

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Lower Granton Road Realignment: Objections to Traffic Regulation Orders TRO/09/40A and TRO/09/40B

Item number	8.6
Report number	
Wards	4 - Forth

Links

Coalition pledges	P45
Council outcomes	CO19 , C022
Single Outcome Agreement	SO4

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Executive summary

Lower Granton Road Realignment: Objections to Traffic Regulation Orders TRO/09/40A and TRO/09/40B

Summary

To inform the Committee of the objections received to Traffic Regulation Orders TRO/09/40A and TRO/09/40B, promoted to support the Lower Granton Road realignment proposals and to seek approval to repel the objections for the reasons contained in Appendix 1.

The Traffic Regulation Orders were advertised to the public from 24 August 2012 to 14 September 2012 and five objections have been received.

While the total funding for Lower Granton Road Realignment proposals are as yet to be secured, it is considered appropriate to progress the Traffic Regulation Orders at this time to allow the realignment works to proceed should all the required funding become available.

Recommendations

1. It is recommended that the Committee:
 - notes that five separate objections to the Lower Granton Road Realignment Traffic Regulation Orders were received; and
 - repels the objections, for the reasons given in this report, in order that the Traffic Regulation Orders may progress.

Measures of success

The measures of success shall be:

- Reduced queue lengths on Lower Granton Road and Trinity Crescent.
- Reduced delays to traffic.
- Reduced waiting times for pedestrians crossing the road.

- Reduce parking in the vicinity of the junction will increase visibility and improve safety.

Financial impact

The financial implications of promoting and making the Traffic Regulation orders is minimal and can be contained within the existing Transport budgets for 2012/13.

The current estimated cost of implementing the related Lower Granton Road Realignment proposals is £790,000 of which £190,000 is in place. The shortfall in funding will be considered as part of future budget setting consideration.

Equalities impact

Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and it is considered that a full Equalities Impact Assessment (EqIA) is not required in relation to the Traffic Regulation Orders being promoted.

Sustainability impact

There are significant benefits to pedestrians, cyclists and the environment, as detailed in paragraph 2.8 of this report.

Consultation and engagement

The Traffic Regulation Orders were advertised in the Scotsman Newspaper on 24 August 2012 and notices placed on-street. The notices were maintained on-street for the statutory three week period. In addition letters regarding the proposals were passed to 29 organisations representing persons likely to be affected by the proposals (statutory consultees).

Consultation has been undertaken with the relevant elected members.

The decision of the committee will be passed to the objectors.

Background reading / external references

Appendix 1: Summary of objections received and responses to objections.

Appendix 2: Copy of plan detailing extents of TRO/09/40A and TRO/09/40B.

Appendix 3: Copy of plan showing Lower Granton Road Realignment proposals.

[Transport, Infrastructure and Environment Committee report, dated 4 May 2010.](#)

[Transport, Infrastructure and Environment Committee report, dated 5 May 2009.](#)

[Transport, Infrastructure and Environment Committee report, dated 6 May 2008.](#)

[Transport, Infrastructure and Environment Committee report, dated 27 November 2007.](#)

Lower Granton Road Realignment: Objections to Traffic Regulation Order TRO/09/40A and TRO/09/40B

1. Background

- 1.1 In 2009 Traffic Regulation Orders were advertised to prohibit motor vehicles travelling through the west end of the proposed cul-de-sac that will be created outside Nos 1-7 Lower Granton Road and to restrict waiting and loading in the vicinity of the junction of Trinity Crescent/Trinity Road and Lower Granton Road (These are shown in Appendix 2). These Traffic Regulation Orders are required to support the Lower Granton Road Realignment proposals. Details of the proposals are shown in Appendix 3.
- 1.2 At the Transport, Infrastructure and Environment Committee of 4 May 2010 the Committee repelled the related objections to allow the realignment of the junction to proceed.
- 1.3 Due to the necessary funding not becoming available in the intervening period, the traffic orders have subsequently lapsed and have therefore had to be re-advertised.
- 1.4 The objections arising from re-advertising the orders require to be repelled to allow the orders to be progressed.

