

Licensing Sub-Committee of the Regulatory Committee

2.00pm, Tuesday, 15 August 2023

Objections to Traffic Orders in South Morningside – Amendment of B2 Priority Parking Area and Restrictions on Waiting Traffic Order, Braidburn Terrace, Comiston Road, Braid Road and Hermitage Drive, Edinburgh

Executive/routine
Wards

Ward 10 - Morningside

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Notes the options available to the Council within the current legal process;
 - 1.1.2 Sets aside the objections received to Traffic Regulation Order (TRO) 23/21, which proposes an amendment to the existing B2 Priority Parking Area;
 - 1.1.3 Approves the making of TRO 23/21, as advertised; and
 - 1.1.4 Notes that if Committee agrees recommendation 1.1.3, usage of the proposed three short-stay parking places will be monitored over a six-month period to establish their effectiveness, with a commitment to revisit and consider a further Order should they not operate as intended.

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Executive Director of Place

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Objections to Traffic Orders in South Morningside – Amendment of B2 Priority Parking Area and Restrictions on Waiting Traffic Order, Braidburn Terrace, Comiston Road, Braid Road and Hermitage Drive, Edinburgh

2. Executive Summary

- 2.1 Committee is asked to consider the objections received during the formal advertising of a Traffic Regulation Order (TRO 23/21) and to determine whether or not to proceed to make the order.
- 2.2 The order proposed to:
 - 2.2.1 Amend the existing B2 Priority Parking area in Braidburn Terrace to reflect widening of the North footway and design changes to the permanent improvement scheme in Braidburn Terrace; and
 - 2.2.2 Introduce restrictions on waiting on Braidburn Terrace, Greenbank Crescent, Comiston Road, Braid Road and Hermitage Drive to support a permanent improvement scheme in Braidburn Terrace and surrounding streets.

3. Background

Traffic Regulation Order TRO 19/83

- 3.1 TRO 19/83, an extension of the B2 Priority Parking to introduce permit parking in selected streets as a means of prioritising residents' parking over that of other users, was promoted in 2020.
- 3.2 Those proposals were brought forward in conjunction with proposed improvements to the road layout on Greenbank Crescent, Braidburn Terrace, Braid Road and Hermitage Drive.
- 3.3 When TRO 19/83 was advertised for public comment, it attracted a total of six objections, none of which related to B2 permit parking or short-stay parking places proposed for Bradburn Terrace.
- 3.4 In accordance with the Council's Standing Orders and Scheme of Delegation, Orders which attract six or less objections can be dealt with via a delegated powers

report. That report set out the content of those objections, considered their content and made appropriate recommendations based on consideration of the points made by objectors.

- 3.5 Having considered the detail of the objections, it was considered that the expansion of B2 should proceed, with the objections being set aside in that instance.
- 3.6 The legal process to make the changes detailed in TRO 19/83 was completed and the extension to the B2 Priority Parking Area was implemented during 2022.

Amended Scheme Design

- 3.7 However, following further discussions with residents and comments received from other stakeholders, the proposed road improvements scheme design was amended to widen the North footway between Greenbank Terrace and Greenbank Place and to remove a raised crossing point outside 2 Braidburn Terrace.
- 3.8 As such, part of the Order to introduce three short-stay parking permit bays (maximum stay of two hours, in operation Monday – Friday, 8.00am to 5.30pm) and one priority parking permit bay on the North side of Braidburn Terrace, opposite Greenbank Parish Church, was not implemented at the time of the B2 extension.

Traffic Regulation Order TRO 23/21

- 3.9 Between 16 June and 7 July 2023, the Council promoted an Order (TRO 23/21) to:
 - 3.9.1 Amend the existing B2 Priority Parking area in Braidburn Terrace to reflect widening of the North footway and design changes to the permanent improvement scheme in Braidburn Terrace; and
 - 3.9.2 Introduce restrictions on waiting on Braidburn Terrace, Greenbank Crescent, Comiston Road, Braid Road and Hermitage Drive to support a permanent improvement scheme in Braidburn Terrace and surrounding streets.
- 3.10 The area on the North side of Braidburn Terrace subject to the proposals on TRO 23/21 is currently unrestricted and available for use by all.
- 3.11 The existing and proposed schemes are shown in Appendices 2 and 3.

4. Main report

- 4.1 Having advertised TRO 23/21 in accordance with legislative requirements, the Council received a number of objections. This report details those objections.
- 4.2 When that Order was advertised for public comment, it attracted a total of nine objections. In accordance with Committee Standing Orders, Orders which attract more than six objections must be referred to the appropriate Committee for consideration. This report sets out the content of those objections, considers them and makes recommendations based on consideration of the points made by objectors.
- 4.3 Full details of the objections received can be found in Appendix 1 to this report.

- 4.4 It should be noted that all nine objections are in part or wholly in relation to the proposal to introduce three short-stay (maximum stay of two hours, in operation Monday – Friday, 8.00am to 5.30pm) parking places which formed part of the previous Traffic Order (TRO 19/83) but were not implemented at the time of the B2 extension.
- 4.5 The points made in the nine individual objections have been separated into distinct comments/points, each of which is answered in detail within Appendix 1.
- 4.6 The proposal to introduce three short-stay parking places acknowledges that visitors are attracted to the area to visit local amenities and that not all visitors are able to access the area by walking and wheeling, using active travel or by public transport. The purpose of the short stay restriction would be to ensure that multiple visitors can use these bays.
- 4.7 Four additional B2 Priority Parking permit parking places are proposed to extend the spaces available to residents for parking.

5. Next Steps

- 5.1 Acknowledging the specific nature of objections received, there are two options available to Committee - to uphold or reduce the severity of the restrictions within this legal process. Implementation of either option would mean:
 - 5.1.1 To uphold the objections, thereby amending proposed Order 23/21 to remove the three short-stay bay and leave the area unrestricted; or
 - 5.1.2 To implement Order 23/21 in full, thereby introducing these three parking places. If Committee agree to introduce these parking places, officers will monitor their usage over a six-month period to establish their effectiveness, with a commitment to revisit and consider a further Order should they not operate as intended.
- 5.2 Officers recommend that Committee set aside the objections received and implement the scheme as advertised, with the actions described in paragraph 5.1.2.
Implementation
- 5.3 Following on from Committee's consideration of the objections received to this Order, the Order will be formally "made", and arrangements will be made to have the measures introduced on-street.
- 5.4 Once those processes are complete, work will then commence to make any required changes on-site, to provide, amend or remove signs and/or road markings as required.
- 5.5 It is anticipated that the changes proposed by the Order will begin to be implemented from September 2023. If Committee agree to set aside the objections received, activities to implement the parking places will be carried out in late 2023 and early 2024 (subject to programming of the required work in conjunction with associated civil engineering works related to the wider traffic management scheme).

6. Financial impact

- 6.1 All costs associated with the changes proposed within this report will be met from within the existing budget allocation for the Braidburn Terrace permanent improvement scheme.

7. Equality and Poverty Impact

- 7.1 Due to the limited scope and extent of this traffic regulation order it was not considered necessary to undertake an Integrated Impact Assessment (IIA), however the proposed changes to the waiting restrictions and scheme layout are considered to improve the road layout, sense of place and accessibility for all residents, visitors and road users.
- 7.2 The proposal is intended to advance the Council's public sector duties to advance equalities and create an on-street environment that provides a safe and accessible space for all road users, especially young, old and vulnerable people.
- 7.3 The full TRO is a statutory function required to deliver the new road layout in achieving a safe road environment, controlling and managing parking at the new junction, pedestrian crossing point and parking areas near the Greenbank Church.

