

Transport and Environment Committee

Tuesday, 02 June 2015

Proposed Amendment to Traffic Regulation Order TRO/13/33B - Proposed waiting restrictions – The Green, Davidson’s Mains

Item number	8.4
Report number	
Executive/routine	
Wards	Ward1 - Almond

Executive summary

The purpose of this report is to acknowledge and set aside one objection to the proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in The Green, Davidson’s Mains as shown in Appendix One, and outline the proposed amendments that acknowledge the objection raised.

Links

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

Proposed Amendment to Traffic Regulation Order TRO/13/33B Proposed waiting restrictions – The Green, Davidson's Mains

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Acknowledges that the objections against the TRO have been considered and sets aside the objection.
- 1.2 Approves the amendments as detailed, to acknowledge the concerns raised, whilst maintaining road safety.

Background

- 2.1 Officer observations during periodic site visits to The Green identified a concern about vehicles parking close to the junction at the cul-de-sac in The Green, causing an obstruction of sightlines and potential vehicle conflict at this junction.
- 2.2 Observations identified a road safety concern, where two-way traffic is restricted at the junction by parked cars.
- 2.3 It was established that a small section of double yellow lines would improve road safety at this junction, as shown in Appendix 1.
- 2.4 A permanent order TRO13/33B was advertised for public consultation from 7 March to 28 March 2014. One objection was received during the consultation phase.

Main report

- 3.1 Officer observations during periodic site visits to The Green identified a concern about vehicles parking close to the junction at the cul-de-sac in The Green, causing an obstruction of sightlines and potential vehicle conflict at this junction.
- 3.2 Following site visits, the West Neighbourhood Roads Officer, identified that the section of proposed parking restrictions could be reduced on the main section of the Green, without compromising road safety, as shown in Appendix 2.
- 3.3 These proposals are being progressed in the interest of road safety. It is highly unlikely that vehicle speeds will increase significantly at this junction. Visibility at the junction will also be improved for drivers and pedestrians.
- 3.4 The Parking Operations Manager has confirmed that Parking Attendants currently patrol in this area.

- 3.5 The loss and displacement of approximately four parking spaces into 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.
- 3.6 Following the advertisement of the TRO, one objection was received from a local resident in relation to the proposed waiting restrictions. Concern was raised regarding the extent of the parking restrictions on the main section of The Green.
- 3.7 The anticipated cost of making the order and installing the double yellow lines is reasonable to ensure emergency and general access is maintained.
- 3.8 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.
- 3.9 It is to be noted that following contact with the objectors, the Roads Officer agreed to review the location and a section of the proposed restrictions has been reduced, as shown in Appendix 2.
- 3.10 This amendment partially reflects the objections received, however the objections have not been withdrawn. Committee is asked to set aside the objection.

Measures of success

- 4.1 It is considered that the parking restrictions will improve road safety for all road users and improve traffic flow.
- 4.2 The statutory markings will be monitored by the Council's parking enforcement contractor.
- 4.3 In addition, local monitoring by the West Neighbourhood Roads Team will be carried out and the parking restrictions implemented as proposed.

Financial impact

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

Risk, policy, compliance and governance impact

- 6.1 The West Neighbourhood Roads Officer identified potential vehicle conflicts in The Green if parking was permitted. Vehicles entering the cul-de-sac have to drive on the wrong side of the road due to vehicles parked on the left hand side of the road. This stretch of road is approaching a blind corner and therefore vehicle conflict could occur with oncoming vehicles heading out of the cul-de-sac.

- 6.2 The recommendations in the report do not affect an existing policy of the Council.
- 6.3 Health and safety concerns have been highlighted in 6.1 with regard to maintaining road safety for all road users at this location. There is no governance, compliance or regulatory implications that elected members need to take into account when reaching their decision.

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 impacts, adaptation to climate change or sustainable development.

Consultation and engagement

- 9.1 Local contact with Davidson Main's and Silverknowes Association and Ward 1 elected members, has been made in reference to the proposed parking restrictions. No further objections have been received in relation to the amendments outlined in this report.
- 9.2 Statutory consultation in line with Traffic Regulation Order procedures has been carried out.