2. Main report

- 2.1 A Section 75 agreement was in place between the Council and Forth Ports plc, under which the cost of undertaking the proposed realignment of Lower Granton Road at its junction with Trinity Crescent was to be wholly/substantially met from a Developer's Transport Contribution. Specifically the planning consent for the Western Harbour Development (partly constructed) was granted on the condition that Forth Ports enter into a Section 75 agreement that Forth Ports 'shall contribute up to £1 Million towards the realignment of Lower Granton Road'.

- 2.2 The necessary Traffic Orders were therefore promoted and related objections referred to the Transport, Infrastructure and Environment Committee on 4 May 2010 and repelled.
- 2.3 Unfortunately, when the Council attempted to obtain the monies from Forth Ports, to implement the realignment proposals, Forth Ports refused to pay.
- 2.4 As a consequence funding to undertake the realignment works could not be secured and the related Traffic Orders lapsed. This resulted in the need to re-advertise the orders to allow the Lower Granton Road proposals to proceed should funding become available.
- 2.5 The Orders were re-advertised to the public from 24 August 2012 to 14 September 2012.
- 2.6 Five separate objections were received during this period. The points raised within each objection were investigated and responses compiled. These are detailed in Appendix 1.
- 2.7 To enable the realignment proposals to be implemented should funding become available the objections require to be repelled by Committee.
- 2.8 It should be noted that the Lower Granton Road Realignment proposals are considered to provide a number of significant benefits for pedestrians, cyclists and the environment including:
- The proposed upgraded pedestrian facilities at the junction and elsewhere on Lower Granton Road will incorporate facilities for blind and partially sighted pedestrians.
 - As part of the proposals, existing narrow footways in the vicinity of the junction at Trinity Crescent/Trinity Road will be widened, dropped crossings will be provided at controlled and uncontrolled crossing points and instances of pavement parking should be reduced, all of which will be of benefit to wheelchair users.
 - The proposals will reduce the level of queuing traffic, congestion and stopping/starting traffic at this location.
 - The reduction in congestion that will result from the proposals will improve the reliability of the Lothian Buses 16 service, which serves areas of low car ownership in north Edinburgh.

- Realigning the junction further away from the residential properties than at present, alongside the reduction in traffic queues, is likely to result in an improved situation for residents living adjacent to the junction in terms of reduced pollution and traffic noise.
- 2.9 As a consequence of a compromise agreement being reached between the Council and Forth Ports a contribution of £190,000 has been secured. Based on current estimates a further £600,000 of funding would need to be secured to allow the realignment works to proceed. Services for Communities has therefore identified the Lower Granton Road Realignment as a 'shovel ready' project to the Scottish Government in an attempt to secure the necessary funding. If this is unsuccessful the shortfall will be considered as part of future budget setting consideration.
- 2.10 It is considered appropriate to progress the necessary Traffic Regulation Orders to facilitate the implementation of the Lower Granton Road Realignment proposals should funding become available.

3. Recommendations

- 3.1 It is recommended that the Committee:
- notes that five separate objections to the Lower Granton Road Realignment Traffic Regulation Orders were received; and
 - repels the objections, for the reasons given in Appendix 1, in order that the Traffic Regulation Orders may progress.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P45 – Spend 5% of the transport budget on provision of cyclists
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 and maintenance of infrastructure and public realm. 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 1: Summary of objections received and responses to objections. Appendix 2: Copy of plan detailing extents of TRO/09/40A and TRO/09/40B. Appendix 3: Copy of plan showing Lower Granton Road Realignment proposals.

Appendix 1 – Objections and responses to Traffic Regulation Order TRO/09/40A and TRO/09/40B