8. Climate and Nature Emergency Implications

- 8.1 The outcome of this scheme and TRO are intended to positively support environmental and climate change requirements. The overall scheme is designed to create a safer, more pleasant street environment for individuals, families or carers to use with specific measures to improve pavement widths, visibility, cycle provision and the signalised crossing facilities.
- 8.2 In terms of modal shift, this TRO will support an active travel connection for pedestrians and cyclists between the Hermitage of Braid and Braidburn Valley areas.

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

- 9.1 The legal processes have been carried out in accordance with statutory requirements, including consultation with statutory bodies, Community Councils and local resident and amenity groups.
- 9.2 The wider traffic management proposals for the Braidburn area have been the subject of extensive consultation separate to that carried out for the required legal processes.
- 9.3 If the three short-stay parking places are excluded from TRO 23/21, the area will remain unrestricted.

- 9.4 If the Order is made in full, the three short-stay parking places will be monitored over a six-month period to establish their effectiveness, with a commitment to revisit and consider a further Order should they not operate as intended.

10. Background reading/external references

- 10.1 The following background papers are available on request:
- 10.1.1 Report authorised by Executive Director of Place under Delegated Powers 29, October 2021 (Objections to Traffic Orders in South Morningside – Extension of B2 Priority Parking Area and One Way Traffic Orders, Braid Crescent and Braidburn Terrace, Edinburgh).
 - 10.1.2 TRO 23/21 – Statement of Reasons
 - 10.1.3 Braidburn Terrace Information Drawings – Sheet 1 and Sheet 2

11. Appendices

- 11.1 Appendix 1 – Objections to TRO 23/21
- 11.2 Appendix 2 – Existing Scheme
- 11.3 Appendix 3 – Proposed TRO 23/21 scheme as advertised

Appendix 1 – Objections to TRO 23/21

| Objection | Objection received | Response |
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| 1 | <p>The implementation of 2-hour parking to the north side of Braidburn Terrace would leave very few parking options for the residents of Greenbank Terrace who currently enjoy direct access to Braidburn Terrace.</p> <p>In effect, this is removing two resident parking bays from the street.</p> <p>This would have a knock-on effect, pushing their cars further east along Braidburn Terrace and impacting an already constrained area.</p> <p>This is entirely contrary to the stated aim of the B2 policy which is ‘to enable families to park closer to their homes’.</p> <p>If the bays were made B2, this would not impact the ability of people to drop off or pick up during most hours of the day (unless of course residents who actually live right next to the bays are using them).</p> <p>On Sundays, when people are going to church, there is the ability to park on Comiston Road, literally ten metres around the corner.</p> | <p>This stretch is currently unrestricted (on-street) and available for all, including commuters. TRO 19/83 had the same number of short stay bays.</p> <p>TRO 23/21 proposes 3 additional B2 priority parking bays to that of TRO 19/83</p> <p>TRO 23/21 proposes 3 additional B2 priority parking bays to that of TRO 19/83.</p> <p>Priority parking is a part-time scheme to help residents park closer to their homes. The spaces provided will depend upon the number of people who want to park in the street.</p> <p>This is correct, but visitors to local amenities would not be able to wait during B2 hours of operation, 1.30pm to 3pm, Monday to Friday.</p> <p>Existing double yellow lines and Spaces for People / Travelling Safely scheme on this section to the South of the church.</p> |
| 2 | <p>We wish to object to the proposals contained in TRO 23/21 which relate to Braidburn Terrace. We park our car on Braidburn Terrace as no parking is allowed on Greenbank Terrace which is on the main road leading up to the bypass.</p> <p>Our access to Braidburn Terrace is from <i>[information redacted]</i>. We have been parking there for over <i>[information redacted]</i> but were not asked to be involved in any consultation on changes to Braidburn Terrace.</p> <p>Specifically, we object to the proposal for two-hour parking spaces on the north side of Braidburn Terrace. This will</p> | <p>This area affected is currently unrestricted and available to all motorists with no limit on waiting time. TRO 23/21 proposes 3 additional B2 priority parking bays for residential permit holders to that of TRO 19/83.</p> <p>TRO 23/21 was advertised in accordance with statutory requirements.</p> <p>The area affected is currently unrestricted and available to all motorists, including commuters with no limit on waiting time. TRO 19/83 had the same number of short stay bays.</p> |

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| | <p>reduce our ability to park [<i>information redacted</i>] and force us to park further along the Terrace, if we can find a space. Additionally, we cannot see how the 2-hour parking restriction could be enforced. We have never seen a parking attendant since the B2 parking system was introduced here. We are likely to be faced with commuters or trade vans using those spaces for long periods.</p> <p>Those spaces should instead be used as an extension of the B2 area, giving more residents the ability to park by their own homes.</p> | <p>Enforcement will be proportionate to that of the wider B2 priority parking zone.</p> <p>A proposed period of review would establish the effectiveness of the short-stay parking places. A further Order can be considered if changes are required.</p> |
| 3 | <p>My objection concerns the 2-hour parking bays on the north side of Braidburn Terrace, opposite the church. These bays in particular are in constant use by the residents of Greenbank Terrace who have either back gates on Braidburn Terrace or use a back pathway to their homes that emerges on Braidburn Terrace, and who have no option to park on Greenbank Terrace. Under current arrangements we have parking permits for the B2 zone. If the space available for parking near our back gates is further limited, the inevitable result will be pressure further along the Terrace, or will result in residents having to drive round and around until a space becomes free.</p> <p>The aim of the B2 zone, as I understand it, was to deter people from out of town from dropping their cars here and leaving them all day while they catch a bus to work or shop in town. While you state that these will be '2-hour' spaces, you have given no indication of how this could possibly be policed. Indeed, I have never seen a warden on Braidburn Terrace, nor any signs of parking tickets, although friends in Dalhousie Terrace see them regularly.</p> <p>I'm at a loss to understand why these bays cannot simply be made into B2 bays. People would still be able to drop off and</p> | <p>This area affected is currently unrestricted and available to all motorists, including commuters with no limit on waiting time.</p> <p>TRO 19/83 had the same number of short stay bays.</p> <p>TRO 23/21 proposes 3 additional B2 priority parking bays to that of TRO 19/83.</p> <p>Priority parking is a part-time scheme to help residents park closer to their homes. The spaces provided will depend upon the number of people who want to park in the street.</p> <p>The area affected is currently unrestricted and available to all motorists, including commuters with no limit on waiting time. TRO 19/83 had the same number of short stay bays.</p> <p>Enforcement will be proportionate to that of the wider B2 priority parking zone.</p> <p>Officers are limited to options available with the legal process that either uphold or reduce the severity of the restrictions, as advertised. Amending the Order to make the short stay parking places subject to B2 priority parking</p> |

