

Croft Street, Penicuik – Introduction of All Day Waiting Restrictions**Report by Derek Oliver, Chief Officer – Place****Report for Decision****1 Recommendations**

It is recommended that Cabinet:

- i. Note the significant pressure from local residents to introduce measures to improve access through Croft Street, Penicuik;
- ii. Note that some objections were received regarding the location of double yellow lines outside certain properties which may impact on some parking spaces;
- iii. Approves on balance the introduction of the relevant traffic and legal orders to bring into effect the prescribed double yellow line scheme in Croft Street, Penicuik shown on the amended drawing at paragraph 3.10.

2 Purpose of Report/Executive Summary

This report describes the significant pressure from local residents to introduce measures to improve vehicular access for larger vehicles through Croft Street, Penicuik.

The report lays out a Council draft order proposing the prohibition and restriction on waiting, loading and unloading by way of introduction of double yellow lines on certain designations part of the carriageway at Croft Street, Penicuik.

The report asks elected members to note there were some objections which were significantly outweighed by the demand by local residents for improvements to the through access and safety of this road. On balance elected members are requested to approve the scheme as amended and shown at paragraph 3.10.

Date: 1 October 2023
Report Contact: Robbie Beattie Senior Manager, Neighbourhood Services
Email: robbie.beattie@midlothian.gov.uk

3 Background

- 3.1 Croft Street in Penicuik runs one-way from West Street to Bridge Street. The carriageway is constricted in sections due to a) the needs of residents to park their own vehicles on street since few of the properties have garages or run-ins, b) the location is used for parking by customers and visitors to nearby shops and services c) some commuters to Edinburgh park there in the day to catch buses to the city.
- 3.2 The carriageway constriction creates acute difficulties for large vehicles, such as fire appliances and ambulances, weekly bin collection lorries, removal and delivery lorries and vans, etc. Local residents have indicated difficulties in parking due to spaces being occupied by non-residents of the street.
- 3.3 Local residents have actively pressed the Council to take action to ameliorate the position. A well-attended public meeting in Penicuik Town Hall in January 2023 considered initial proposals by the Council to apply double yellow line (all day, Monday to Sunday) waiting restrictions.
- 3.4 The sightlines for traffic emerging from the south end of Croft Street are particularly poor, and one element of the proposed scheme is that waiting restrictions should extend around the corners of Croft Street into Bridge Street, to improve safety for emerging vehicles.
- 3.5 Taking account of feedback from the January 2023 public meeting and other representations by email the Council published a formal consultation process on a revised proposal. This amended proposal altered the extent and location of some of the double yellow lines to take account of views expressed.

Main Report

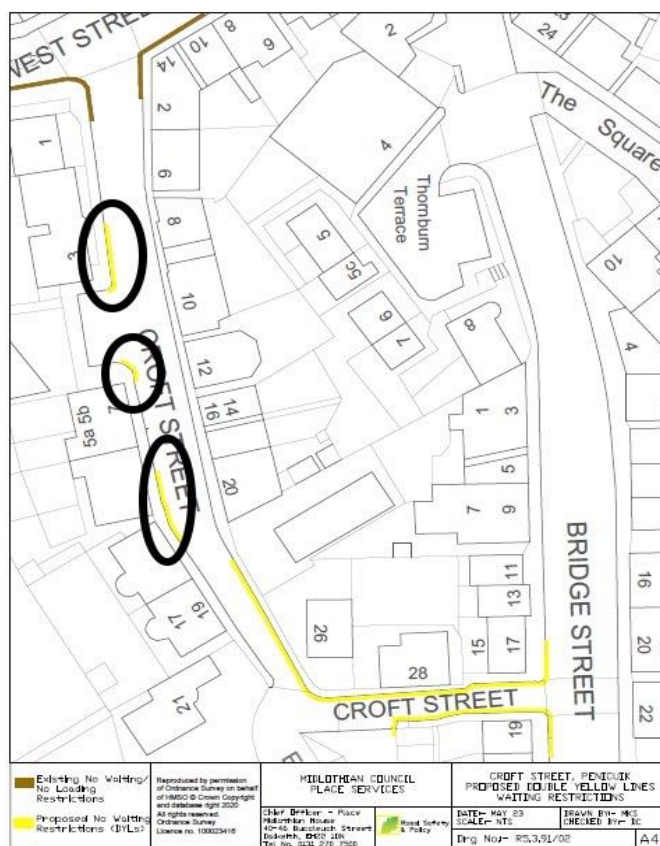
- 3.6 The carriageway of Croft Street, Penicuik is constricted in parts which creates acute difficulties for large vehicles to navigate. Following local resident feedback and a public meeting in Penicuik a formal public consultation was held. The consultation on the proposed draft traffic order was conducted in compliance with the Road Traffic Regulation Act 1984 as amended and as modified by The Road Traffic (Permitted Parking Area and Special Parking Area) (Midlothian Council) Designation Order 2018.
- 3.7 The draft order proposed the prohibition and restriction on waiting, loading and unloading by way of introduction of double yellow lines on certain designations part of the carriageway.



