor vehicles.

Yours sincerely,

[REDACTED]

--
[Redacted]

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 24 January 2014 09:55
To: Callum Smith2
Subject: FW: TRO/13/32 - Mayfield Rd bike lane - objection to proposed parking relaxation by West Savile Terr

From: [REDACTED]
Sent: 23 January 2014 21:24
To: Traffic Orders
Subject: TRO/13/32 - Mayfield Rd bike lane - objection to proposed parking relaxation by West Savile Terr

Dear Sir / Madam

re: TRO / 13/32

I've just read about the proposed relaxation of the parking ban on the Mayfield Rd cycle lane by West Savile Terrace, apparently in response to shopkeeper pressure.

I would like to lodge an objection to relaxing the ban.

I regularly cycle along that route with my children on their way to school, and am very conscious of it as a risky spot to pass by bike, despite the bike lane, given vans and cars stopping there. I'm aware there have been various accidents in that area in the past, and implementing this proposal would be a very backwards step for improving cycling conditions.

Regards

[REDACTED]

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 24 January 2014 09:55
To: Callum Smith2
Subject: FW: TRO/13/32, Ratcliffe Ter Order - Changes to parking/loading on Mayfield Road

Callum

3 more emails today.

John

From: [REDACTED]
Sent: 23 January 2014 20:46
To: Traffic Orders
Subject: TRO/13/32, Ratcliffe Ter Order - Changes to parking/loading on Mayfield Road

It has been brought to my attention by SPOKES that the council is planing to amend the parking/loading regulations on Mayfield Road, as part of the Ratcliffe Terrace Order (TRO/13/32).

I would like to object to the section of this order which seeks to permit parking within a section that will block the cycle lane on Mayfield Road

Please note that I have no specific objections to the changes on Ratcliffe Terrace, as the cycle lane is being maintained throughout.

As a resident of East Suffolk Park, I regularly use this cycle lane into/back from the city centre. However my progress is often blocked by drivers illegally parking/stopping and partially or fully blocking the cycle lane. I am somewhat annoyed that the council is seeking to legalise this, especially given the recent publicity around the aim of encouraging cycling.

Indeed, I would support the council in implementing measures to reduce parking along this route (and elsewhere in the city) to improve passage for those using public transport, cycling, and walking - i.e. not contributing to increased congestion and air pollution within the city.

I hope that future development of the cycling network within the city is more positive, rather than this somewhat backwards step.

Yours sincerely,

[REDACTED]

--
[REDACTED]

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 24 January 2014 09:56
To: Callum Smith2
Subject: FW: Re TRO/13/32, Ratcliffe Ter Order

-----Original Message-----

From: [REDACTED]
Sent: 23 January 2014 21:56
To: Traffic Orders
Subject: Re TRO/13/32, Ratcliffe Ter Order

Hi,

I'm writing to object to the West Savile Terrace/Mayfield Road part of the above proposal. As it is, the sharp turn in the cycle lane back towards the kerb past the parked cars is dangerous enough as the road narrows to pass the traffic island, but to allow cars to park over this during parts of the day will make it worse. Please don't undo what is a big improvement on what was (or wasn't) there before.

Regards,

[REDACTED]

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 24 January 2014 10:41
To: Callum Smith2
Subject: FW: TRO/13/32 Ratcliffe Terr

Another one Callum.

From: John Murphy **On Behalf Of** Traffic Orders
Sent: 24 January 2014 10:41
To: [REDACTED]
Subject: RE: TRO/13/32 Ratcliffe Terr

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal for consideration when the period for submitting objections has passed.

Regards

John Murphy
Traffic Orders Administration Officer

From: [REDACTED]
Sent: 24 January 2014 10:56
To: Traffic Orders
Subject: TRO/13/32 Ratcliffe Terr

Dear Sir/Madam,

I wish to object to that part of this Order which relates to Mayfield Rd, and which relaxes restrictions affecting a cycle lane close to the West Savile Terrace junction. This stretch of road has a history of cycle accidents and it is important that cycle facilities here remain unaffected.

I note that Park14 of the latest Local Transport Strategy has a presumption against proposals such as this (see below).

Yours sincerely,

[REDACTED]

Park14:
*The Council will only relax parking/loading restrictions
if such relaxation will not have a significant impact on pedestrians, cyclists ...*

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 24 January 2014 10:59
To: Callum Smith2
Subject: FW: objection to Traffic Regulation Order TRO/13/32.

From: John Murphy **On Behalf Of** Traffic Orders
Sent: 24 January 2014 10:58
To: [REDACTED]
Subject: RE: objection to Traffic Regulation Order TRO/13/32.

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal for consideration when the period for submitting objections has passed.

Regards

John Murphy
Traffic Orders Administration Officer

From: [REDACTED]
Sent: 24 January 2014 10:46
To: Traffic Orders
Subject: objection to Traffic Regulation Order TRO/13/32.

Hi

Please note my objection to the Traffic Regulation Order TRO/13/32.