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| | <p>collect children, and indeed park at any time of day other than the 1.30-3.00 restriction (not a time there is usually much drop-off activity at the church). It would not affect Sundays either, and while we try to respect the Church's request for spaces to be left outside the church on a Sunday, I should point out that cars can park all up Greenbank Terrace (just around the corner), at this time.</p> <p>The church is keen to point out that it has elderly worshippers. Can I also point out that <i>[information redacted]</i>, and we should surely have some facility for parking reasonably close to our house? <i>[Information redacted]</i> Our need for access is not just to drop off or attend church once a week, but all day every day.</p> <p>We are both strong supporters of public transport, and use the local bus service as much as we possibly can. However, the bus system doesn't always go where one needs to go, and frailty occasionally means that even waiting at bus stops (especially at night, or in the cold or rain) is not a sensible or practicable option. We also both walk as much as we can, but I'm afraid the idea of cycling is now out of the question, and while we very much applaud the aim of getting more people to cycle, walk or use public transport, age does take its toll. Is it not possible that the idea of using public transport might be suggested to people doing drop offs, rather than simply penalising residents?</p> | <p>permit restrictions would be more onerous to that proposed. Making changes more onerous is not permitted under this legal process.</p> <p>The short-stay parking places would only be in operation Monday to Friday until 5.30pm and available to local residents out with these times.</p> <p>This area affected is currently unrestricted and available to all motorists, including commuters with no limit on waiting time. TRO 19/83 had the same number of short stay bays.</p> <p>If the order is approved, it is proposed to include a period of review which would establish the effectiveness of the short-stay parking places. A further Order can be considered if changes are required.</p> <p>This area affected is currently unrestricted and available to all motorists, including commuters with no limit on waiting time.</p> <p>TRO 23/21 proposes 3 additional B2 priority parking bays to that of TRO 19/83.</p> <p>If the order is approved, it is proposed to include a period of review which would establish the effectiveness of the short-stay parking places. A further Order can be considered if changes are required.</p> |
| 4 | <p>My partner and I regularly use the bays outside the church for access to our home <i>[information redacted]</i>, which is on Braidburn Terrace. As we have <i>young children [information redacted]</i>, and are not able to leave our car at the front of our home, I'm sure you can understand why it's important that we can access our property with our young children safely.</p> | |

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| <p>Our neighbours in <i>[information redacted]</i> Greenbank Terrace are in an almost identical situation – I understand <i>they [information redacted]</i> may have already been in contact with you to raise similar concerns – and many families on Greenbank Terrace also use the bays, as they access Braidburn Terrace via the vennel at the back of their properties.</p> <p>My original understanding of the plans was that the area to the west of Braidburn Terrace (outside the church) was to have no parking restrictions on it. I’m obviously very shocked to hear that the plans being proposed under TRO/23/21 mean that I will no longer be able to park my car <i>[information redacted]</i>.</p> <p>The impact of your plans to bring in two-hour limit bays would seem contrary to the stated aim of the B2 parking permit policy which is “to enable families to park closer to their homes”.</p> <p>To be clear, we are happy to pay for our B2 permit and would support the B2 Order being extended to cover this section of the road. This would help stop non-residents leaving their cars on the street (which, presumably, is the aim of the B2 order) whilst not penalising local residents who are willing to pay for their permit to be allowed to park outside their homes. It would also still allow people to pick up and drop off from the Church during the vast majority of the week without penalising local residents.</p> <p>The area of the street covered by the B2 Order is already constrained and taking spaces away from local residents who are willing to pay for their permits will only make that section more congested. Ultimately, the plan as currently proposed is clearly contrary to the stated aim of the B2 Order policy - “to enable families to park closer to their homes”.</p> | <p>This stretch is currently unrestricted (on-street) and available for all, including commuters. TRO 19/83 had the same number of short stay bays. TRO 23/21 proposes 3 additional B2 priority parking bays to that of TRO 19/83.</p> <p>Priority parking is a part-time scheme to help residents park closer to their homes. The spaces provided will depend upon the number of people who want to park in the street.</p> <p>TRO 23/21 proposes 3 additional B2 priority parking bays to that of TRO 19/83.</p> <p>If the order is approved, it is proposed to include a period of review which would establish the effectiveness of the short-stay parking places. A further Order can be considered if changes are required.</p> <p>Priority parking is a part-time scheme to help residents park closer to their homes. The spaces provided will depend upon the number of people who want to park in the street. The majority of parking places in the street are designated for B2 permit holders.</p> |
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| | <p>I absolutely understand the need for parking controls on Braidburn Terrace (and was actually surprised a section of the road was potentially being left unrestricted) but the introduction of the two hour limit bays will punish local residents unnecessarily. I am sure this is something you, as an elected council, would not want to do.</p> | <p>The restrictions advertised as part of the B2 zone extension TRO 19/83 were not implemented as the design had been amended to widen the North footway and remove a proposed raised crossing area. TRO 23/21 proposes 3 additional B2 priority parking bays to that of TRO 19/83.</p> |
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| <p>5</p> | <p>North side. I don't believe a Pay and Display area is needed; at present there is room for seven vehicles to park to the west of the single Residents Permit space; it is good to see that you propose to extend it to four cars, but I propose that you extend it to seven cars - to include the proposed Pay and Display area too.</p> <p>South side</p> <p>I understand the need to remove the free parking for about four cars outside the church in order to help cyclists. I accept that a Loading Bay is helpful, though both these measures reduce the number of parking places for residents.</p> <p>I object to the unnecessary build-out to the immediate west of Greenbank Place [both sides / opposite Nos 18 & 20 Braidburn Terrace] which removes the single Residents Parking place outside No 20. See above image on the left. Very few people cross the road there, and the road is narrow enough to cross safely anyway. Also the road is far too narrow for a contraflow cycle lane, and any further width reduction will make it harder for westbound cyclists to pass eastbound motorists. At present my observation is that motorists and cyclists both give way to each other at times.</p> <p>Hermitage Drive.</p> <p>Since northbound motorists are forced to use Hermitage Drive, the road is too narrow to have parking on both sides. The Residents Parking [which you intend to amend] at the west end of Hermitage Drive causes no problems as there is a double yellow line opposite; the second Residents Permit space [just east of the first] which is used by visitors to the Hermitage at permitted hours is probably unnecessary for residents who all have driveways. Since free parking is also allowed on the south side of the road, it causes problems since the road is too narrow for cars to pass each other. There is an obvious solution - allow parking on one side of the road only with single</p> | <p>Officers are limited to options available with the legal process that either uphold or reduce the severity of the restrictions, as advertised. Amending the Order to make the short stay parking places subject to B2 priority parking permit restrictions would be more onerous to that proposed and therefore not permitted under this legal process.</p> <p>The currently unrestricted areas are available for use by all motorists, including commuters with no limit on time waiting. TRO 23/21 proposes additional B2 priority parking bays for use by residents.</p> <p>The design was developed in consultation with residents. The raised crossing area also serves to reinforce the low traffic speeds along the Terrace and improves sightlines for those motorists approaching from the North by moving the Give Way beyond parked vehicles.</p> <p>The permanent improvements do not have a mandatory contraflow cycle lane. The scheme permits (One-way Road with contraflow pedal cycles) in line with The Traffic Signs Regulations and General Directions 2016, and formalises the existing situation.</p> <p>The proposal to amend the existing B2 permit parking places on the North side of Hermitage Drive is to ensure that cycle access from the Tiger Crossing and vehicle sightlines is protected.</p> <p>The extension of the B2 priority parking zone and provision of parking places in Hermitage Drive was the subject of a separate TRO 19/83.</p> |
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| <p>yellow lines on the other, as the council have done on Braid Rd north of the old mini roundabout.</p> <p>Old mini roundabout.</p> <p>Since the council intends to request comments on a new unpublished ETRO for Braid Rd, it must surely be very doubtful if it is legal to change the configuration of the road at the old mini roundabout where the turn is excessive; the council must be obliged to wait for the comments on the new ETRO.</p> <p>Also, the failure to indicate whether the “planter” imposed at the north side of the old mini roundabout will remain has significant implications as to the road layout; I know that bollards, planters and cycle lane defenders are not governed by TROs but that does not lessen their significance. Furthermore, the complete failure to indicate how cyclists will negotiate the crossroads means that Spokes and cyclists cannot respond in a meaningful way to this TRO.</p> | <p>TRO 23/21 proposes the restrictions and amendments to the B2 priority parking zone required to implement a scheme of permanent improvements. The Greenbank to Meadows ETRO is concerned with the full length of the ‘Quiet Route’ project. The design has been subject to swept path analysis to ensure the largest waste service vehicle can negotiate the junction layouts.</p> <p>The (planters) modal filter forms part of the Greenbank to Meadows ETRO and will be considered as part of the forthcoming review of that Order.</p> <p>Spokes have been consulted throughout the design process of the permanent improvements and remain supportive of the facilities provided for cyclists.</p> |
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| <p>6</p> | <p>I am writing to inform you that I object to TRO 23/21, in particular the 2-hour waiting bays opposite Greenbank Church. I don't see this measure as necessary when the church is also being allocated space outside the premises. Further, the busiest time for the church is a Sunday, while many of the other activities at the premises during the working week are for commercial purposes. It also appears to be incongruous to the Council's objectives to encouraging active travel.</p> <p>In addition, measures introduced in the last two years have resulted in the loss of a number of parking spaces on Braidburn Terrace, including four on Greenbank Place, where I stay and 10 or more outside the Hermitage of Braid on Braid Road. This has also coincided with the introduction of permit parking, resulting in a yearly payment for fewer spaces near our homes.</p> | <p>The bay outside the church is provided for loading and unloading and can also be used by any driver during the hours of operation.</p> <p>The proposed short-stay parking places would be freely available for use by residents and other drivers 5out with the hours of operation 8.00am to 5.30pm, Monday to Friday.</p> <p>The permanent improvements scheme is designed to create safer more pleasant street environment for individuals, families, or carers to use with specific measures to improve pavement widths, visibility, cycle provision and the signalised crossing facilities.</p> |
| <p>7</p> | <p>I wish to object to introduction of the Pay and Display parking spaces in Braidburn Terrace. The residents of <i>[information redacted]</i> Greenbank Terrace have their back gates on Braidburn Terrace, and they and their visitors regularly use these parking spaces. The Council recently required them to buy permit holder passes but you are now reducing the number of permit holder spaces on Braidburn Terrace, and this will affect everyone in the street.</p> | <p>This section of Braidburn Terrace is currently unrestricted and there are no 'permit holder' spaces. TRO 23/21 proposes 4 additional B2 priority parking to that currently available.</p> |
| <p>8</p> | <p>The church is a community hub, however, the number of events and activities 7 days per week and often from 8 am - 10 pm at night causes huge parking / congestion and environmental issues for this narrow residential street that is part of the quiet route to the Meadows. A number of these events are commercial activities providing significant income.</p> <p>Cars visiting the church / Hermitage / Tennis club and local primary school should be discouraged with the</p> | <p>The proposed short-term parking places recognise the importance of the community activities and seek to facilitate visitors to the area whilst deterring longer term use by commuter parking Monday to Friday.</p> <p>This area affected is currently unrestricted and available to all motorists with no limit on waiting time. TRO 23/21 proposes 3 additional B2</p> |

