

# Transport and Environment Committee

10:00am, Tuesday, 17 March 2015

## Objections to Proposed Relocation of Permit Holder Parking Places – Dundas Street

Item number	8.2
Report number	
Executive/routine	
Wards	11 – City Centre

### Executive summary

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In February 2014, the developer of 30–30A Dundas Street approached the City of Edinburgh Council requesting the relocation of residents' parking places adjacent to its premises. Moving the parking places 18 metres south and replacing them with a single yellow line, would allow an area in front of the development for delivery vehicles to load/unload.

Objections were received when the proposals were advertised to the public. This report addresses the representations made by the objectors, recommends that the objections are set aside and that the Traffic Regulation Order (TRO) is made as advertised. The concerns of the objectors and the Council's response are set out in Appendix 1.

### Links

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Coalition pledges	<a href="#">P44</a>
Council outcomes	<a href="#">CO19</a> , <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Objections to Proposed Relocation of Permit Holders Parking Places – Dundas Street

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 sets aside the objections received; and
  - 1.1.2 makes the TRO as advertised.

### Background

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- 2.1 In February 2014, an application was received for the alteration to the frontage of the former furniture shop at No 30–30A Dundas Street, to a food retail shop (14/02746/FUL).
- 2.2 To service the retail unit, it was proposed that the adjacent permit holders' parking place should be moved 18 metres southwards and replaced by a single yellow line (see attached plan, Appendix 2).

### Main report

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- 3.1 The TRO to make the necessary amendments was advertised from 11 June until 1 August 2014. Four letters of objections were received and these are detailed in Appendix 1. The objectors were mainly concerned with the loss of kerb side parking and the noise that delivery vehicles may make.
- 3.2 The relocation of the permit holder parking places will not reduce the number of parking spaces currently available, it will avoid vehicles off-loading outside residential or business premises and moving loads along the footway. Moving goods along the footway may place both pedestrians and delivery staff at risk. The movement of goods along the footway may also have a detrimental impact to road safety that would not occur, with the provision of a yellow line area. In addition, it should avoid loading/unloading from permit holders parking places, that would prevent residents from using them.
- 3.3 The introduction of a yellow line area will also minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.

- 3.4 Vehicles servicing the development will be instructed by the retail company to switch off their engines for the duration of deliveries. The majority of the noise impact from delivery vehicles will be mainly adjacent to the retail unit and not the surrounding residential premises.

## Measures of success

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- 4.1 The yellow line area will provide the opportunity for delivery and goods vehicles to load and unload, which will lead to a reduction in double parking. This will greatly improve road safety and cause less problems for other road users.
- 4.2 To address the concern over delivery vehicles parking in residents' parking places to load/unload, thus limiting their use by permit holders.

## Financial impact

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- 5.1 The costs for undertaking the necessary works will be met by the retail development.

## Risk, policy, compliance and governance impact

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- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

## Equalities impact

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- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no impact on those covered by the Protected Characteristics.

## Sustainability impact

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

## Consultation and engagement

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- 9.1 These proposals have been advertised in the press, on-street and on the Council website.

9.2 Community Councils, the local Councillors, emergency services and other statutory bodies have also been consulted. No comments were received.

## Background reading/external references

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None.

### John Bury

Acting Director of Services for Communities

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## Links

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<b>Coalition pledges</b>	<b>P44</b> - Prioritise keeping our streets clean and attractive.
<b>Council outcomes</b>	<b>CO19</b> – 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 and maintenance of infrastructure and public realm. <b>CO22</b> – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	<b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	Appendix 1- Details of the objections Appendix 2 - Plan of the proposed amendments