I understand there have been complaints by shops, and the Council proposes allowing vehicles to stop for loading in part of Mayfield Rd cycle lane at offpeak times, replacing the current prohibition on loading at any time. This would apply to the short stretch of cycle lane angling back to the kerb near the junction, after passing the existing parking bays. I cycle every day on this route, often with my two primary school children. This TRO is unacceptable to me and my family, and even more so at this point next to the West Saville Terrace junction which was the site of several cycling casualties before the cycle lanes and ASLs were installed. The proposal also conflicts with policies Park13 and Park14 of the new Local Transport Strategy

Cars stopped in cycle lanes, sometimes legally and often illegally, are a nightmare to cyclists such as ourselves, as we have to come out of the cycle lanes and into traffic, which can be dangerous as well as very off-putting in terms of encouraging cycling. The school day means we often cycle off peak, though almost every day we find cars parked in the cycle lane even at peak

This Order also includes changes at Ratcliffe Terrace – I do not object to these, since the cycle lane will be extended past a new parking space. What I object to is the Mayfield Road change.

Please acknowledge receipt of my complaint. Thank you.

Regards,

[REDACTED]

[REDACTED]

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 24 January 2014 15:39
To: Callum Smith2
Subject: FW: TRO/13/32 Mayfield Rd bike lane - proposed parking relaxation by West Savile Terr

Another email Callum.

From: [REDACTED]
Sent: 24 January 2014 15:09
To: Traffic Orders
Subject: Re: TRO/13/32 Mayfield Rd bike lane - proposed parking relaxation by West Savile Terr

Of course, my omission.

[REDACTED]

An amazingly fast response, thank you.

From: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
To: [REDACTED]
Sent: Friday, 24 January 2014, 15:07
Subject: RE: TRO/13/32 Mayfield Rd bike lane - proposed parking relaxation by West Savile Terr

Dear [REDACTED]

Thank you for your email. Can you please provide a postal address as we require this from all objectors.

Regards

John Murphy
Traffic Orders Administration Officer

From: [REDACTED]
Sent: 24 January 2014 14:49
To: Traffic Orders
Subject: TRO/13/32 Mayfield Rd bike lane - proposed parking relaxation by West Savile Terr

Please note my objection to the Traffic Regulation Order TRO/13/32.

We understand there have been complaints by shops, and the Council proposes allowing vehicles to stop for loading in part of Mayfield Rd cycle lane at off-peak times, replacing the current prohibition on loading at any time. This would apply to the short stretch of cycle lane angling back to the kerb near the junction, after passing the existing parking bays.

Many cyclists use this route most days, including many students and children. This TRO is unacceptable, and even more so at this point next to the West Saville Terrace junction which was the site of several cycling

casualties before the cycle lanes and ASLs were installed. The proposal also conflicts with policies Park13 and Park14 of the new Local Transport Strategy.

I am saddened by the fact that the Council are u-turning on their policy already approved under their 2014-2019 Local Transport Strategy [LTS, principally:

Park13 : There will be a presumption in favour of protecting all bus and cycle lanes, and pedestrian and/or cycle crossing points by appropriate parking and loading restrictions.

Park14: The Council will only relax parking/loading restrictions if such relaxation will not have a significant negative impact on pedestrians, cyclists or flow or safety of buses and other traffic.

Cycling to work with children is difficult, the bike corridor helps keep my children safe, please don't make their safety and that of others a secondary consideration by imposing TRO/13/32.

We are objecting only to the Mayfield Road proposal, not Ratcliffe Terrace.

Thanks for listening.

Regards



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Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 24 January 2014 15:47
To: Callum Smith2
Subject: FW: TRO/13/32-objection

-----Original Message-----

From: [REDACTED]
Sent: 24 January 2014 15:43
To: Traffic Orders
Subject: RE: TRO/13/32-objection

Dear [REDACTED]
Apologies-here is it

[REDACTED]
Best wishes
[REDACTED]

-----Original Message-----

From: John Murphy [<mailto:John.Murphy@edinburgh.gov.uk>] On Behalf Of Traffic Orders
Sent: 24 January 2014 15:34
To: [REDACTED]
Subject: RE: TRO/13/32-objection

Hi

Sorry we require a full postal address, not just post code.

Regards

John Murphy

-----Original Message-----

From: [REDACTED]
Sent: 24 January 2014 15:32
To: Traffic Orders
Subject: RE: TRO/13/32-objection

Dear [REDACTED]
Thank you very much. It's [REDACTED]
Best wishes
[REDACTED]

-----Original Message-----

From: John Murphy [<mailto:John.Murphy@edinburgh.gov.uk>] On Behalf Of Traffic Orders
Sent: 24 January 2014 15:27
To: [REDACTED]
Subject: RE: TRO/13/32-objection

Dear [REDACTED]

Thank you for your email. Can you please provide a postal address as we require this from all objectors.

Regards

John Murphy
Traffic Orders Administration Officer

-----Original Message-----

From: [REDACTED]
Sent: 24 January 2014 15:21
To: Traffic Orders
Subject: TRO/13/32-objection

Dear Sir

A relative of mine had a serious accident whilst cycling (hit by a car) in this area and I believe that the new proposals will make cycling even more dangerous. I strongly object to the new proposal.

Kind regards

[REDACTED]

--

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Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 29 January 2014 09:39
To: Callum Smith2
Subject: FW: Traffic Order TRO/13/32
Attachments: RT_001.jpg; RT_005.jpg; RT_011.jpg

Calum

Another objection to TRO/13/32.

John

From: [REDACTED]
Sent: 28 January 2014 17:10
To: Traffic Orders
Subject: Traffic Order TRO/13/32

Dear Sir/Madam,

We are writing with reference to TRO/13/32 that was recently sent to us, we would like to submit reasons why we are concerned with the proposed changes and why we're submitting an objection to them.

