

REPORT TO: Cabinet

MEETING DATE: 25 May 2021

BY: Executive Director for Place

SUBJECT: Various Roads, East Lothian – Introduction and amendments to Traffic Regulation Orders 2021

1 PURPOSE

- 1.1 To seek Cabinet approval to start the statutory procedures necessary to introduce and amend various Traffic Regulation Orders to prohibit waiting, loading and unloading, introduce new speed limits and time restricted waiting, promote a new one way street and “Stop Up” locations whereby the areas will be removed from the public list of roads.

2 RECOMMENDATIONS

- 2.1 That Cabinet approves the initiation of the statutory procedure necessary to introduce and amend Traffic Regulation Orders in accordance with ‘The Local Authorities (Procedures) (Scotland) Regulations 1999’ and such introduction and amendments that are in force in respect of locations and proposals listed in Appendices A – G.

3 BACKGROUND

- 3.1 East Lothian Council as Local Traffic Authority is responsible for the making or amending of Traffic Regulation Orders as necessary to avert danger to road users; to aid free unrestricted movement on the road; to prevent inappropriate use of the road and/or adjoining property; and to improve the amenity of the area.
- 3.2 Following the successful introduction of decriminalised parking enforcement and the consolidation of Traffic Regulation Orders an ongoing review of restrictions has highlighted areas that require amendment / introduction (see Appendix A).

- 3.3 U191 School Brae, West Barns. It is considered necessary to reduce the speed over the School Brae Railway Bridge as forward visibility is impaired and the road width too narrow to allow two-way traffic to proceed safely whilst the road has a de-restricted speed limit (see Appendix B).
- 3.6 The introduction of a one way system on Harbour Road, Musselburgh (south to north) has seen an increase in two way traffic using Lochend Road North. Lochend Road North has parking on both sides which restricts free flow traffic movements and therefore it's recommended that this road is also made one way (north to south) (see Appendix C).
- 3.7 A request has been made by residents of Nos.1 & 2 High Street, Belhaven and Nos. 1, 2 & 3 South Street, Belhaven to have the section of South Street ex-adverso their properties "Stopped Up" and removed from the public list of roads. The residents are aware that this section doesn't rate highly enough for extensive carriageway repairs and wish to carry out these works themselves. A section of South Street adjacent to Nos 1 & 2 High Street has already been stopped up (TO 00/11) (see Appendix D).
- 3.8 In association with Planning Ref Nos. 20/01056/P & 20/01055/LBC to convert the former church hall / Haddington School of Dance and Music on Newton Port, Haddington into 3 flats it is considered necessary to Stop Up the immediate section of carriageway (lay by) on Newton Port to allow for a vehicle drive-in and associated works (see Appendix D).
- 3.9 The Spaces for People programme has temporarily made the Lindores Car Park, Tranent (opposite the toilets) limited waiting and to assist with the town centre businesses. It is considered that the limited waiting restrictions should be made permanent with a maximum stay of 90 minutes in any 3 hour period (see Appendix E).
- 3.10 Complaints have been made regarding the lack of parking availability for patients wishing to attend the Tranent Medical Practice. It is recommended that the north-most section of the car park, adjacent to No.1 Loch Square has a maximum stay of 90 minutes in any 3-hour period (see Appendix E).
- 3.11 The car park in Abbeylands, Dunbar was constructed to assist with visitors accessing and utilising the High Street businesses; however, the car park is being used primarily as a long stay. It is recommended that the car park has a maximum stay of 90 minutes in any 3-hour period (see Appendix E).
- 3.12 Car Club spaces have already been applied on Bridge Street and High Street, Musselburgh, but under an 18-month experimental Order. The car club wishes to make these bays permanent (see Appendix F).
- 3.13 Additional EV Charging Points have been installed since the last EV Charging Spaces TRO was implemented under TO 007/19. Approval is sought to vary TO 007/19 to include the additional locations (see Appendix G).

4 POLICY IMPLICATIONS

4.1 None

5 INTEGRATED IMPACT ASSESSMENT

5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

6 RESOURCE IMPLICATIONS

6.1 Financial – All costs involved in connection with consultation, advertising, design and implementation associated with the making of these Orders can be accommodated within the Roads revenue budget.