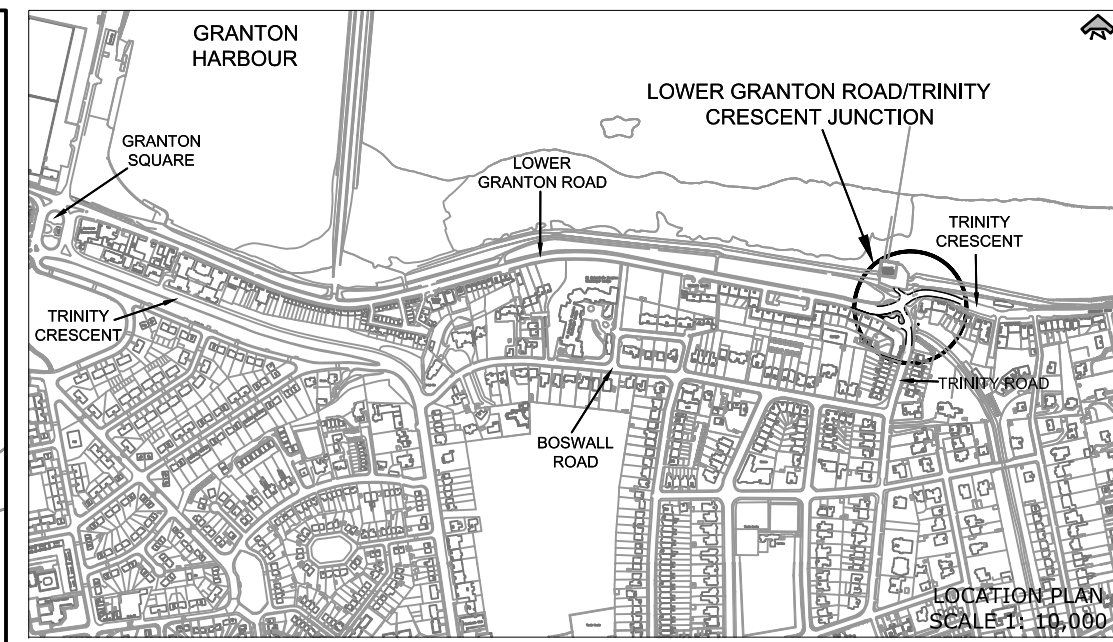
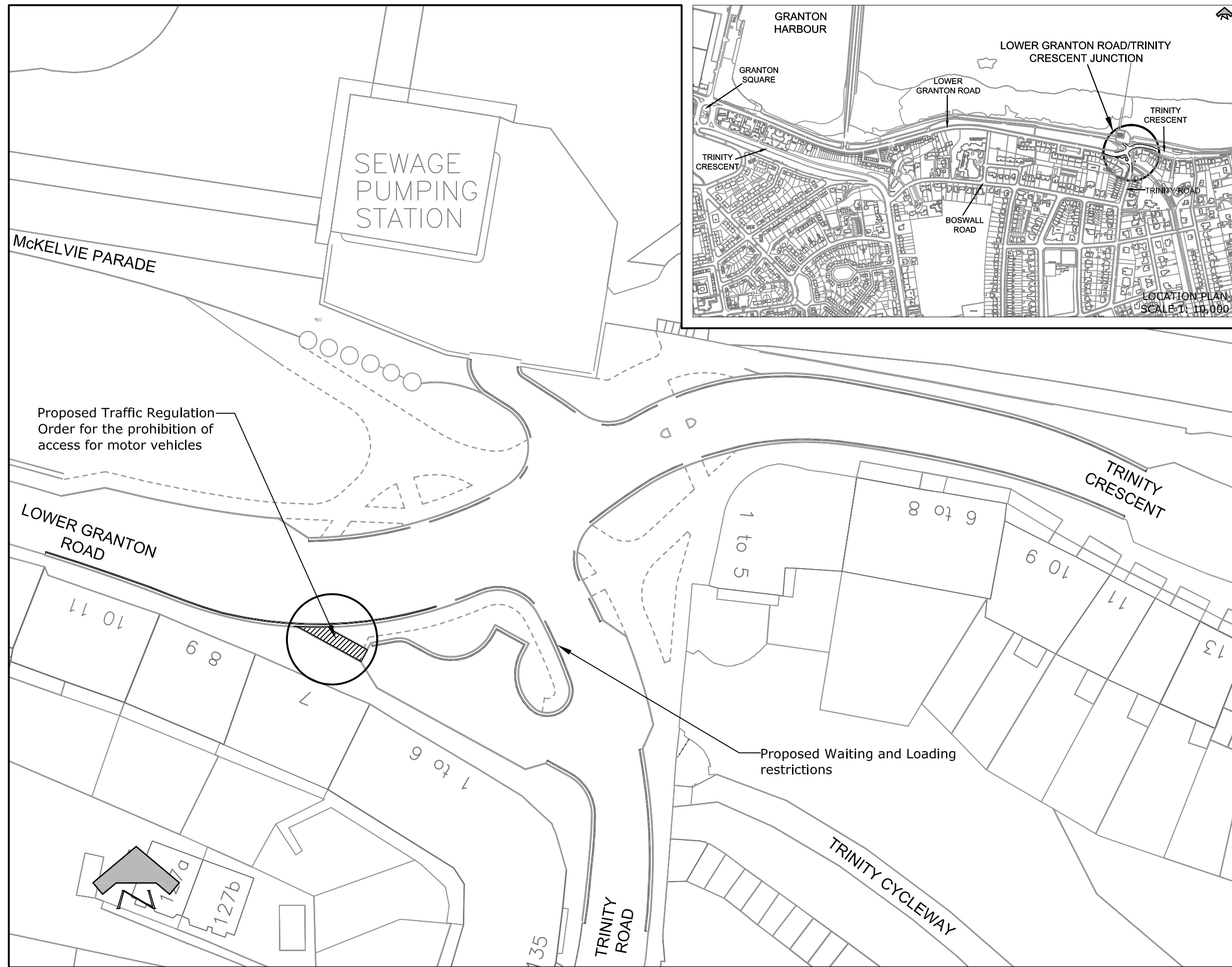
No.	Objector	Nature of Objection	Response
1.	Resident	<p>The Section 75 funds for this work were for the Lower Granton Road re-alignment, not the alteration of this road junction. This is a misuse of these funds.</p> <p>These works will inevitably lead to greater traffic using both Lower Granton Road and Trinity Crescent. These streets are incapable of handling additional traffic and Trinity Junction alterations should be postponed until these roads have been re-aligned and suitably upgraded.</p> <p>No traffic impact analysis has been carried out on your proposals. There has been no analysis published which justifies these proposals in terms of the expected reduction in queuing times of traffic at the junction.</p> <p>Proposals do not comply with the forthcoming national roads design guidance 'Designing Streets'.</p>	<p>The funding available under the Section 75 Agreement was insufficient to undertake the complete realignment of Lower Granton Road. It was therefore decided to progress the junction realignment separately to maximise the value of the funding secured under the terms of the agreement. This recommendation was approved by the Transport, Infrastructure and Environment Committee on 27 November 2007.</p> <p>Lower Granton Road is an A class distributor road which carries high volumes of traffic at peak periods. It has been acknowledged previously that there may be an increase in traffic using the junction but modelling has indicated that queues and delays will be reduced on the approaches to the realigned junction.</p> <p>Traffic Impact Analyses usually form part of a Transport Assessment. Transport Assessments are often required as part of the planning process for major new developments. A road improvement such as Lower Granton Road realignment is classed as permitted development by the Roads Authority and does not require Planning Consent. It is therefore not necessary to carry out a Transport Assessment for such schemes, nor is it usual practice to do so.</p> <p>Designing Streets is a relatively new document published by the Scottish Government for guidance only. The current proposals have been produced after extensive negotiation with local residents and other groups such as Spokes. This project represents the best compromise for all road users given the limited nature of the scheme.</p>