[REDACTED] has been located at [REDACTED] Ratcliffe Terrace on the east side of the street since 1978, we provide a variety of office products and business machines to businesses, Councils and SME's. [REDACTED] has six members of staff including a service department that repairs photocopiers, shredders, printers, large plotters and other office machines at our premise, the machines vary in size and weight, from one person being able to carry them to up to three people having to carry them. We are a Brother service centre for their out of warranty machines, these are brought to us by businesses and individuals.

[REDACTED] receives deliveries throughout each day and week from suppliers, this includes;

Pallets of paper weighing 499KG, this is currently delivered outside our door, a tail lift drops to allow the pallet to be unloaded from the side onto the pavement. Due to the proposed double yellow lines, the length of the lorry and where it can be unloaded, this will be a considerable distance up the road. The pavement is uneven, the paving is broken and rocks in places, there are areas where paving slabs are missing and replaced with some form of Tarmacadam. The paper distributor will not allow their staff to move paper that far as there is a health & safety issue as the pallet could topple, due to it being difficult to control going down a slope.

Hand towels

Toners and other machine consumables

Office furniture on pallets

Office supplies

Catalogues

In addition to this, [REDACTED] has daily deliveries to its' customers, this can be multiple boxes of paper and other ancillary items. [REDACTED] also has to unload/load the van with machines to be taken back to customers, so we need to have the ability to park by our entrance.

The current proposal is that there'll be double yellow lines that stretch for 12 metres from the south of our office to the north of it, at this point a parking bay is proposed, (the bay that is in use just now takes approx. 3 or 4 cars), this appears to be drawn to end at the edge of the last building of this section of properties. Aside from the proposed parking bay,

there is no parking of any type on the east side of Ratcliffe Terrace from the traffic lights at Fountainhall Road through to Causewayside.

On the west side of Ratcliffe Terrace it is proposed that there will be an extension to the parking bay, a 13m loading bay, in Grange Loan there will be a 12m loading bay and in Fountainhall Road an 8m loading bay.

The issues that [REDACTED] will face are that due to there being no Loading Bay being proposed there will be limited or no parking available (as the parking bay can't be guaranteed to be vacant as and when required) on the east side of Ratcliffe Terrace for supplier deliveries to [REDACTED] and to be able to legally load our van during the working day. Our refuse collection operator will be unable to stop to uplift legally, due to the nature of what we sell we have a "loose" collection as we do not have the facility to store a waste bin. Passing trade that currently stops to purchase office supplies from us are unlikely to look for a parking space and will go elsewhere.

The attached photos highlight the difficulty [REDACTED] has re parking, due to the overspill from the west to east side of the street

RT 001 cars parked in bay, GM2 lorry was due to deliver a pallet of paper to [REDACTED] but was unable to due to the bays being full and it not being possible to push the pallet of paper up the incline.

RT 005 the two lorries on the east side of Ratcliffe Terrace are making deliveries to the Chinese supermarket on the west side of the street, as well as lorries that are parked on the west side of the street.

There are several other photos that show how congested the street can be due to the large lorries taking up so much space, if you require them, we'll be happy to forward them.

Unless there are further amendments made to the traffic order that will enable [REDACTED] to be able to receive deliveries and be able to load deliveries without being hindered, it will make it very difficult for us to continue to operate and trade in Ratcliffe Terrace.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 29 January 2014 15:09
To: Callum Smith2
Subject: FW: TRO/13/32

Callum

Another email objection for Ratcliffe Terrace.

John

-----Original Message-----

From: [REDACTED]
Sent: 29 January 2014 14:46
To: Traffic Orders
Subject: TRO/13/32

To Head Of Transport,

I would like to object to the changes outlined in Traffic Regulation TRO/13/32.

I am a regular user of the QBC, using the full length during my cycle commute between Liberton and the Western General Hospital. The utility of the QBC is hampered by the incomplete nature of the 'corridor' and by illegal parking along the length, especially the area between Mentone Terrace and Tesco's. The TRO does not resolve either of these issues and makes using the QBC in this area even harder to use.

I object to the changes based on the increased danger it poses to cyclists using the QBC and that it conflicts with the policies outlined in the Local Transport Strategy.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

--
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Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 29 January 2014 16:03
To: Callum Smith2
Subject: FW: TRO/13/32 Objection

Callum

This email came in last Thursday, but I missed it amongst the others.

John

From: [REDACTED]
Sent: 23 January 2014 17:44
To: Traffic Orders
Subject: TRO/13/32 Objection

Dear Sirs,

I am writing to object to 'TRO/13/32 Ratcliffe Terrace Plan', specifically the changes to parking/loading restrictions on Mayfield Road. Allowing vehicles to stop on a cycle lane, at any time of the day, is unacceptable for cycling safety. This particular section of road, which I cycle on daily, is particularly dangerous as it is on the approach to a junction.

I ask the council to maintain the 'no loading at any time' status and to enforce that restriction (which is often ignored by motorists at present).

I have no objection to the changes in Appendix 1 (Ratcliffe Terrace), only to those in Appendix 2 (Mayfield Road).