6.2 Personnel - None

6.3 Other – None

7 BACKGROUND PAPERS

7.1 None

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DATE	10 May 2021

Appendix A		
The Amendments of the Prohibition and Restriction waiting, loading and unloading at Various Streets, Traffic Regulation Orders		
No.	Location	Description
1	Downie Place, Musselburgh	Introduce waiting restrictions on the east side as there's insufficient road width for parking on both sides
2	Eskview Terrace / Riverside Gardens, Musselburgh	Change existing No Waiting restriction to No Waiting / Loading and Unloading
3	Bush Street / Promenade, Musselburgh	Introduce waiting restrictions to control indiscriminate parking at junction
4	Eskview Road / Eskview Terrace, Musselburgh	Extend existing No Waiting restriction on south side of Eskview Road westwards as there's insufficient road width for parking on both sides
5	Stoneybank Crescent, Musselburgh	Introduce waiting restrictions at junctions to control indiscriminate parking
6	Links Avenue, Musselburgh	Introduce waiting restrictions to stop indiscriminate parking on north side and allow for free flow of traffic at traffic calming feature
7	Cowpits Road, Whitecraig	Introduce waiting restrictions to deter vehicles from parking close to the bend at pedestrian access to River Esk walkway
8	Edinburgh Road, Cockenzie at Cockenzie House	Goods Vehicles are currently loading / unloading from Cockenzie High Street but this street is too narrow to allow this.
9	Glennie Gardens, Tranent	Introduce waiting restrictions in hammerhead which should be kept clear at all times
10	Blawearie Road / Kings Road junction, Tranent	Introduce waiting restrictions to control indiscriminate parking

11	Whiteloch Road from Main Road to Station Court, Macmerry	Introduce waiting restrictions along east side to control indiscriminate parking
12	Preston Road at and opposite Preston Crescent (cul-de-sac)	Introduce waiting restrictions to allow access for refuge lorry and other similar sized vehicles
13	Florabank Road (cul-de-sac) / Florabank Road, Haddington	Introduce waiting restrictions to control indiscriminate parking and improve sightlines for vehicles exiting
14	Station Road / Tweeddale Avenue, Gifford	Introduce waiting restrictions to control indiscriminate parking
15	Abbeylands Car Park, Dunbar	Introduce waiting restrictions to control indiscriminate parking within the car park
16	Muirfield Terrace, Gullane	Change existing "school time" restrictions to "at any time" restrictions due to events taking place on the 4G pitches at the weekends

Appendix B

Speed Limits

No.	location	Description
1	School Brae, West Barns	Extend existing 30mph speed limit to south side of School Brae Bridge

Appendix C

One Way

No.	location	Description
1	Lochend Road North, Musselburgh	Make road one way from New Street to North High Street to complement existing one way on Harbour Road as both roads are unsuitable for two way traffic

Appendix D		
Stopping Up		
No.	location	Description
1	South Street, Belhaven	Request by residents to have a further section of road stopped up
2	Newton Port, Haddington	Request by consultants to have a small section of Newton Port outside of the former church hall removed from the public list of roads.

Appendix E		
90 minutes limited waiting with no return within 90 minutes		
No.	location	Description
1	Lindores Drive near Winton Place, Tranent	Introduce timed restrictions
2	Loch Centre car park, Tranent	Introduce timed restrictions to a small section of car park on the north side adjacent to No.1 Loch Square
3	Abbeylands Car Park, Dunbar	Introduce timed restrictions

Appendix F		
Car Club Spaces		
No.	location	Description
1	Bridge Street at the Brunton Hall, Musselburgh	Make permanent 2 No. car club spaces
2	At No.13 High Street, Musselburgh	Make Permanent 1 No. car club space

Appendix G		
EV Charging Bays		
No.	Location	Description
1	Port Seton Community Centre	Two Destination Chargers
2	Floors Terrace, Dunbar	Two Destination Chargers
3	Village Hall, Garvald	Two Destination Chargers
4	Walden Place, Gifford	Two Destination Chargers
5	John Muir House, Electric Car Park, Haddington	Three Destination Chargers
6	Seggarsdean Court, Haddington	Six Destination Chargers
7	Gracefield Car Park, Musselburgh	Six Destination Chargers
8	Bowling Club, Pencaitland	Two Destination Chargers
9	High Street, Prestonpans	Two Destination Chargers
10	Winterfield Golf Club, Dunbar	Two Destination Chargers
11	Dryden Cottages, East Saltoun	Two Destination Chargers
12	Community Centre, Longniddry	Two Destination Chargers
13	High Street, Ormiston	Two Destination Chargers
14	Hawthorn Road, Prestonpans	Two Destination Chargers
15	Community Centre, Wallyford	Two Destination Chargers
16	Long Stay Car Park, Haddington	Two Destination Chargers
17	Park and Choose, Wallyford	Sixteen Destination Chargers
18	Community Centre, Longniddry	One Journey Charger
19	Village Hub, Whitecraig	Two Journey Chargers
20	Park and Choose, Wallyford	Two Journey Chargers
21	Saltcoats Road, Gullane	Two Journey Chargers
22	Lindores Drive Car Park, Tranent	Two Journey Chargers