- 3.8 There were seven responses to the three-week consultation. Of the responses received three were strongly supportive of the measures in full, none were against some sort of scheme and there were four responses which suggested modifications to the proposals. The modifications suggested were typically to remove the double yellow lines from outside properties with odd numbers and site them on other side of the street with properties with even numbers. It was suggested this arrangement would provide a better flow down the street.
- 3.9 With the consultation concluded the legal pathways which are now open to the Council are:
- Repel the objections and implement the scheme as advertised.
 - Remove controversial elements of the proposal and implement the remainder which can be done without needing to re-advertise the reduced proposal.
 - Make changes such as agreeing to switch a length of proposed new double yellow line from one side of Croft Street to the other. This would affect length(s) of kerb not covered by the original proposal and would require the 3-week statutory consultation to be re-run.
 - Abandon the proposal.
- 3.10 Officers recommend that pathway c) is followed. The areas of proposed double yellow line that will not be implemented at this time are circled in black on the below drawing. The remaining double yellow lines on Croft Street leading onto Bridge Street will be implemented with the appropriate parts of the draft Order shown at Appendix B2 to be

amended to reflect this. If the amended proposal is approved Officers will make the necessary legal and traffic orders and paint the lines.

Officers will also draft an updated drawing showing double yellow lines on the opposite side of Croft Street at various pinch points between 6 Croft Street, Penicuik and 20 Croft Street, Penicuik and open a formal public consultation on the proposal to be reported in due course.



- 3.11 Officers will also review the available local land to determine if some of that can be designated as overflow parking. If a suitable and affordable proposal is identified this will be reported to Elected Members.

4 Report Implications (Resource, Digital and Risk)

4.1 Resource

The introduction of the scheme will be contained within Road Services approved budget.

4.2 Digital

The proposal in this report has no digital impact.

4.3 Risk

There is evidence of previous impacts on the local community due to restricted access for emergency vehicles. Some residents fear if there was fire in their home that the fire service would have significant difficulty in gaining access.

4.4 Ensuring Equalities (if required a separate IIA must be completed)

The subject of this report does not have a significant impact on equality.

4.5 Additional Report Implications

Appendices

Appendix A – Additional Report Implications

Appendix B – Background information/Links

APPENDIX A – Report Implications

A.1 Key Priorities within the Single Midlothian Plan

In terms of the key priorities through the Single Midlothian Plan safety, children and sustainability feature highly.

