

COMMITTEE:	Cabinet
MEETING DATE:	11 November 2025
BY:	Depute Chief Executive Resources and Economy
REPORT TITLE:	Various Roads – East Lothian, Introduction and Amendments to Traffic Regulation Orders, November 2025
REPORT STATUS:	Public

1 PURPOSE OF REPORT

- 1.1 To seek Cabinet approval of the statutory procedures necessary to make and amend Traffic Regulation Orders to prohibit waiting, loading & unloading, introduce new and amend some speed limits, amend driving prohibition times at a school in Haddington and Stop Up a section of carriageway to facilitate an amended road layout for a new Council housing development.

2 RECOMMENDATIONS

Members are recommended to:

- 2.1 Approve the statutory procedures necessary to initiate, consider any objections and make or amend Traffic Regulation Orders in accordance with the relevant legislation in respect of locations and proposals listed in Appendix A, B, C and D
- 2.2 Instruct the Head of Infrastructure to report back to the Cabinet if representations to the proposed Orders are received and are subsequently not withdrawn

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 unsuitable use of the road and/or adjoining property and to improve the amenity of the area.

- 3.2 The process under the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 requires key provisions including consultation with statutory consultees such as Police Scotland, publishing the proposals and allowing the public to make representations/objections within 21 days, requirements for a local authority to consider objections and then make the order.
- 3.3 Following the successful introduction of decriminalised parking enforcement and the consolidation of Traffic Regulation Orders an ongoing review of restrictions has highlighted several areas that require amendment / introduction. Appendix A
- 3.4 In association with various Planning requirements and following requests on road safety grounds there has been a few locations which would benefit from new or reduced speed limits. Appendix B
- 3.5 Schools in Haddington via Victoria Road, are experiencing ongoing pedestrian road safety issues caused by drivers bringing their vehicles too close to the school gates. The behaviour of these drivers, who make dangerous turning and reversing manoeuvres, cause difficulties for most of the pupils and parents who walk or cycle to and from school. Existing timed restrictions are already in place, but concerns have been raised by the parent council and Haddington Central TRA that the existing restrictions don't cover the nursery times which start at 8.15am and can extend to 17.45pm. Appendix C
- 3.6 In accordance with an agreed new Council housing site at the former Wallyford Primary School, there will be a requirement to Stop-Up the former adopted access into the school to facilitate a new road layout Appendix D

4 POLICY IMPLICATIONS

- 4.1 None

5 RESOURCE AND OTHER IMPLICATIONS

- 5.1 Finance: 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.
- 5.2 Human Resources: None
- 5.3 Other (e.g. Legal/IT): None
- 5.4 Risk: Possible Road Safety Issues associated with indiscriminate parking and vehicles travelling at excessive speeds

6 INTEGRATED IMPACT ASSESSMENT

6.1 *Select the statement that is appropriate to your report by placing an 'X' in the relevant box.*

An Integrated Impact Assessment screening process has been undertaken and the subject of this report does not affect the wellbeing of the community or have a significant impact on: equality and human rights; tackling socio-economic disadvantages and poverty; climate change, the environment and sustainability; the Council's role as a corporate parent; or the storage/collection of personal data.

or

The subject of this report has been through the Integrated Impact Assessment process and impacts have been identified as follows:

Subject	Impacts identified (Yes, No or N/A)
Equality and human rights	
Socio-economic disadvantage/poverty	
Climate change, the environment and sustainability	
Corporate parenting and care-experienced young people	
Storage/collection of personal data	
Other	

The Integrated Impact Assessment relating to this report has been published and can be accessed via the Council's website:

https://www.eastlothian.gov.uk/info/210602/equality_and_diversity/12014/integrated_impact_assessments

7 APPENDICES

7.1 Appendix A – The amendments of the prohibition and restriction on waiting, loading and unloading at various locations.

7.2 Appendix B – Speed Limits.

7.3 Appendix C – School Streets.

7.4 Appendix D – Stopping Up.

8 BACKGROUND PAPERS

8.1 None

9 AUTHOR AND APPROVAL DETAILS

Report Author(s)

Name	Ian King
Designation	Roads Asset and Regulatory – Team Manager
Tel/Email	iking@eastlothian.gov.uk
Date	Oct 2025

Head of Service Approval

Name	Tom Reid
Designation	Head of Infrastructure
Confirmation that IIA and other relevant checks (e.g. finance/legal) have been completed	Completed
Approval Date	22 October 2025

Appendix A – The amendments of the prohibition and restriction on waiting, loading and unloading at various locations

No.	Location	Description
1	North Road / Park Avenue, Dunbar	Extend double yellow lines on west side of junction to improve sightlines
2	Blindwells and Old Craighall at new primary schools	Introduce permanent double yellow lines to control indiscriminate parking
3	Pearlstane Steading, Elphinstone	Introduce double yellow lines to control indiscriminate parking
4	Hill Road, Gullane	Introduce double yellow lines along the north side of Hill Road to control indiscriminate parking and improve the free flow of traffic
5	Mill Wynd, Haddington	Introduce double yellow lines at various locations to control indiscriminate parking associated with adjacent sports pitches
6	Lydgait / Lydgait Gardens, Haddington	Introduce double yellow lines to control indiscriminate parking
7	St. Germain's Terrace, Macmerry	Introduce double yellow lines adjacent to open amenity space to control vehicles from parking on and rutting the grass
8	Forth Street Slip Road, North Berwick	Introduce permanent double yellow lines to control indiscriminate parking and blocking emergency access to beach
9	Opp 13 Castle Terrace, Port Seton	Introduce double yellow lines to control indiscriminate parking
10	Edinburgh Road / Stair Park, Tranent	Introduce double yellow lines at junction to control indiscriminate parking
11	Inchview Road, Wallyford	Introduce double yellow lines at turning head to control indiscriminate parking
12	Cowpits Road, Whitecraig	Introduce double yellow lines to keep new traffic signals clear of indiscriminate parking
13	Manse Lane/Elcho Place, Cockenzie	Introduce double yellow lines at junction to control indiscriminate parking opposite a kerbed build out and maintain through traffic
14	Albert Place (North), Wallyford	Introduce double yellow lines at the proposed new access to a Council housing site to control indiscriminate parking and allow for unobstructed access and egress into new site

Appendix B – Speed Limits

No.	Location	Description
1	Old A1 at Haines Drive, Dunbar	Introduce 20mph speed limit from west of Yosemite Park to end of cul-de-sac
2	Pearlstane Steading, Elphinstone	Introduce new 40mph speed limit from B6414 junction eastwards for 350m or thereby
3	Ravensheugh Brae, Musselburgh	Introduce 20mph speed limit in new housing development
4	Haddington Road, North Berwick	Extend 20mph speed limit southwards to new housing development at Pilgrims Way
5	A198 at Tynninghame	Extend existing 40mph speed limit northwards to Lawhead junction
6	A199 east side of Wallyford	Extend existing 30mph speed limit to include the frontage of a new housing development towards Dolphinstone
7	B6363 Coal Road, Longniddry	Introduce a new 40mph buffer speed limit in advance of existing 30mph limit
8	A198 Seton Sands	Introduce a new 40mph buffer speed limit in advance of existing 30mph limit
9	B1377 Drem Village	Reduce the existing 40mph speed limit to 30mph and redesign buffer.

Appendix C – School Streets

No.	Location	Description
1	Victoria Road, Haddington	Amend the start and end timed restrictions

Appendix D – Stopping Up

No.	Location	Description
1	Albert Place, Wallyford	Stopping Up of the old access into the former Wallyford Primary School