

Traffic in Greenbank

Pentlands Local Development Committee

16 March 2005

Purpose of report

- 1 To advise on the outcome of the site meeting which was held in Greenbank Lane on 2 February following an instruction from the Pentlands LDC meeting in November 2004.

Main report

- 2 Extensive consultation has been carried out in Greenbank in response to the concerns raised by residents regarding the volume of traffic being driven through the area, particularly at peak periods.
- 3 A report recommending that a Traffic Regulation Order (TRO) to close Greenbank Lane to all traffic, was approved by Pentlands LDC at its meeting in September 2002 and an order was subsequently advertised.
- 4 A total of 185 objections to the Order were received from within the Greenbank Area (66% of the replies from that area) and a further report was presented to the March 2004 meeting of LDC recommending, in view of the large number of objections, that the status quo be maintained, and that the Order be abandoned.
- 5 This report was noted, with an instruction that a further report be prepared to advise on any additional measures that could be put in place in Greenbank Lane.
- 6 A report to the May 2004 LDC recommending that footway build-outs be constructed in Greenbank Lane was accepted by committee and these features have been installed.
- 7 A request was made by the November 2004 LDC that a site meeting be arranged with residents to view the situation during the morning peak period.
- 8 This meeting, attended by Councillor McInnes, Councillor Paisley, local residents and council officials, took place on the morning of 2 February.

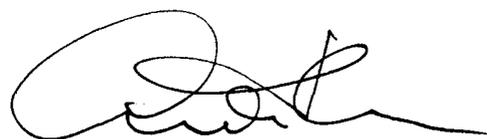
- 9 The view was taken at the meeting that some further action required to be considered, and the suggestion was made that a closure of Greenbank Lane be undertaken on a trial basis, so as to better gauge the effect of such measures on the surrounding area.
- 10 Legislation only permits a Temporary Traffic Regulation Order (TTRO) to be made where this is required to facilitate roadworks on or near a road, to make an emergency closure in the case of danger to the public or where serious road damage is anticipated, to allow for litter clearing and cleaning or in connection with a sporting or social event or entertainment.
- 11 It is not possible to promote a TTRO on the grounds of traffic volume.
- 12 The only measure that can be taken forward is to promote an **experimental** Traffic Regulation Order, which has a maximum duration of 18 months.
- 13 Legislation requires that such an order be promoted in the same way as a permanent TRO.
- 14 This requires that the proposals are advertised, and that objections to the proposed scheme be considered. It is unlikely therefore that an experimental order could be made in less than 18 months from the start of the procedure.
- 15 It is anticipated that a large number of objections are likely to be received. In these circumstances, it would be necessary for a public hearing to be set up to consider the matter.
- 16 Should the experimental order be made, and considered a success, there will be the requirement to promote a permanent order which again would require to be subject to advertisement and possible objection.

Financial Implications

- 17 None.

Recommendations

- 18 That an Order be promoted for an experimental Traffic Regulation Order with a maximum time span of 18 months.
- 19 That extensive traffic survey work be undertaken in Greenbank Lane and Road, and in surrounding streets, to gauge the effect of the closure on traffic volume and patterns after a period of three months.
- 20 That a further report be presented to Pentlands LDC at the earliest opportunity following the consultation exercise.
- 21 That at that time a decision is taken either to abandon the closure, or to promote a full Traffic Regulation Order.



Andrew Holmes
Director of City Development

24.2.07

Appendices	None
Contact/tel	John Gill - 0131 529 3487
Wards affected	Ward 51
Background Papers	None