

Transport and Environment Committee

10:00am, Tuesday, 26 August 2014

Objections to Traffic Regulation Order TRO/11/20D – Proposed waiting restrictions on Coltbridge Avenue and Coltbridge Vale

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| Item number | 7.6 |
| Report number | |
| Executive/routine | Executive |
| Wards | 6 - Corstorphine/Murrayfield |

Executive summary

The purpose of this report is to acknowledge four objections to the proposed Traffic Regulation Order (TRO11/20D) for double yellow line waiting restrictions in Coltbridge Avenue and Coltbridge Vale as shown in Appendix One. Due to an administrative error these objections were not included in the context of the previous report to Committee on 19 March 2013.

Links

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| Coalition pledges | P32 , P33 |
| Council outcomes | CO19 , CO21 , CO22 |
| Single Outcome Agreement | SO4 |

Objections to Traffic Regulation Order TRO/11/20D – Proposed waiting restrictions on Coltbridge Avenue and Coltbridge Vale

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Acknowledges that the objections against the TRO have been considered.
- 1.2 Sets aside the objections and approves the implementation of the waiting restrictions.

Background

- 2.1 Representation was made in 2008 by elected members and local residents regarding the passage of emergency vehicles, specifically fire vehicles, at the tight junction of Coltbridge Avenue and Coltbridge Vale.
- 2.2 On 04 April 2011, temporary waiting restrictions (double yellow lines) were installed at this junction under the powers of an Emergency TRO, following discussions with the Scottish Fire and Rescue Service. These temporary waiting restrictions expired on 3 October 2012.
- 2.3 Due to ongoing concerns raised during site visits with local residents, plans were drawn up to introduce formal waiting restrictions at the junctions of Coltbridge Terrace/Coltbridge Avenue and Coltbridge Avenue/Coltbridge Vale.
- 2.4 A permanent order TRO/11/20D was advertised for public consultation from 17 February 2012 to 13 March 2012. Nine objections were received during the consultation phase. Four of these objections directly related to proposals at the Coltbridge Avenue with Coltbridge Vale junction.
- 2.5 The report seeking approval for the implementation of the TRO was submitted to the Transport and Environment Committee on 19 March 2013. However, due to an administrative error the report incorrectly suggested that no objections had been raised relating to the Coltbridge Avenue/Coltbridge Vale junction. In fact four objections had been received relating to this junction and, therefore, this element of the TRO could not be implemented.

Main report

- 3.1 Concerns were raised with the West Neighbourhood Roads Team by elected members and residents in 2008 regarding the passage of emergency vehicles, specifically fire vehicles, at the tight junction of Coltbridge Avenue and Coltbridge Vale.

- 3.2 Following the introduction of temporary waiting restrictions, vehicles were no longer allowed to park at this very tight junction. Emergency and general access has been greatly improved since the introduction of temporary waiting restrictions. It is considered that the introduction of a permanent TRO at this junction will formalise parking restrictions and continue to protect appropriate vehicle access.
- 3.3 Following the advertisement of the TRO, four individual objections were received from local residents in relation to the junction of Coltbridge Avenue and Coltbridge Vale. Several objections covered the same points and these have been grouped accordingly.
- *The proposed further double yellow lines will disrupt local parking arrangements, spilling over into adjoining streets and will also result in higher traffic speeds.*
 - *The tight roads layout has effectively restrained traffic speeds without requirement for formal speed mitigation measures.*
- 3.4 The implementation of the TRO would result in the displacement of approximately four parking spaces in to the general area and is unlikely to disrupt local parking arrangements.
- 3.5 The TRO proposals are being progressed in the interest of road safety. It is unlikely that vehicle speeds will increase significantly at this very tight junction. Visibility at the junction will also be improved for drivers and pedestrians.
- *The introduction of waiting restrictions will necessitate traffic wardens patrolling the area.*
- 3.6 The Parking Operations Manager has confirmed that Parking Attendants already patrol in this area. Any resource implications are outweighed by benefits to road safety and vehicular access.
- *Unnecessary expenditure for the Council*
- 3.7 The anticipated cost of making the order and installing the double yellow lines is considered reasonable to ensure emergency and general access is maintained and can be met from within existing budgets.
- *Inconvenience for residents*
- 3.8 The displacement of approximately four parking spaces in the general area is unlikely to disrupt local parking arrangements. The proposed waiting restrictions have been amended and reduced in scope to allow appropriate local parking, following discussions with local residents. It is considered that any inconvenience to residents will be offset by improvements to access and road safety at this very tight location.
- 3.9 Full consideration has been given to the points raised in the objections received, and on balance, the formal introduction of permanent waiting restrictions at this location is deemed appropriate to maintain emergency and general access.

- 3.10 The Scottish Fire and Rescue Service has reconfirmed its support in principle for the introduction of a permanent TRO at this junction.

Measures of success

- 4.1 It is expected that the parking restrictions will improve road safety for all road users and improve traffic flow.

Financial impact

- 5.1 Financial implications include the cost of making the order, installing double yellow lines and signage. This can be met from within the existing West Neighbourhood Roads revenue budget and it is anticipated to be approximately £2,500.

Risk, policy, compliance and governance impact

- 6.1 There are no governance, compliance or regulatory implications that affect the introduction of a permanent TRO at this junction.
- 6.2 The West Neighbourhood Roads Officer identified potential access difficulties for emergency services on Coltbridge Avenue at the junction with Coltbridge Vale if parking was permitted. Following the introduction of the temporary parking restrictions, safe access has been maintained. Removal of the temporary waiting restrictions would result in traffic flow and access being restricted posing a significant health and safety risk to the public.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been carried out indicating that the proposed TRO protects the right to live in a safe environment and supports the implementation of proposed waiting restrictions.

Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon, climate change or sustainable development.

Consultation and engagement

- 9.1 Statutory consultation in line with TRO procedures has been carried out. Local elected members have been made aware of the omission of the four objections from the original report and no further concerns have been raised.

Background reading / external references

[Objections to Proposed Waiting Restrictions, Coltbridge Terrace – Traffic Regulation Order, Transport & Environment Committee, 19 March 2013](#)

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Links

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| Coalition pledges | P32 – Develop and strengthen local community links with the police. P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used. |
| Council outcomes | CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible |
| Single Outcome Agreement | SO4 - Edinburgh’s communities are safer and have improved physical and social fabric |
| Appendices | Appendix One – Proposed waiting restrictions at Coltbridge Avenue and Coltbridge Vale |

Appendix One: Proposed waiting restrictions at Coltbridge Avenue and Coltbridge Vale