## Objections to Proposed Relocation of Permit Holders Parking Places – Dundas Street

### Appendix 1 – Detailed Representations/Objections - Responses to Issues Raised

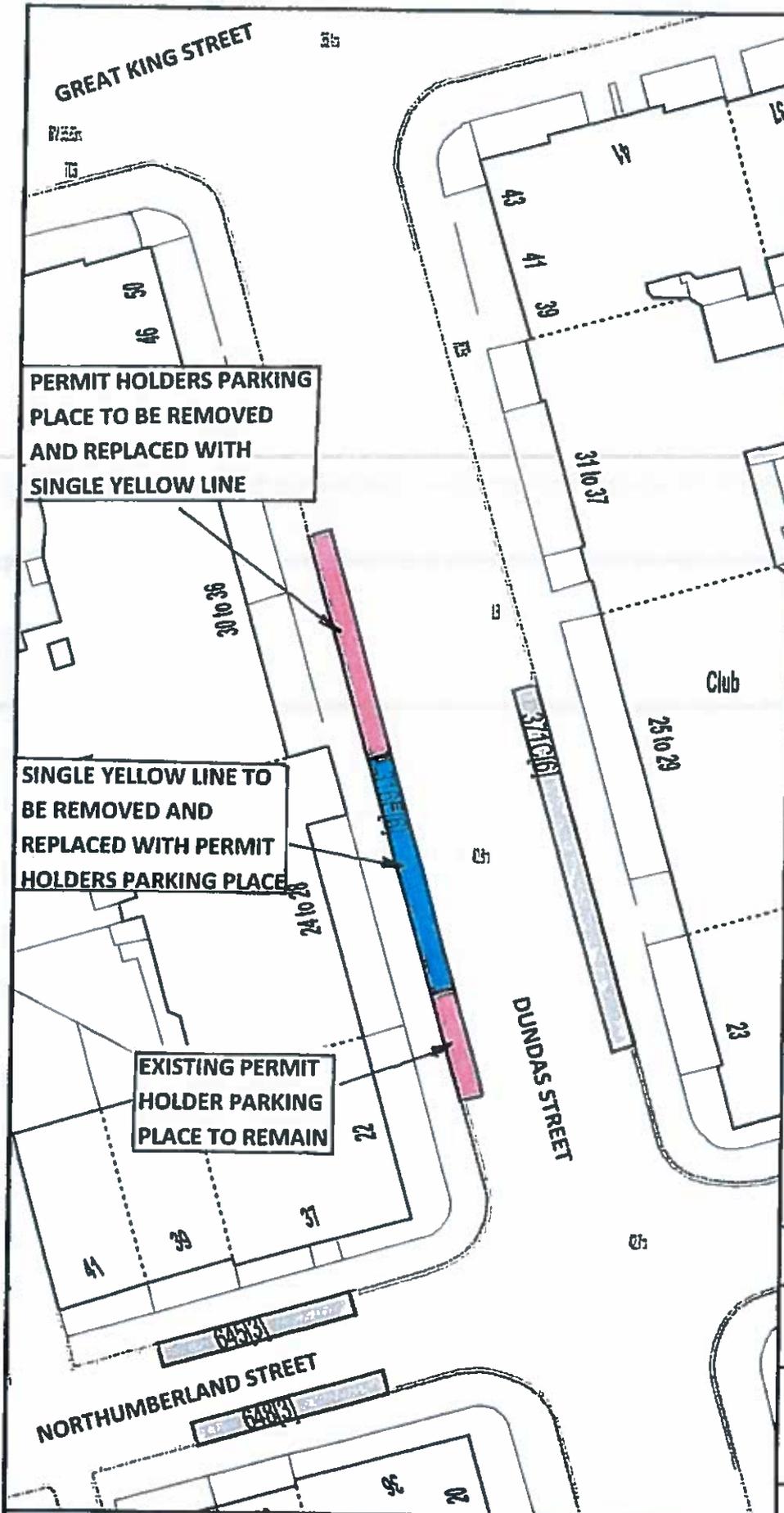
	Issue	Response
1.	There is insufficient residential or public parking in Dundas Street. The proposal would reduce the number even further.	<p>There will be no decrease in the number of permit holder parking places on Dundas Street. The proposal moves a 4/5 car parking space 18 metres southwards to join with another set of permit holders' parking places.</p> <p>Yellow line areas are provided to give delivery vehicles some priority over other road users when delivering to adjacent premises. Vehicles may wait on the yellow line to carry out the delivery etc. provided activity is seen at the vehicle. Parking attendants will enforce any misuse of the yellow line. It will also avoid delivery vehicles waiting in other parking bays in the area to off-load and preventing residents and others from using them.</p>
2.	We pay for permits to allow us to park in the road we live.	<p>Delivery vehicles are permitted to load/unload in all parking places, as well as on yellow line areas. If a yellow line area was not provided then these vehicles may wait in the permit holders parking places on Dundas Street, preventing residents or others using them.</p> <p>Resident parking permits are provided on a zonal basis to allow residents, if they cannot find a space adjacent to their homes, to park in other roads within the same zone.</p>
3.	The noise level from the delivery vehicles will be extremely disturbing.	<p>Drivers servicing the development will be instructed to switch off their vehicle engines for the duration of deliveries. The introduction of the yellow line area will remove the need for deliveries to be moved, from other locations in Dundas Street along the footway. Any noise impact from delivery vehicles will therefore be minimal.</p>
4.	Traffic congestion and pollution will increase as traffic travelling northwards will be held up by the delivery vehicles.	<p>The introduction of the yellow line area will restrict the number of vehicles which may load/unload at the store. The relocation of the permit holders parking places will also</p>

		<p>minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.</p>
5.	<p>Not all approvals for the new store have been confirmed by the Council. Should this proposal be taken forward before these have been put in place.</p>	<p>Change of use permission was not required as the building had already Class 1 retail consent. Approval was required to alter the frontage of the building and this was completed on 3 December 2014.</p> <p>The Traffic Regulation Order process can take up a year to complete, depending on the level of objections received when the proposal is advertised to the public. It is therefore reasonable for the TRO to run in tandem with the planning consent. Should the development not go ahead then the TRO can be stopped. The developer would be expected to pay for the work undertaken whether the proposal went ahead or not.</p>
6.	<p>Persons shopping in the new store may park on the adjacent yellow line area.</p>	<p>During the controlled hours only vehicles loading / unloading or blue badge holders will be able to wait on the yellow line area. Outwith the controlled hours any vehicles may park, which includes residents of Dundas Street or the surrounding roads.</p>

**NOTES**

**APPENDIX 2**

Objections to Proposed Relocation  
of Permit Holders Parking Places  
- Dundas Street



**WAITING RESTRICTIONS  
DUNDAS STREET**

Produced using Seafloor GIS

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Scale: 1:500



Date: 27/02/14

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