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| <p>numerous and excessive groups held at the church causing huge problems. The proposed short term parking bays encourage people to drive to these venues and further reduce the parking options for residents.</p> <p>Visitors have access to park freely in the street 7 days per week with the exception of some b2 bays which operate for 1.5 hours from Monday to Friday. Even during the short, restricted period there are numerous non B2 parking available in the street and surrounding areas. Disabled drivers also have the option to park on double yellow lines in the street and surrounding streets.</p> <p>Idling is a huge issue in Braidburn Terrace with cars dropping off and picking up from the church groups / Tennis club. Again, the proposed spaces do nothing to discourage this or reduce traffic in a narrow street, which is supposed to be part of the quiet route, it actually encourages car use.</p> <p>The church has grown significantly over the years and puts huge pressures on the street in terms of parking, inconsiderate driving, double parking, parking over driveways and driving the wrong way along the narrow one-way street. The proposed spaces encourage people to drive to the church and other venues as there will be a chance of getting a space with the short-term bays proposed.</p> <p>The proposal goes against active travel and the proposed '20 minute neighbourhood' schemes discussed elsewhere in the city. More should be done to prevent car use, not encourage it as is the way in every other proposed scheme in the city and country. The majority of visitors to the church / school / tennis club and Hermitage that cause huge traffic and parking issues all stay within 20 minutes' walk of those establishments.</p> | <p>priority parking bays for residential permit holders to that included TRO 19/83, and would represent 4 more than currently available.</p> <p>The majority of available parking within the Terrace are B2 priority parking places. The permanent improvements will slot in with the B2 priority parking zone and remove the bulk of currently unrestricted areas. Blue badge holders can wait on double yellow markings but are discouraged from doing so where they might obstruct sightlines or passing road users.</p> <p>The proposed short-stay parking places could provide a place to stop and wait with the engine switched off rather than sit idling or circulating the local streets.</p> <p>The one-way system now in operation (in advance of the permanent improvements) has effectively halved the through traffic in the Terrace and almost fully mitigated the conflict (particularly at peak times) and amount of traffic that would regularly sit immobile while two-way traffic tried to navigate the narrow layout. Traffic levels in the Terrace are much reduced than previously the case.</p> <p>TRO 23/21 proposes a range of restrictions in addition to the minor amendment to TRO 19/83 to compliment the design of the permanent improvements scheme and better manage movements through the Terrace.</p> <p>Widening the North footway and retaining on-street parking places on both the North and South side of the Terrace whilst formalising contraflow cycle use Westbound will deter double parking as doing.</p> <p>Officers have provided copies of all information advertised for TRO 19/83 which include the short-stay parking places.</p> |
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| <p>It seems there is some disagreement on what was in the original plans and what was not. The residents are convinced the TRO-19-83 that passed consultation did not have the bays opposite the church.</p> <p>The plans also show the church are getting dropping-off areas directly outside the church. This further reduces parking for residents. However, I feel this is a fair compromise as the church require this for weddings / funerals/ deliveries etc, as well as the ability for visitors to drop off outside the church. This further highlights that the restricted bays opposite are not required.</p> <p>To summarise:</p> <p>The implementation of 2-hour parking to the north side of Braidburn Terrace would leave very few parking options for the residents of Geenbank Terrace who currently enjoy direct access.</p> <p>This would have a knock-on effect, pushing their cars further east along Braidburn Terrace and impacting an already constrained area.</p> <p>This is entirely contrary to the stated aim of the B2 policy which is 'to enable families to park closer to their homes'.</p> <p>If the bays were made B2, this would not impact the ability of people to drop off or pick up during most hours of the day (unless of course residents who actually live right next to the bays are using them).</p> <p>On Sundays, when people are going to church, there is the ability to park on Comiston Road, literally ten metres around the corner and in any space in the</p> | <p>The bay outside the church is provided for loading and unloading and can be used by any driver during the hours of operation.</p> <p>This area affected is currently unrestricted and available to all motorists, including commuter traffic, with no limit on waiting time. TRO 23/21 proposes 3 additional B2 priority parking bays for residential permit holders to that included TRO 19/83, and would represent 4 more than currently available.</p> <p>Officers are limited to options available with the legal process that either uphold or reduce the severity of the restrictions, as advertised. Amending the Order to make the short stay parking places subject to B2 priority parking permit restrictions would be more onerous to that proposed and therefore not permitted under this legal process.</p> <p>A proposed period of review would establish the effectiveness of the short-stay parking places. A further Order can be considered if changes are required.</p> <p>Existing Spaces for People / Travelling Safely cycle segregation limits the ability to park on-street on Comiston Road to the South of the church. TRO 23/21 also ensures the main carriageway is kept clear to support the proposed layout of the permanent improvements.</p> |
|---|---|