A.2 Key Drivers for Change

Key drivers addressed in this report:

- Holistic Working
- Hub and Spoke
- Modern
- Sustainable
- Transformational
- Preventative
- Asset-based
- Continuous Improvement
- One size fits one
- None of the above

A.3 Key Delivery Streams

Key delivery streams addressed in this report:

- One Council Working with you, for you
- Preventative and Sustainable
- Efficient and Modern
- Innovative and Ambitious
- None of the above

A.4 Delivering Best Value

The project will deliver Best Value

A.5 Involving Communities and Other Stakeholders

This proposal is in response to requests from local residents for action to be taken. Two informal town hall meetings have been held and the proposal was subject to a legally required formal consultation process.

A.6 Impact on Performance and Outcomes

The proposal will make it easier for residents, visitors, delivery drivers, emergency services and council refuse vehicles amongst others to travel from one end of Croft Steet to the other.

A.7 Adopting a Preventative Approach

The proposal will make it easier for emergency service access.

A.8 Supporting Sustainable Development

The proposal will make it easier for residents to go about their daily business and access their properties with vehicles as necessary.

APPENDIX B

Appendix B1 Copy of consultation notice

THE MIDLOTHIAN COUNCIL (VARIOUS ROADS) (PROHIBITION AND RESTRICTION ON WAITING, LOADING AND UNLOADING ETC) (VARIATION NO _) ORDER 202_

- TO/R5.3.91

The Council proposes to make a new Order to extend Double Yellow Line (all day) waiting restrictions on Croft Street, Penicuik and at its junction with Bridge Street. The purposes are to improve road safety, and to facilitate the movement of vehicles, in particular the emergency services and collection / delivery lorries and vans. Details may be examined from 29 June to 21 July at Libraries, at www.tellmesotland.gov.uk or from david.chambers@midlothian.gov.uk.

Any person wishing to object to this proposal should send details of their grounds of objection in writing, quoting reference R5.3.91, to: The Legal Services Manager, Midlothian Council, Midlothian House, 40-46 Buccleuch Street, Dalkeith EH22 1DN, or to legal@midlothian.gov.uk, to arrive not later than 21 July 2023.

Appendix B2

Draft Order laying out location of double yellow line restrictions.

DRAFT

Variations etc to The Midlothian Council (Various Roads) (Prohibition and Restriction on Waiting, Loading and Unloading etc) (Decriminalised Parking Enforcement) Designation and Consolidation Order 2018

The above Order shall have effect as if:

- (a) In [Appendix 2](#) after all the existing words in the table there were added the words:

Mid/R5.3.19-06	dd/mm/2023	dd/mm/2023	R5.3.92 Applies DYL waiting restrictions along Croft Street, Penicuik and at its junction with Bridge Street.
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- (b) In [the computerised plan](#) which records all the restrictions imposed by Traffic Order R5.3.19 as varied there were added the lengths of road subject to 'Schedule 2' 24 hour waiting restrictions (double yellow lines) shown in Table 1 below, all as illustrated on Plan R5.3.91/02 attached.

TABLE 1: Schedule 2 - Lengths of Road Subject to 24-hour Waiting Restrictions (Double Yellow Lines)

Settlement	Road	Section	Ref	Length (metres)	
Penicuik	Bridge Street	West Side			
		(a) from the north kerbline of Croft Street northwards for a distance of 8 metres or thereby.	2.xx.a	8	
	(b) from the north kerbline of Croft Street southwards for a distance of 8 metres or thereby.	2.xx.b	8		
	Croft Street	East / North Side			
		(a) from the west kerbline of Bridge Street westwards and then north-westwards for a distance of 68 metres or thereby.	2.yy.a	68	
		West / South Side			
(a) from a point 29 metres or thereby south of the projected south kerbline of West Street southwards for a distance of 8 metres or thereby.		2.yy.b	8		
(b) from a point 71 metres or thereby south of the projected south kerbline of West Street southwards for a distance of 13 metres or thereby.	2.yy.c	13			
(c) from the west kerbline of Bridge Street westwards for a distance of 29 metres or thereby.	2.yy.d	29			