[REDACTED]

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 30 January 2014 13:13
To: Callum Smith2
Subject: FW: I object to the proposal to allow loading on the section of bike lane at Mayfield Rd

Callum

Another email re TRO/13/32

John

From: e-mail [REDACTED]
Sent: 30 January 2014 11:54
To: Traffic Orders
Subject: I object to the proposal to allow loading on the section of bike lane at Mayfield Rd

I refer to TRO/13/32, Ratcliffe Ter Order,
However I am only objecting to the area in Mayfield Rd, near the junction with West Saville Terrace.
My reason for objecting is that as a cyclist and a driver, I feel very strongly that having parked vehicles in this area will make the road more dangerous, as bikes are forced to pull out in front of traffic near a busy junction. I believe there have been bike accidents in this area in the past.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 30 January 2014 13:15
To: Callum Smith2
Subject: FW: Transport Order Public Consultation. Objection to TRO/13/32

From: John Murphy **On Behalf Of** Traffic Orders
Sent: 30 January 2014 13:15
To: [REDACTED]
Subject: RE: Transport Order Public Consultation. Objection to TRO/13/32

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal, for consideration.

Regards

John Murphy
Traffic Orders Administration Officer

From: [REDACTED]
Sent: 30 January 2014 13:13
To: Traffic Orders
Subject: Transport Order Public Consultation. Objection to TRO/13/32

Order Ref. No.: TRO/13/32
Order Title : Radcliffe Terrace Plan

Name : [REDACTED]
Address [REDACTED]

I am writing to object to Appendix 2 of the above traffic order, which concerns changing loading prohibitions on Mayfield Road.

I live on Mayfield Road and cycle on Mayfield Road every day, using the new Quality Bike Corridor. The junction with West Savile Road has always been a dangerous junction and it has improved now that there is a completely car free cycle lane leading to the junction from both directions (unlike the cycle lane further up Causewayside near Tesco, which is always covered with parked cars, making a mockery of the cycle lane). To change the restrictions to allow cars to park on the Mayfield Road cycle lane is a big backwards step and will make it dangerous for bikes approaching the junction. In fact I can't believe you are seriously considering this change after building and promoting the Quality Bike Corridor. There are more cyclists on Mayfield Road than virtually any road in Edinburgh (mainly due to students going to/from Kings Buildings) and everything should be done to make it safer for them. You should be strengthening restrictions to make it even more bike friendly not diluting them.

There is already plenty of loading space for cars inside the cycle lane. The problem is enforcement of the loading, not number of spaces, as it is used by cars for short term parking rather than loading (again, this is even more true of Causewayside outside Tesco, where there is no enforcement to make sure that cars are just loading).

The proposed change is also against the new Local Transport Strategy that the council has now approved and should be used. In particular, this says : Park13 "*There will be a presumption in favour of protecting all bus and cycle lanes and*

pedestrian and/or cycle crossing points by appropriate parking and loading restrictions” and Park14 “The Council will only relax parking/loading restrictions if such relaxation will not have a significant negative impact on pedestrians cyclists or flow or safety of buses and other traffic”

On both these counts the proposed change fails. Therefore, as a resident of Mayfield Road adversely affected by the proposed change, I ask you to not go ahead with it, as basically it will make getting around more dangerous on a day to day basis.

(Note, I am only objecting to the Mayfield Road part (appendix 2) of TRO/13/32, not the Radcliffe Terrace part)

Yours Sincerely,



I

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 30 January 2014 15:48
To: Callum Smith2
Subject: FW: TRO/13/32 Ratcliffe Ter Order

From: [REDACTED]
Sent: 30 January 2014 14:14
To: Traffic Orders
Subject: TRO/13/32 Ratcliffe Ter Order

From:
[REDACTED]

Dear Sirs

TRO/13/32 Ratcliffe Ter Order

I write to object strongly to the proposed alteration to the permitted loading and unloading arrangements at Mayfield Terrace by allowing vehicles to stop for loading and unloading at certain off-peak times over part of the existing cycle lane leading up to the traffic lights. My grounds for objection is that it would force cyclists without warning out into vehicle traffic approaching the lights to continue up Mayfield Road: this traffic tends to creep across to the left at the earliest possible opportunity to get past vehicles waiting to turn right, even with the existing arrangement which already has a minimal filter length. Traffic also tends to be moving faster in off-peak periods. It would be unreasonable and potentially unsafe to expect cyclists to stop and wait because their cycle lane is obstructed.

I understand that a major reason for the present arrangement was to reduce the number of injuries and fatalities to cyclists and in my view the current proposal largely negates this.

I am objecting only to the Mayfield Road part of the proposal: I am not objecting to the other part of the proposal in the TRO that applies to Ratcliffe Terrace.

I look forward to hearing from you.

Yours faithfully

[REDACTED]

--

[REDACTED]

[REDACTED]

Please consider the environment before printing this e-mail

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 31 January 2014 11:52
To: Callum Smith2
Subject: FW: TRO/13/32, Ratcliffe Terrace Order - Objection

Callum

Another email. I'll give it to the end of next week, then double check with you the number we have received.

John

From: John Murphy **On Behalf Of** Traffic Orders
Sent: 31 January 2014 11:50
To: [REDACTED]
Subject: RE: TRO/13/32, Ratcliffe Terrace Order - Objection

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal, for consideration.

Regards

John Murphy
Traffic Orders Administration Officer

From: [REDACTED]
Sent: 31 January 2014 10:23
To: Traffic Orders
Subject: RE: TRO/13/32, Ratcliffe Terrace Order - Objection

Dear Sir/Madam,

RE: TRO/13/32, Ratcliffe Terrace Order

I would like to note my objection to Traffic Regulation Order TRO/13/32, specifically to the change in loading rules on Mayfield Road.

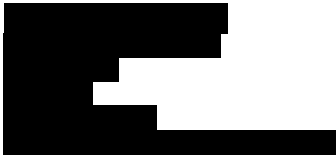
I understand the Council proposes allowing vehicles to stop for loading in the part of the Mayfield Rd cycle lane just before the traffic lights at off-peak times, replacing the "no loading at any time" rule that is currently in place, following complaints by the shops.