		<p>There will be considerable loss of on-street car parking as a result of these proposals. This will lead to a lot of inconvenience to local residents and an increase in the amount of parking on pavements and the grass of McKelvie Parade.</p>	<p>The parking that currently takes place in the vicinity of the junction is illegal parking which occurs mainly on the footway and the grassed area adjacent to the McKelvie Parade. It is anticipated that the proposed waiting restrictions will ensure this practice does not continue and the junction is kept clear of parked vehicles. It is accepted that there will be a net loss in parking but this has been mitigated through the provision of new lay-by parking to accommodate approximately 13 cars. In addition there will still be sufficient unrestricted on street parking nearby, in Trinity Road and Lower Granton Road to accommodate the displaced vehicles.</p>
2.	Resident	<p>The Section 75 funds for this work were for the Lower Granton Road re-alignment, not the alteration of this road junction. This is a misuse of these funds.</p> <p>These works will inevitably lead to greater traffic using both Lower Granton Road and Trinity Crescent. These streets are incapable of handling additional traffic and Trinity Junction alterations should be postponed until these roads have been re-aligned and suitably upgraded.</p> <p>No traffic impact analysis has been carried out on your proposals. There has been no analysis published which justifies these proposals in terms of the expected reduction in queuing times of traffic at the junction.</p>	<p>The funding available under the Section 75 Agreement was insufficient to undertake the complete realignment of Lower Granton Road. It was therefore decided to progress the junction realignment separately to maximise the value of the funding secured under the terms of the agreement. This recommendation was approved by the Transport, Infrastructure and Environment Committee on 27 November 2007.</p> <p>Lower Granton Road is an A class distributor road which carries high volumes of traffic at peak periods. It has been acknowledged previously that there may be an increase in traffic using the junction but modelling has indicated that queues and delays will be reduced on the approaches to the realigned junction.</p> <p>Traffic Impact Analyses usually form part of a Transport Assessment. Transport Assessments are often required as part of the planning process for major new developments. A road improvement such as Lower Granton Road realignment is classed as permitted development by the Roads Authority and does not require Planning Consent. It is therefore not necessary to carry out a Transport Assessment for such schemes, nor is it usual practice to do so.</p>