| | | |
|---|---|---|
| | street except double yellow lines, unless you have a disabled permit. | |
| 9 | <p>I understand that Edinburgh Council's objectives include the following:</p> <ol style="list-style-type: none"> 1. Encouraging active travel. 2. Encouraging use of public transport. 3. Reducing car use. 4. Enabling families to park closer to their homes. <p>Our concerns:</p> <ul style="list-style-type: none"> • Introducing 2-hour parking bays opposite the church does not meet the objectives of Edinburgh Council as listed above. • These bays would encourage car use rather than active travel or public transport use. • There are barely enough permit parking spaces for the residents of Braidburn Terrace, Greenbank Terrace, Greenbank Place and Braidburn Crescent within close proximity to our homes in the B2 area without further limiting it with the introduction of these waiting bays. <p>I would also like to point out that:</p> <ul style="list-style-type: none"> • The church already has almost three bays allocated to it for dropping off and picking up right outside in this TRO. Church users can use all other bays at all times except for a 90-minute window from 1.30pm Monday to Friday. • Introducing these 2-hour bays five days a week would reduce the space for church users to drop off all day during the week instead of just during the 90-minute window if they were to be B2 bays. | <p>The proposed short-stay parking places could provide a place to stop and wait with the engine switched off rather than sit idling or circulating the local streets.</p> <p>The one-way system now in operation (in advance of the permanent improvements) has effectively halved the through traffic in the Terrace and almost fully mitigated the conflict (particularly at peak times) and amount of traffic that would regularly sit immobile while two-way traffic tried to navigate the narrow layout. Traffic levels in the Terrace are much reduced than previously the case.</p> <p>This area affected is currently unrestricted and available to all motorists with no limit on waiting time. TRO 23/21 proposes 3 additional B2 priority parking bays for residential permit holders to that included TRO 19/83, and would represent 4 more than currently available.</p> <p>The majority of available parking within the Terrace are B2 priority parking places. The permanent improvements will slot in with the B2 priority parking zone and remove the bulk of currently unrestricted areas.</p> <p>The loading bay outside the church is provided for loading & unloading and can also be used by any driver during the hours of operation.</p> |

Order items



Bus parking place



Car club parking place***



Diplomatic vehicle parking place***



Disabled persons parking place***



Doctors parking place***



Electric Vehicle parking place***



Limited waiting place*



Loading place*



Motor cycle parking place*



Pay and display / Pay by phone bay parking place* ** †



Permit holders parking place*



Numbered parking place* ††



Shared use parking place (Permit holders / Pay and Display / Pay by phone)* ** †



Pedal cycle parking place***



Police vehicle parking place***



No waiting, with restricted hours* (single yellow line)



No loading at any time***



No loading, with prohibited hours*



No waiting at any time (double yellow line)***

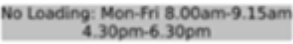


School keep clear

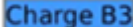
Other information



Waiting restriction ††



Loading prohibition ††



Pay and display / Pay by phone bay charge band (see table for details) ††



Controlled parking zone (see table for details) ††



Priority parking area



Pay and display / Pay by phone bay charge band area



Controlled parking zone / priority parking area



Greenways



Pedestrianised zone



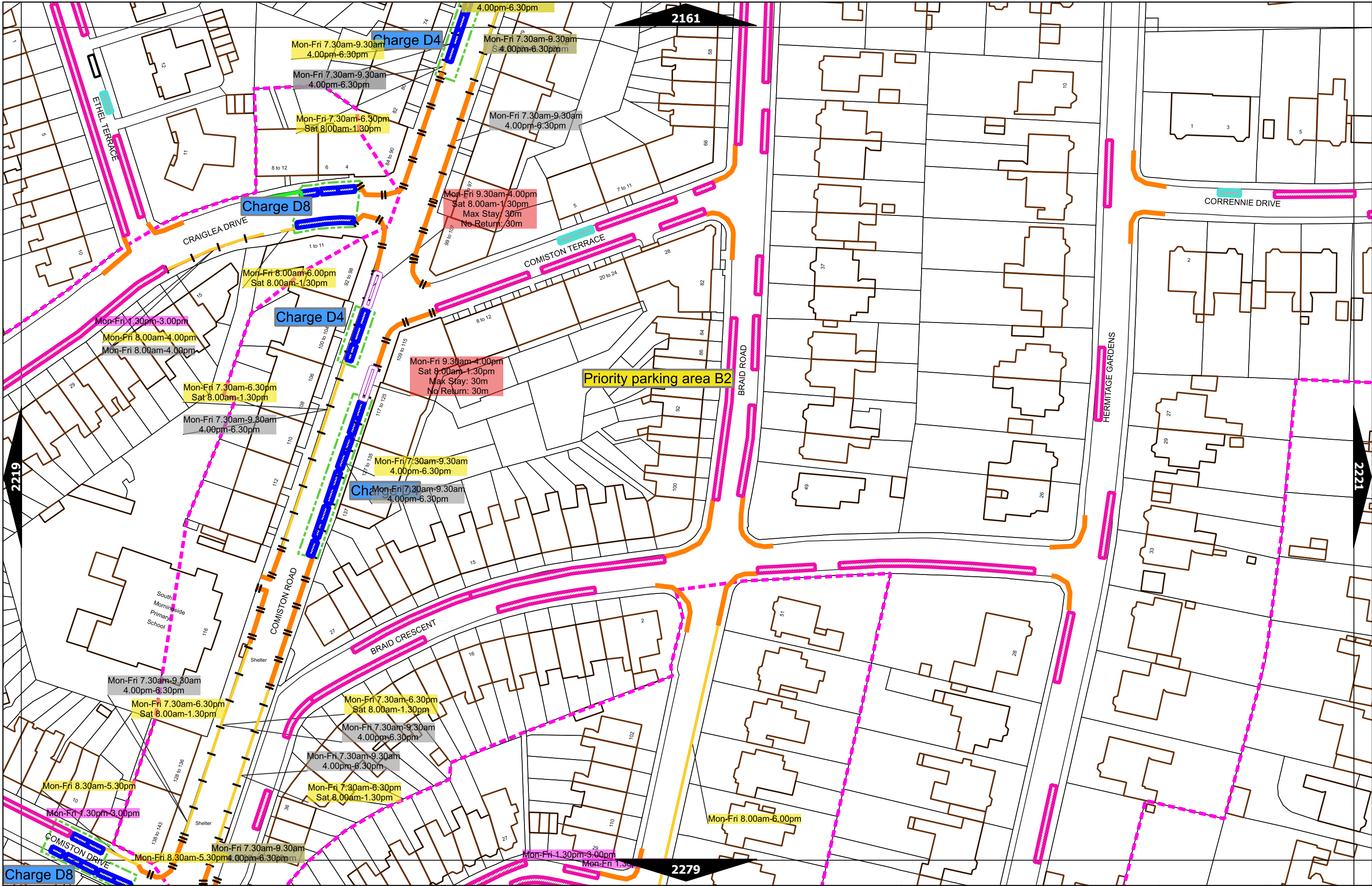
Area covered by a text based traffic regulation order


