

Statement Of Reasons

As part of the capital project along Braidburn Terrace and surrounding streets, it is proposed to widen sections of the existing footways and install footway buildouts at various locations in order to create safer pedestrian facilities, more space for walking, and shorter pedestrian crossing points. Furthermore, it is proposed to introduce new shared surfaces which will improve safety for cyclists and minimise the time cyclists are forced to spend cycling in the same lanes with live traffic. Finally, a continuous surface will be introduced at the East end Braidburn Terrace at the junction with Braid Road in order to create a larger footway area for pedestrian use. These changes are all in line with and follow the Council's commitment and vision to improving pedestrian movements, giving priority to pedestrians, creating a safer built environment, and improving cycling across the city.

The City of Edinburgh Council (the Council), as Roads Authority for Edinburgh, has a duty under Section 122 of the Road Traffic Regulation Act to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)". The Council, having considered its duties under the terms of the aforementioned Act, has identified locations or has received requests to provide new restrictions, to amend existing restrictions or, as the case may be, to remove existing restrictions on waiting, loading and unloading.

Restrictions on waiting, loading and unloading have a number of benefits including reducing congestion, enabling access and improving visibility and road safety, with such restrictions directly supporting the [City Mobility Plan](#) policy to 'Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties'.