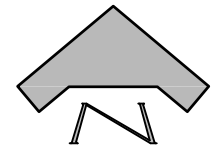
		Proposals do nothing to address issues of pedestrians trying to cross Lower Granton Road towards Granton Square.	The proposals incorporate two puffin crossings along Lower Granton Road, at No.113 and also at St. Columbas Hospice. Proposals for Granton Square are being considered separately from the current road realignment proposals.
3.	Resident	The objection summary is exactly the same as Resident No 1.	The response is exactly the same as that compiled for resident No 1.
4.	Resident	<p>Lower Granton Road and Trinity Crescent cannot cope with the volume of traffic which is already on the road. As this volume is likely to increase as a result of the TRO, the road will only get worse. There has been no published research into the impact such an order will have.</p> <p>The inevitable increase in traffic which will follow the TRO allowing simultaneous traffic East-West along the road will make it even more difficult for pedestrians to cross the road safely. It will also make it impossible for cyclists to cross safely at the Trinity Crescent Junction.</p> <p>The Introduction of a constant stream of traffic East-West along the road will make it extremely difficult for anyone who lives here to get into a parked car on the road.</p> <p>Our lives are already significantly affected by the state of the road and the speed and volume of the traffic. Damage is done on a nearly daily basis to our cars due to careless drivers. To put more cars on this route risks doing serious harm to the health and welfare of the residents.</p>	<p>Lower Granton Road is an A class distributor road which carries high volumes of traffic at peak periods. It has been acknowledged previously that there may be an increase in traffic using the junction but modelling has indicated that queues and delays will be reduced on the approaches to the realigned junction</p> <p>Cycling and pedestrian facilities will be provided as part of the junction realignment proposals. This will include a Toucan Crossing at the junction to provide access for cyclists from McKelvie Parade to the Trinity Cycleway and two remote puffin crossings in Lower Granton Road, to the west of the junction and at the former Wardie Hotel.</p> <p>A combination of the traffic signal operation at the realigned junction and the two puffin crossings in Lower Granton Road will provide gaps in the traffic at regular intervals to facilitate access to vehicles.</p> <p>The new pedestrian crossings should reduce traffic speeds due to increased awareness of the related signals and the need to stop when these crossings are called. Two recently installed vehicle activated electronic speed signs are serving to remind drivers of the 30 mph speed limit in place.</p>