I object to this proposal because there are a large number of cyclists who use this route, including many children. This TRO is unacceptable because by allowing loading in the part of the cycle lane that angles back towards the kerb cyclists will be forced into the main traffic flow at the most dangerous point, where cars are adjusting position on the road to enter the "turn right" or "straight on" lanes at the traffic lights. This will be particularly hazardous for less able or younger cyclists and would remove the protection provided by the Quality Bike Corridor at one of the points it is most needed. I note that this was the site of several cycling casualties before the cycle lanes and ASLs were installed. The proposal also conflicts with policies Park13 and Park14 of the new Local Transport Strategy.

Cars stopped in cycle lanes are one of the most problematic issues cyclists encounter. They force cyclists out of the cycle lane and into traffic which can be dangerous and, especially for younger or less confident riders, can be very discouraging. School hours mean children very often cycle off peak and if the council wants to encourage more people to cycle and use cars less, then cycle lanes need to be protected, not tinkered with. Cars are often parked illegally in cycle lanes as it is (including at the area in question at Mayfield Road) and reducing a prohibition on loading from "always" to "timed" will almost certainly encourage the parking of more cars in this lane both peak and off-peak.

This Order includes changes at Ratcliffe Terrace - I do not object to these - only to the Mayfield Road change. The creation of the Quality Bike Corridor was great for encouraging cycling - please don't reduce its effectiveness.

Regards,

A large black rectangular redaction box covering the signature area.

The Objector

Date 11 March 2014

Your ref

Our ref TRO/13/32/CS

Dear Sir/Madam

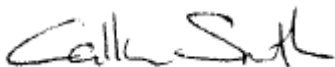
OBJECTION TO TRO/13/32 – RATCLIFFE TERRACE AND MAYFIELD ROAD

Thank you for your e-mail stating your objection to the above Traffic Regulation Order.

A report on the Traffic Regulation Order will be made to the Council's Transport and Environment Committee on 3 June 2014, and your objection will be considered at this meeting. The report will be available on the Council's website seven days prior to the Committee meeting - this can be viewed at: <http://www.edinburgh.gov.uk/cpol>.

Should you wish to discuss this matter further, please do not hesitate to contact me using the details below.

Yours sincerely

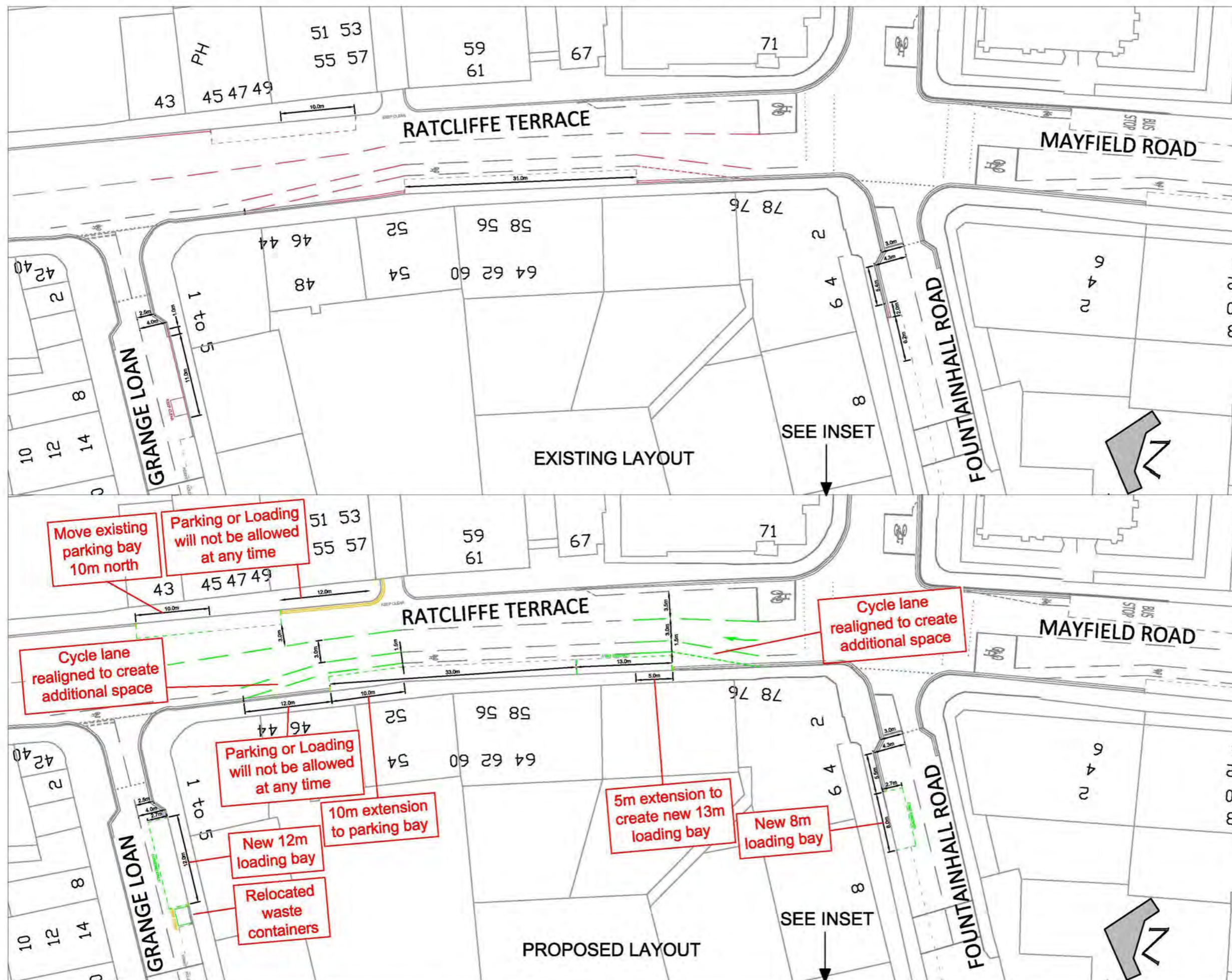


Callum Smith
Senior Professional Officer
(Projects Development)