* These restrictions apply the permitted hours of the controlled parking zone within which they are located. If the permitted hours differ then a label indicates the applicable permitted hours.
 ** These restrictions apply the pay and display/ pay by phone charge band of the pay and display/ pay by phone charge band area in which they are located. If the charge band differs then a label indicates the applicable charge band.
 *** These restrictions apply at any time.
 † These restrictions apply the permitted hours, max stay and no return times of the charge band area in which they are located. If the details differ then a label indicates the applicable details.
 †† Labels will differ dependent upon the area in which the restriction is located.

| Controlled Parking Zone/ Priority Parking Area | Sub zone (where applicable) | Permitted Hours (any such day not being a parking holiday) | Restricted Hours (any such day not being a parking holiday) |
|---|---|--|--|
| Central zone | Sub-zone 1 | 08.30 to 18.30 Mondays to Saturdays and 12.30 to 18.30pm Sundays inclusive | 08.30 to 18.30 Mondays to Saturdays and 12.30 to 18.30pm Sundays inclusive |
| | Sub-zone 1A | | |
| | Sub-zone 2 | | |
| | Sub-zone 3 | | |
| | Sub-zone 4 | | |
| Peripheral zone | Sub-zone 5 | 08.30 to 17.30 Mondays to Fridays inclusive | 08.30 to 17.30 Mondays to Fridays inclusive |
| | Sub-zone 5A | | |
| | Sub-zone 6 | | |
| | Sub-zone 7 | | |
| | Sub-zone 8 | | |
| Zone N1 | 08.30 to 17.30 Mondays to Fridays inclusive | 08.30 to 17.30 Mondays to Fridays inclusive | |
| Zone N2 | | | |
| Zone N3 | | | |
| Zone N4 | | | |
| Zone N5 | | | |
| Zone S1 | | | |
| Zone S2 | | | |
| Zone S3 | | | |
| Zone S4 | | | |
| Zone K | | | 08.30 to 09:30 and 16:00 to 17.00 Mondays to Fridays inclusive |
| Priority Parking Area B1 | 10.00 to 11.30 Mondays to Fridays inclusive | - | |
| Priority Parking Area B2 | 13.30 to 15.00 Mondays to Fridays inclusive | - | |
| Priority Parking Area B3 | 10.00 to 11.30 Mondays to Fridays inclusive | - | |
| Priority Parking Area B4 | 11.30 to 13.00 Mondays to Fridays inclusive | - | |
| Priority Parking Area B5 | 11.30 to 13.00 Mondays to Fridays inclusive | - | |
| Priority Parking Area B6 | 11.00 to 12.30 Mondays to Fridays inclusive | - | |
| Priority Parking Area B7 | 09.30 to 11.00 Mondays to Fridays inclusive | - | |
| Priority Parking Area B8 | 12.30 to 14.00 Mondays to Fridays inclusive | - | |
| Priority Parking Area B9 | 13.30 to 15.00 Mondays to Fridays inclusive | - | |
| Priority Parking Area B10 | 13.30 to 15.00 Mondays to Fridays inclusive | - | |

| Pay and display / Pay by phone charge band | Parking charge | Times of operation | Max stay and no return times |
|--|----------------|--|--|
| Band A | £7.00 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 10 hours, no return within 1 hour |
| Band B1 | £6.30 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 3 hours, no return within 1 hour |
| Band B2 | £5.50 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 4 hours, no return within 1 hour |
| Band B3 | £4.60 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 4 hours, no return within 1 hour |
| Band C1 | £4.10 per hour | Mon-Fri 8:30am-5.30pm | Max stay 4 hours, no return within 1 hour |
| Band C2 | £3.40 per hour | Mon-Fri 8:30am-5.30pm | Max stay 4 hours, no return within 1 hour |
| Band D | £2.90 per hour | Mon-Fri 8:30am-5.30pm | Max stay 4 hours, no return within 1 hour |
| Band D1 | £3.10 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 1 hour, no return within 1 hour |
| Band D2 | £3.10 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 1 hour, no return within 1 hour |
| Band D3 | £3.10 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 1 hour, no return within 1 hour |
| Band D4 | £3.10 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 1 hour, no return within 1 hour |
| Band D5 | £3.10 per hour | Mon-Sat 8:30am-6.30pm and Sun 12:30pm-6:30pm | Max stay 1 hour, no return within 1 hour |
| Band D6 | £3.10 per hour | Mon-Sat 9.00am-5.30pm | Max stay 1 hour, no return within 1 hour |
| Band D7 | £3.10 per hour | Mon-Sat 8.00am-6.30pm | Max stay 2 hours, no return within 1 hour |
| Band D8 | £3.10 per hour | Mon-Fri 8.00am-6.00pm Sat 8.00am-1.30pm | Max stay 1 hours, no return within 1 hour |
| Band G | £8.00 per day | Mon-Fri 8:30am-5.30pm | Max stay 9 hours, no return within 1 hour |
| Band G1 | £8.00 per day | Mon-Fri 8:30am-5.30pm | Max stay 9 hours, no return within 1 hour |
| Band G2 | £8.00 per day | Mon-Fri 8:30am-5.30pm | Max stay 9 hours, no return within 1 hour |
| Band Q | £1.00 per hour | Mon-Fri 8:30am-5.30pm | Max stay 1 hours, no return within 1 hour |