5.	Resident	<p>I believe these streets are incapable of taking additional traffic until the roads are re-aligned.</p> <p>No traffic analysis has been carried out for the Councils proposals therefore there is no evidence or understanding of the impact the changes will have on the surrounding area.</p> <p>I object because of loss of on street parking.</p>	<p>Lower Granton Road is an A class distributor road which carries high volumes of traffic at peak periods. It has been acknowledged previously that there may be an increase in traffic using the junction but modelling has indicated that queues and delays will be reduced on the approaches to the realigned junction.</p> <p>Traffic Impact Analyses usually form part of a Transport Assessment. Transport Assessments are often required as part of the planning process for major new developments. A road improvement such as Lower Granton Road realignment is classed as permitted development by the Roads Authority and does not require Planning Consent. It is therefore not necessary to carry out a Transport Assessment for such schemes, nor is it usual practice to do so.</p> <p>The parking that currently takes place in the vicinity of the junction is illegal parking which occurs mainly on the footway and the grassed area adjacent to the McKelvie Parade. It is anticipated that the proposed waiting restrictions will ensure this practice does not continue and the junction is kept clear of parked vehicles. It is accepted that there will be a net loss in parking but this has been mitigated through the provision of new lay-by parking to accommodate approximately 13 cars. In addition there will still be sufficient unrestricted on street parking nearby, in Trinity Road and Lower Granton Road to accommodate the displaced vehicles.</p>
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		<p>I object because the Section 75 funds for this work were for Lower Granton Road re-alignment. This is a misuse of these funds.</p> <p>I object because your proposals do not comply with the forthcoming national roads design guidance 'Designing Streets'.</p> <p>Proposals do nothing to address issues of pedestrians trying to cross Lower Granton Road towards Granton Square.</p> <p>Proposals do nothing to address the speed of traffic along Lower Granton Road.</p> <p>The proposals reduce the amount of green space.</p>	<p>The funding available under the Section 75 Agreement was insufficient to undertake the complete realignment of Lower Granton Road. It was therefore decided to progress the junction realignment separately to maximise the value of the funding secured under the terms of the agreement. This recommendation was approved by the Transport, Infrastructure and Environment Committee on 27 November 2007.</p> <p>Designing Streets is a relatively new document published by the Scottish Government for guidance only. The current proposals have been produced after extensive negotiation with local residents and other groups such as Spokes. This project represents the best compromise for all road users given the limited nature of the scheme.</p> <p>The proposals incorporate two puffin crossings along Lower Granton Road, at No.113 and also at St. Columbas Hospice. Proposals for Granton Square are being considered separately from the current road realignment proposals.</p> <p>The new pedestrian crossings should reduce traffic speeds due to increased awareness of the related signals and the need to stop when these crossings are called. Two recently installed vehicle activated electronic speed signs are serving to remind drivers of the 30 mph speed limit in place.</p> <p>The realignment of the junction does not materially affect the amount of green space at the junction.</p>
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NOTES:
 Area of prohibition of access for motor vehicles



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 100023420 (2012)

A	Waiting & Loading Restrictions added	SM	Nov 2012	RIP
REV	DETAILS	BY	DATE	CHECK

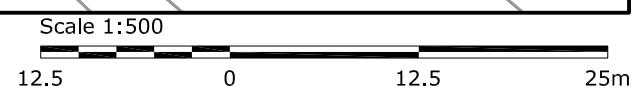
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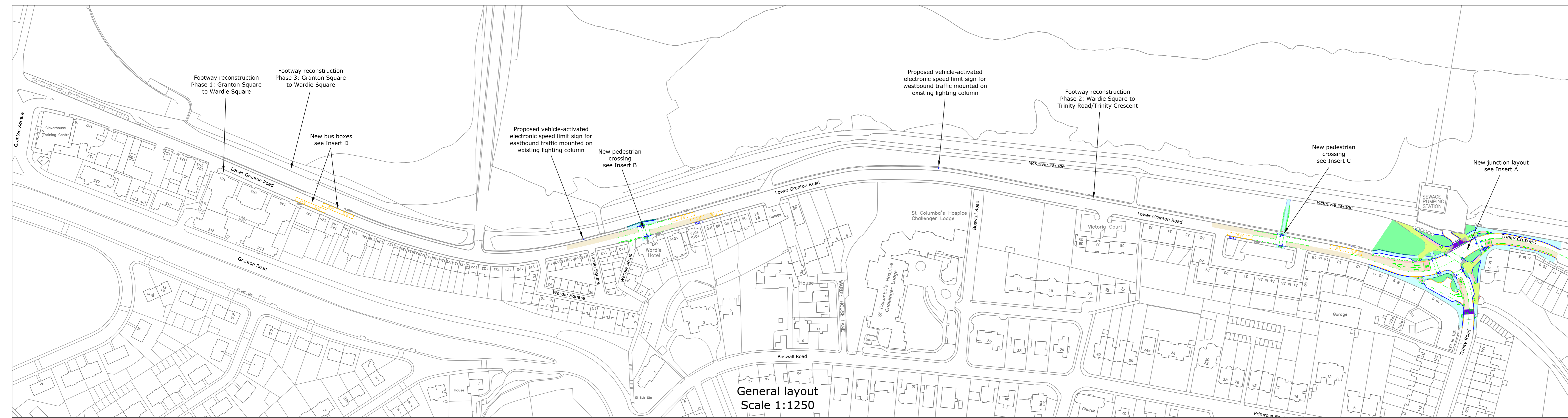
SERVICES FOR COMMUNITIES
 The City of Edinburgh Council
 City Chambers, High Street
 Edinburgh EH1 1YJ
 Tel No 0131 200 2000