Background reading / external references

<G:\SfC\Neighbourhood Areas\Neighbourhood West\STREETS\The Green\TRO\The Green\Delgated Powers report - The Green.pdf>

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Links

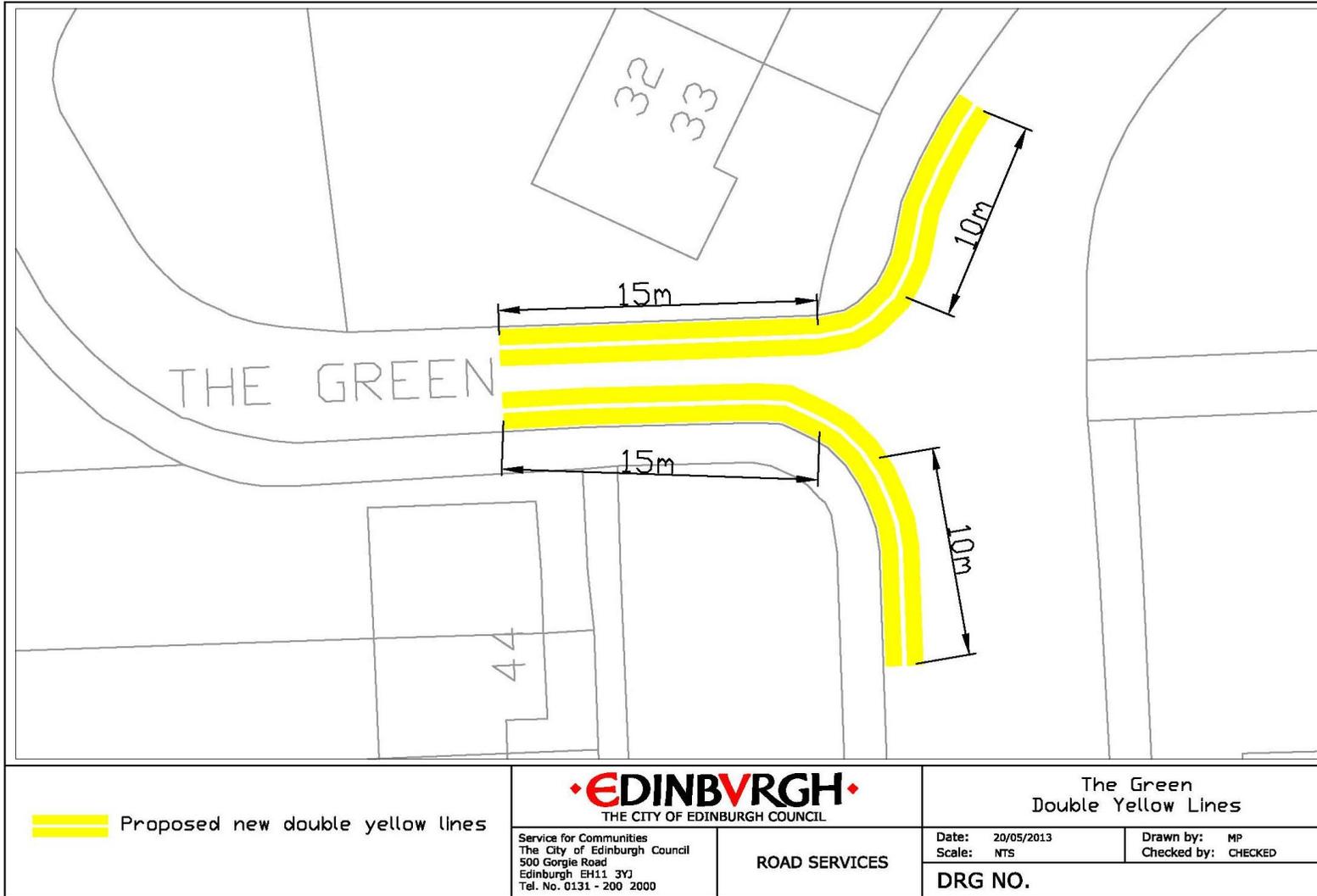
Coalition pledges

Council outcomes CO19 - Attractive Places and Well Maintained – Edinburgh

**Single Outcome
Agreement
Appendices**

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
SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendix 1 - Plans included in report summary

Appendix One: Double yellow line waiting restrictions in The Green



Appendix Two: Double yellow line waiting restrictions in The Green - Amendments