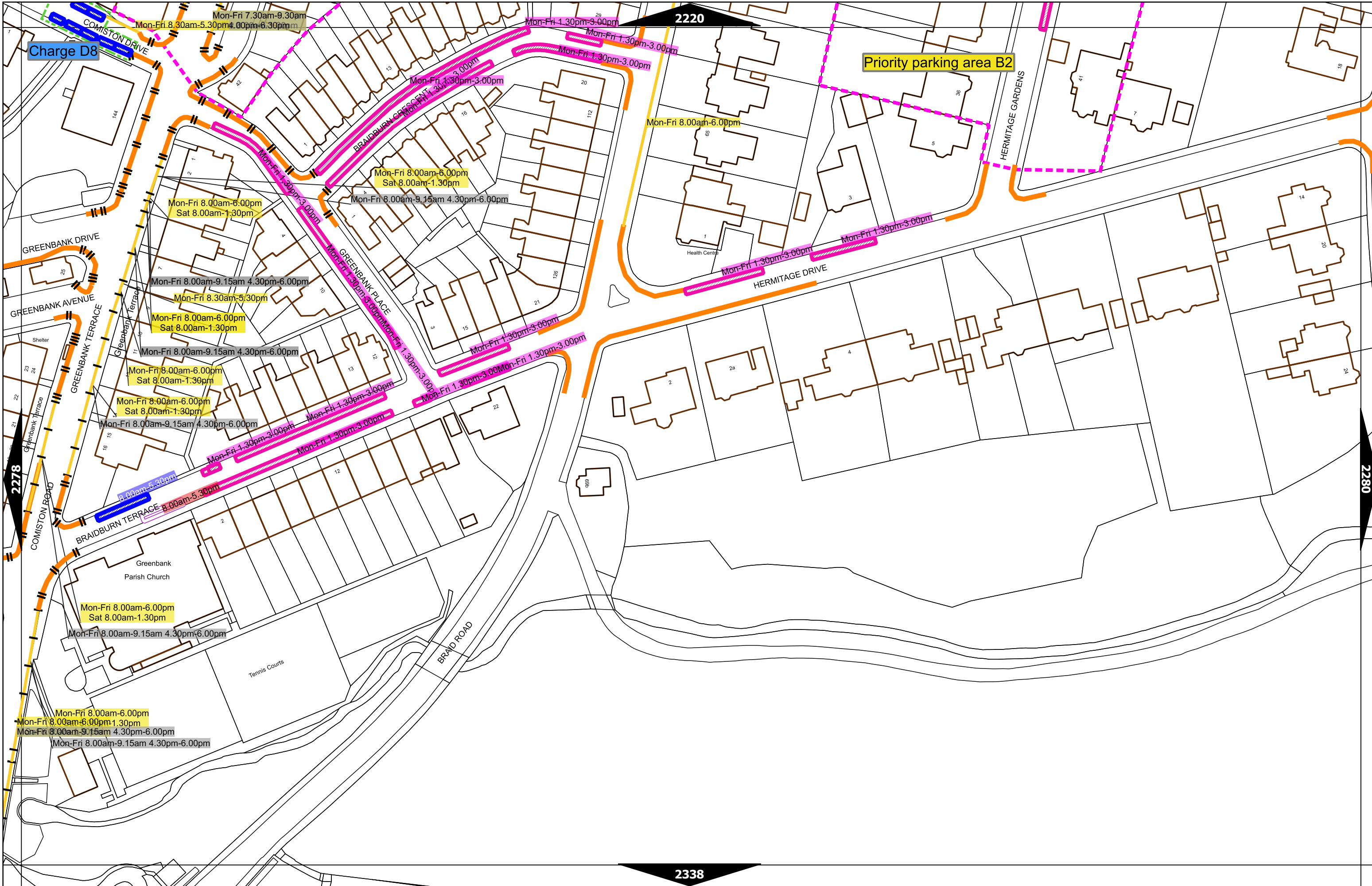
Note: This table indicated the typical maximum stay periods and any differences are labelled on the map tiles.