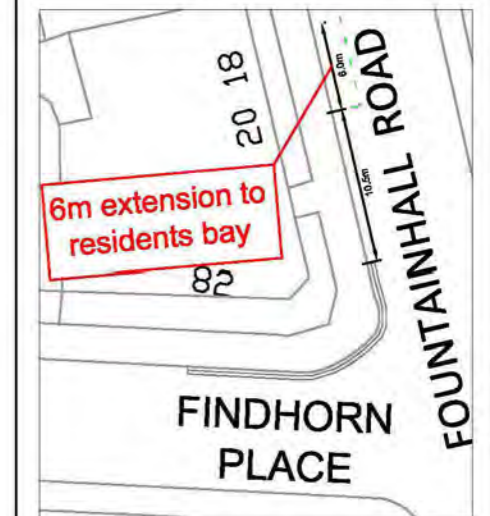
Callum Smith, Senior Professional Officer, (Projects Development), Services for Communities

Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 3592 Fax 0131 529 6201 transport.projectsdevelopment@edinburgh.gov.uk





NOTES:



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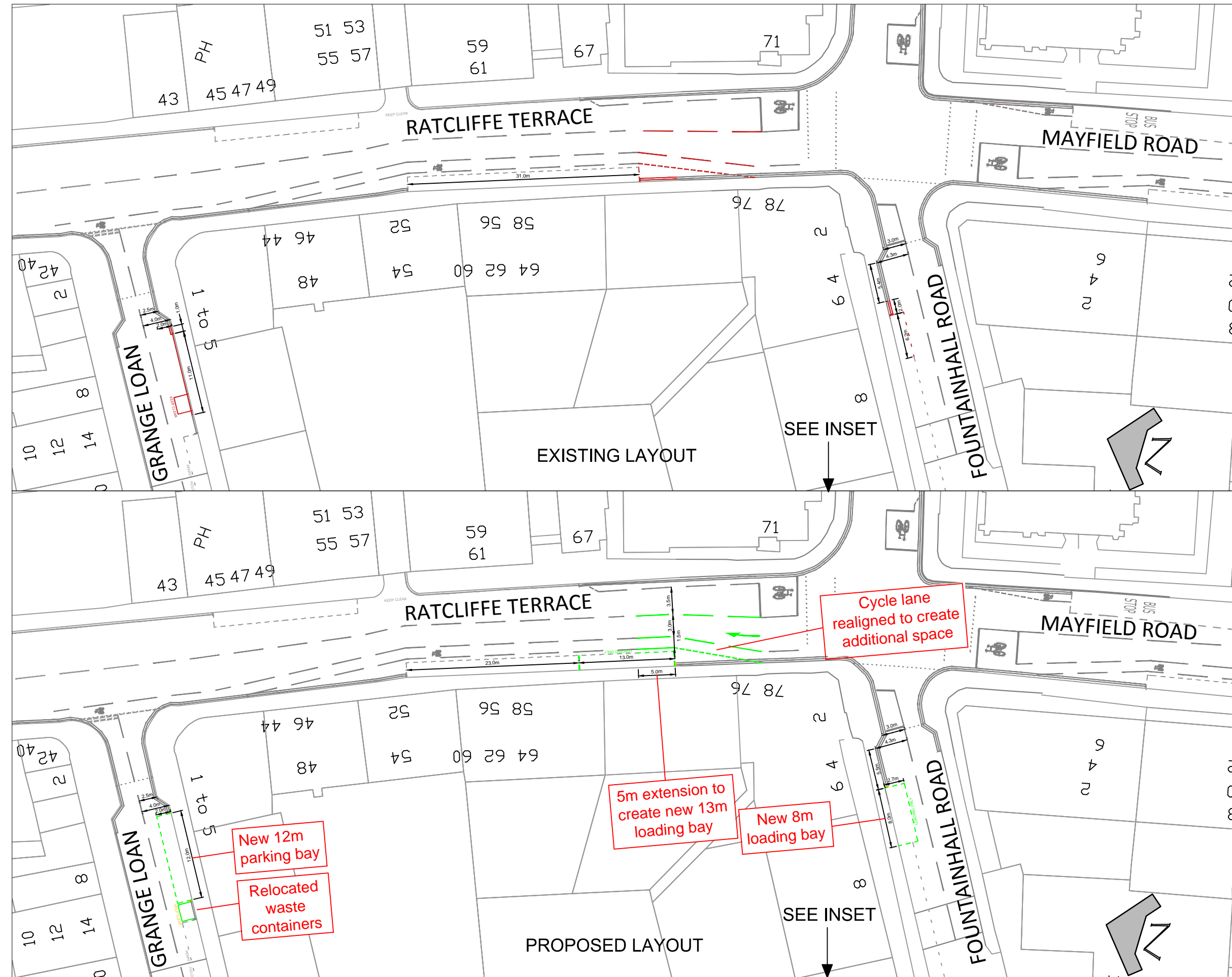
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