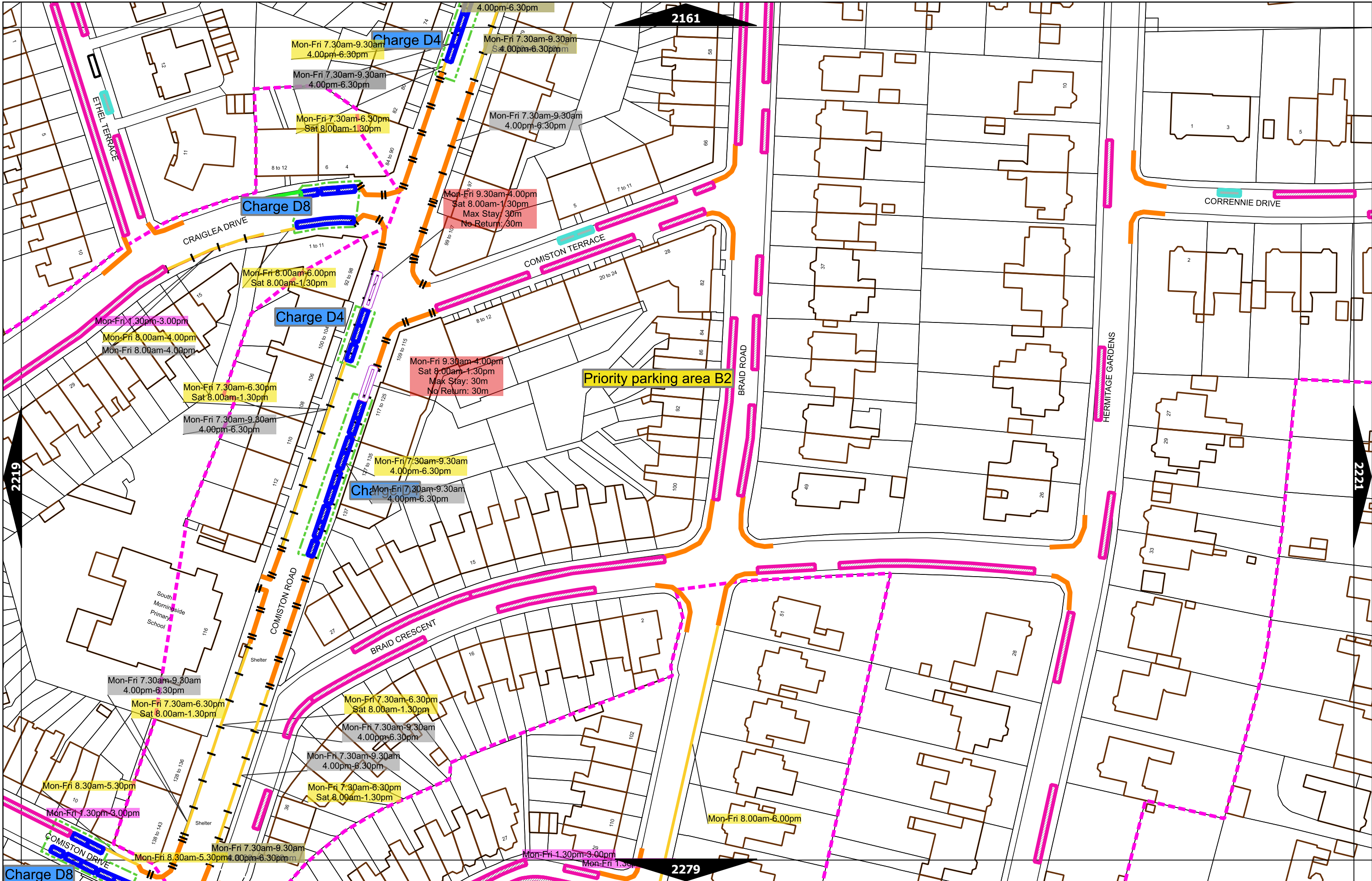
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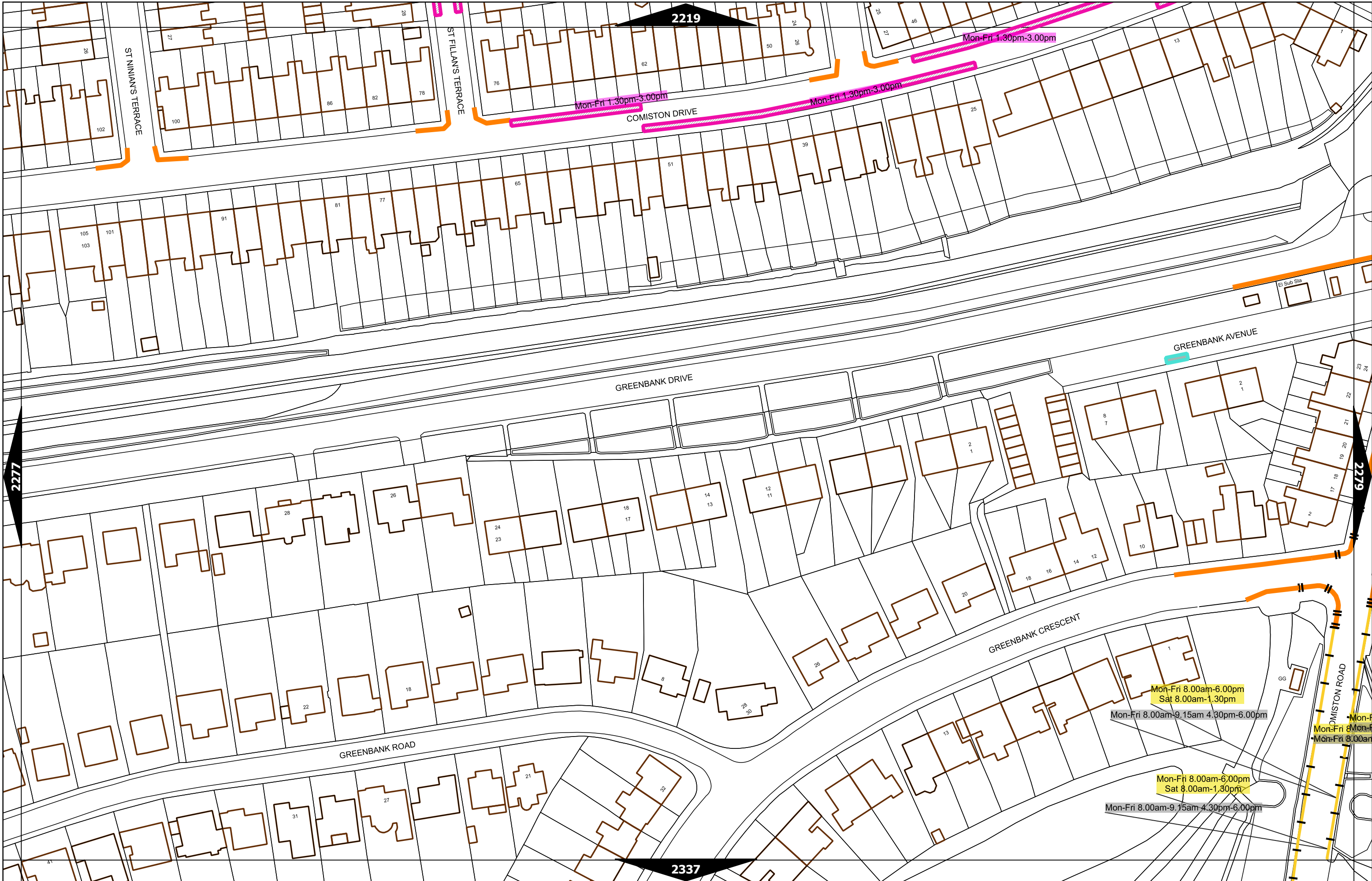
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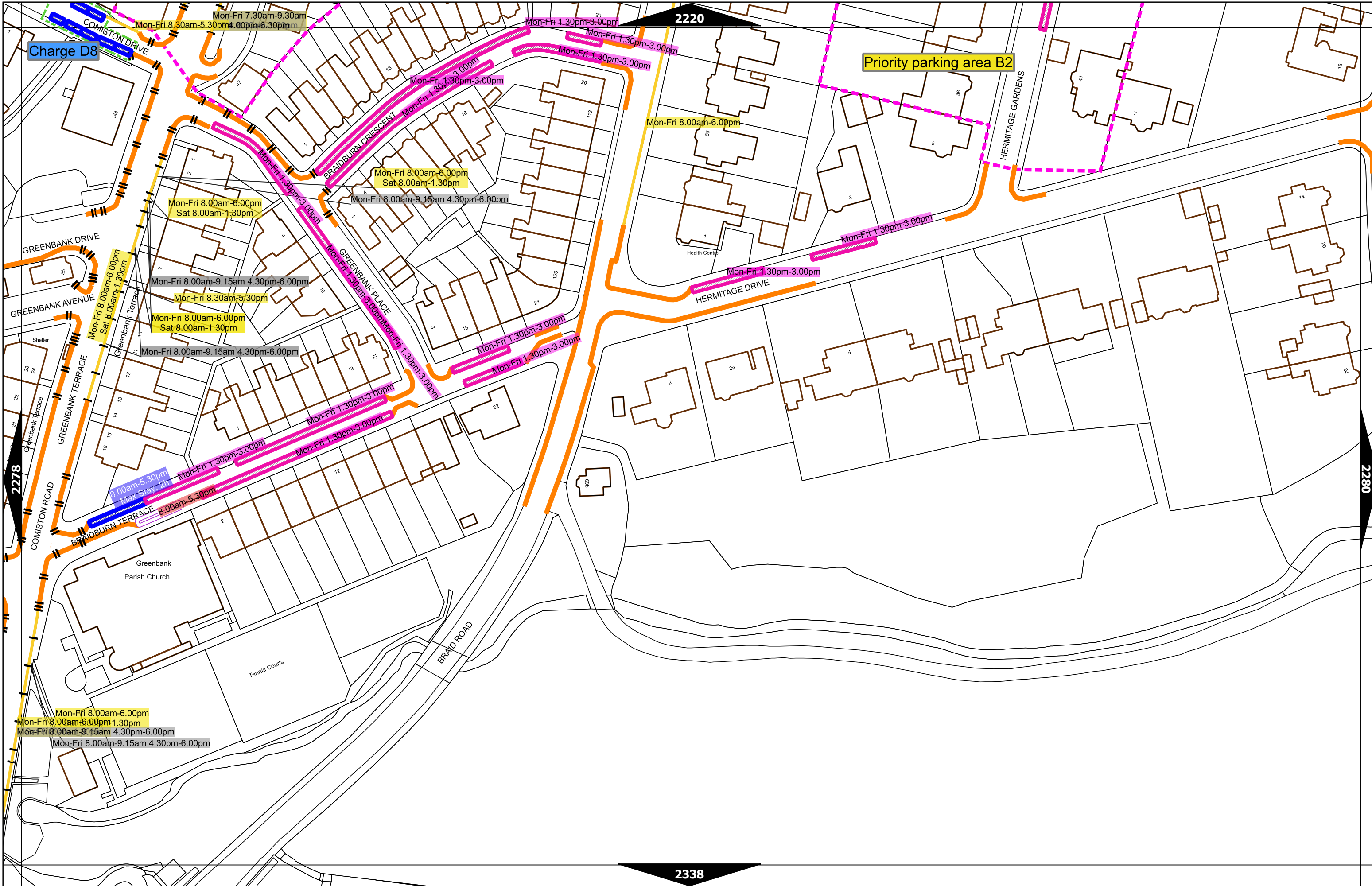
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| Status | CONFIRMED |



| | |
|-------------|-------------|
| Scale at A3 | 1:1000 |
| Print Date | 25-May-2022 |
| Map Tile | 2220 |
| Revision | 5 |
| Status | PROPOSED |



| | |
|-------------|-------------|
| Scale at A3 | 1:1000 |
| Print Date | 25-May-2022 |
| Map Tile | 2278 |
| Revision | 3 |
| Status | PROPOSED |



| | |
|-------------|-------------|
| Scale at A3 | 1:1000 |
| Print Date | 25-May-2022 |
| Map Tile | 2279 |
| Revision | 4 |
| Status | PROPOSED |