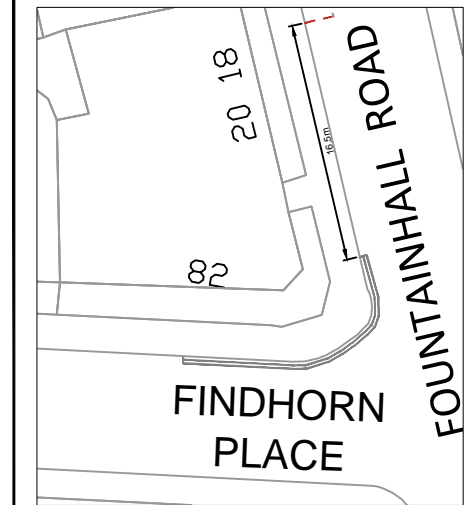
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NEW WORKS
Roads & Transport Design

Appendix 2 -
Ratcliffe Terrace/Grange Loan/Fountainhall Road
Advertised Layout

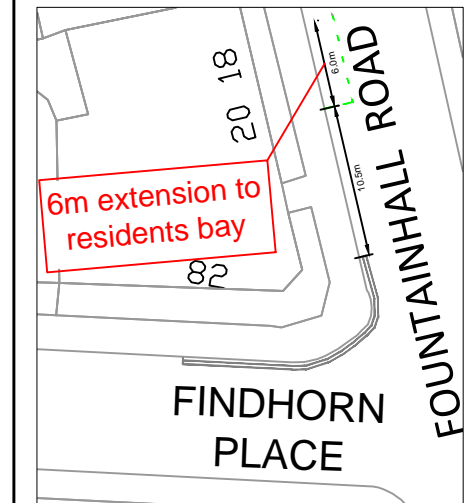
Date: 19 February 2013 Job No: 635680 Drawn by: MRW
Scale: 1:250 at A1 Checked by: CS



NOTES:



EXISTING LAYOUT (INSET)



6m extension to residents bay

PROPOSED LAYOUT (INSET)

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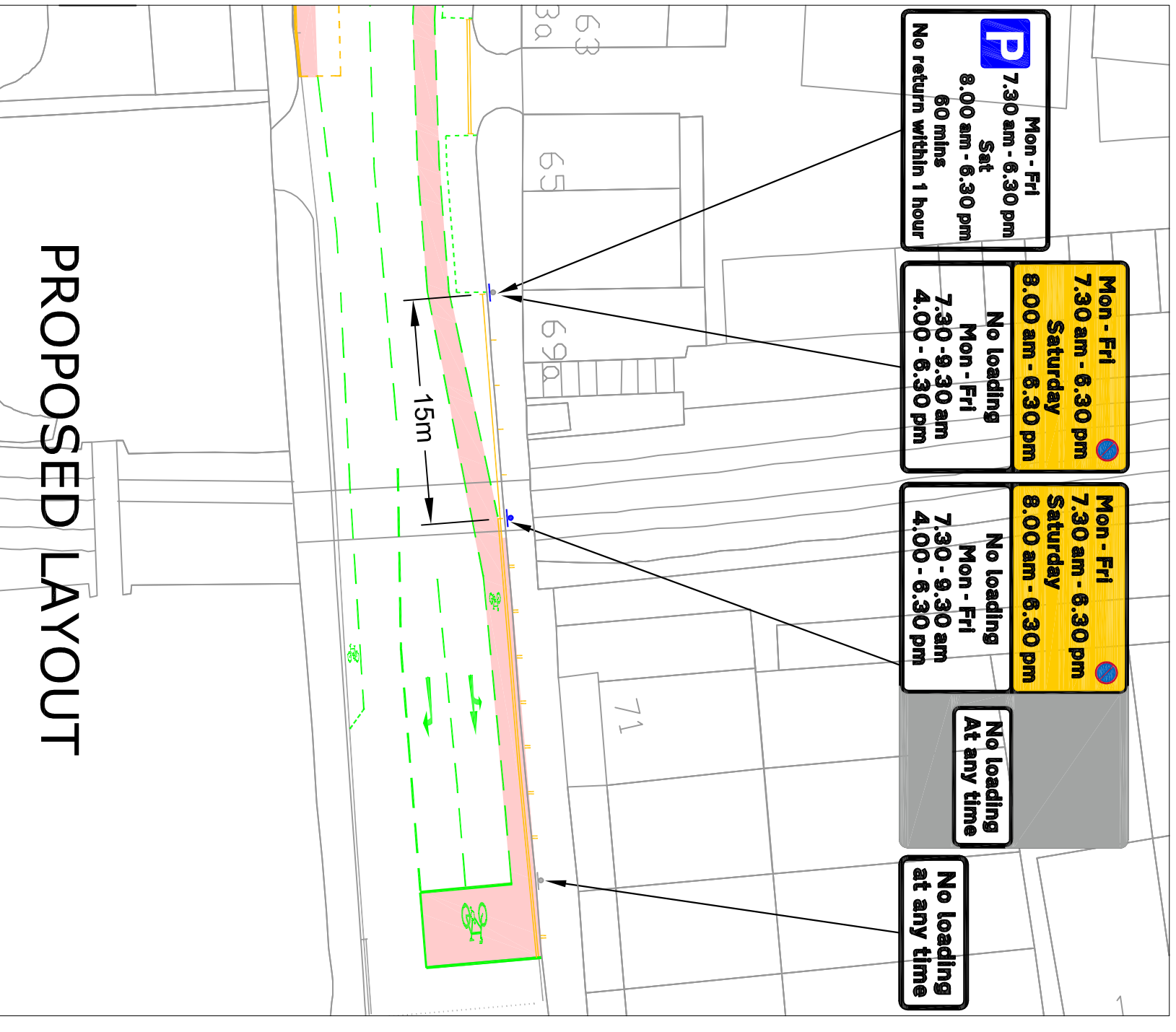
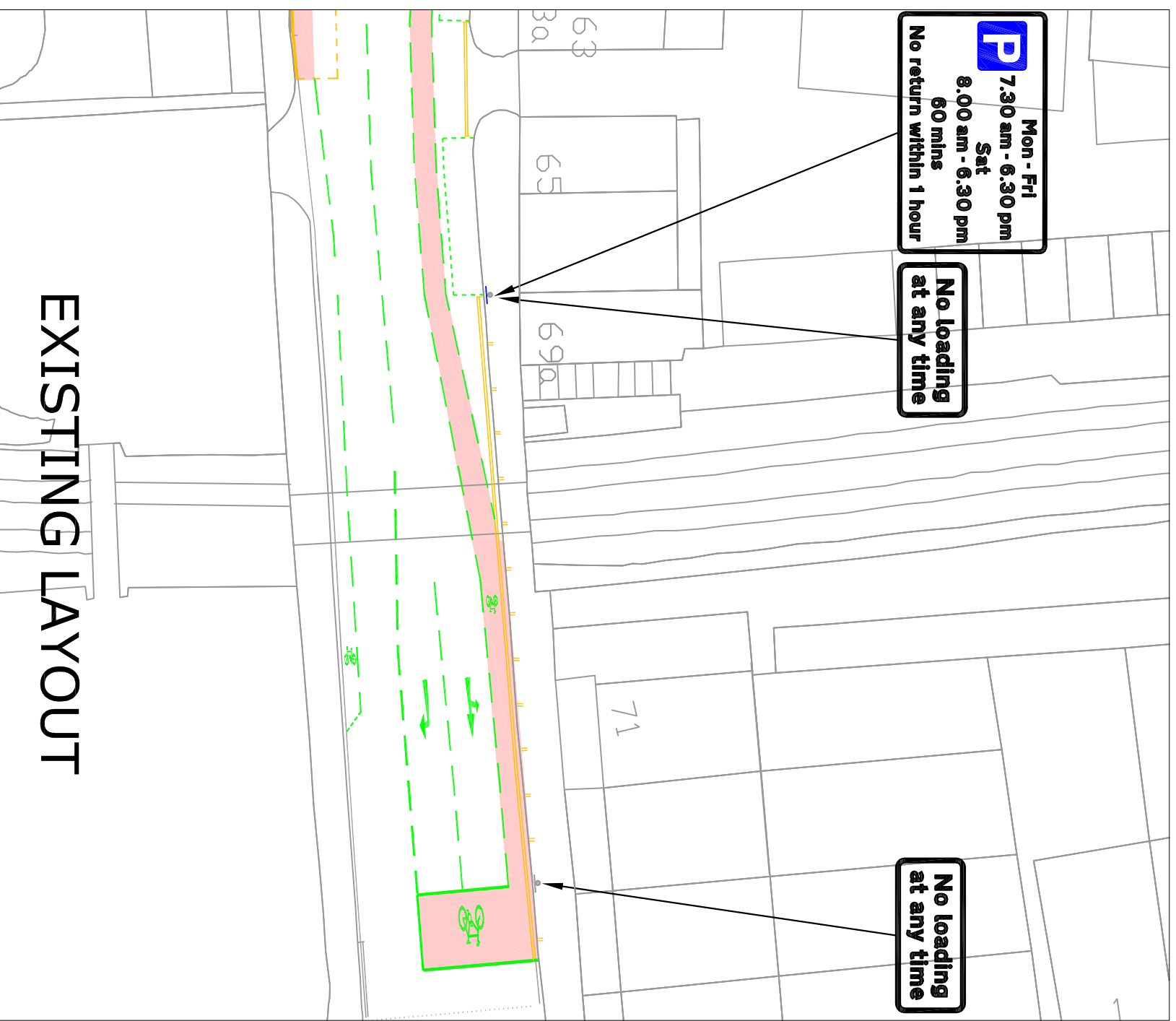
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The City of Edinburgh Council
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Edinburgh EH1 1YJ
Tel No 0131 200 2000

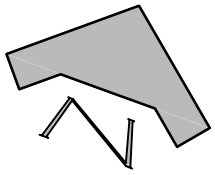
TRANSPORT
TRAFFIC & ENGINEERING
NEW WORKS
Roads & Transport Design

Appendix 2 -
Ratcliffe Terrace/Grange Loan/Fountainhall Road
Amended Layout

Date: 16 April 2014 Job No: 635680 Drawn by: MRW
Scale: 1:250 at A1 Checked by: CS



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Edinburgh EH1 1YJ
Tel No 0131 200 2000

TRANSPORT
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NEW WORKS
Roads & Transport Design

Appendix 3 - Mayfield Road

Date: 26 November 2012
Scale: NTS at A3

Drawn by: MRW
Checked by: CS

DRG NO. Appendix 3