TRANSPORT
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 Roads & Transport Design

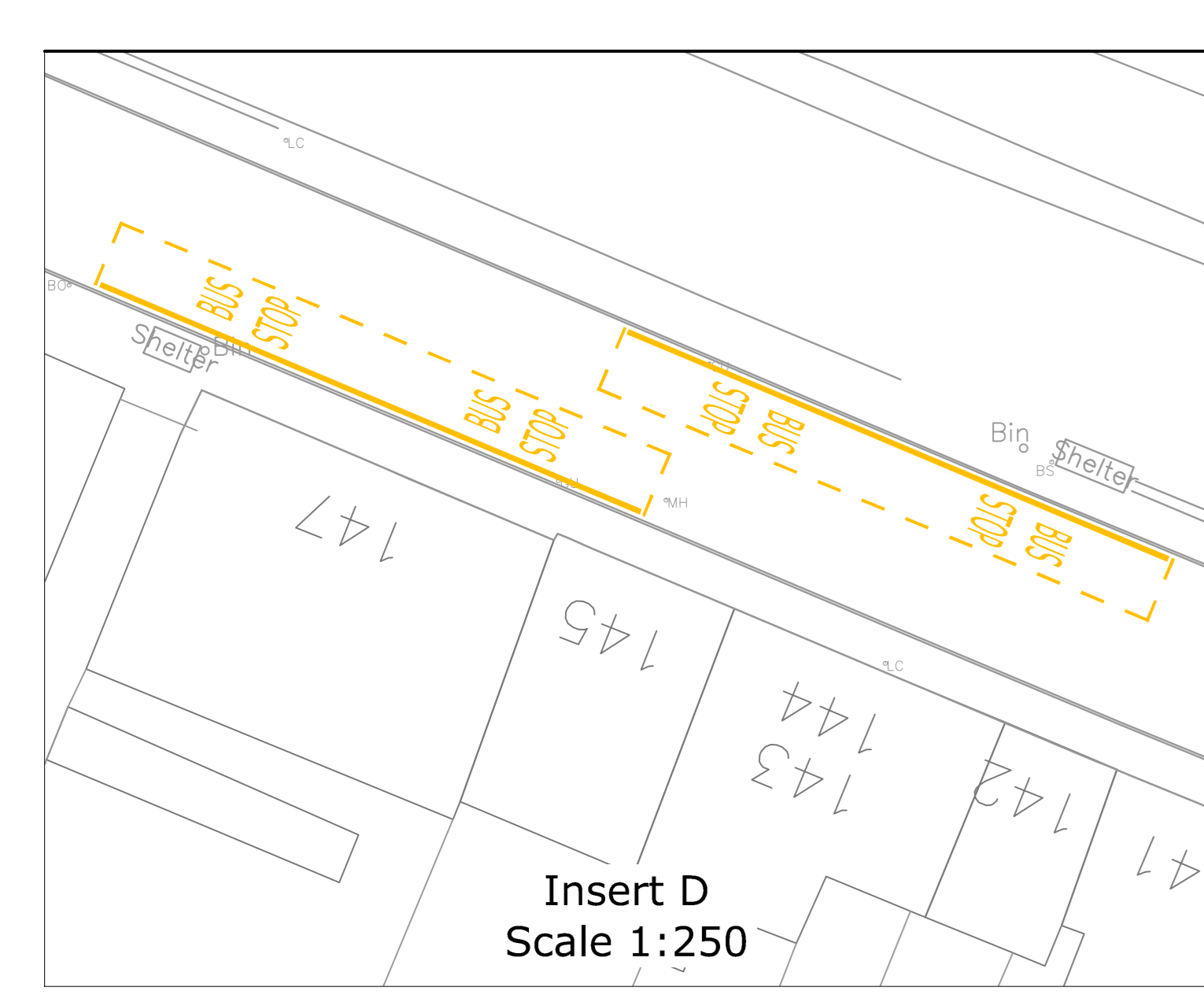
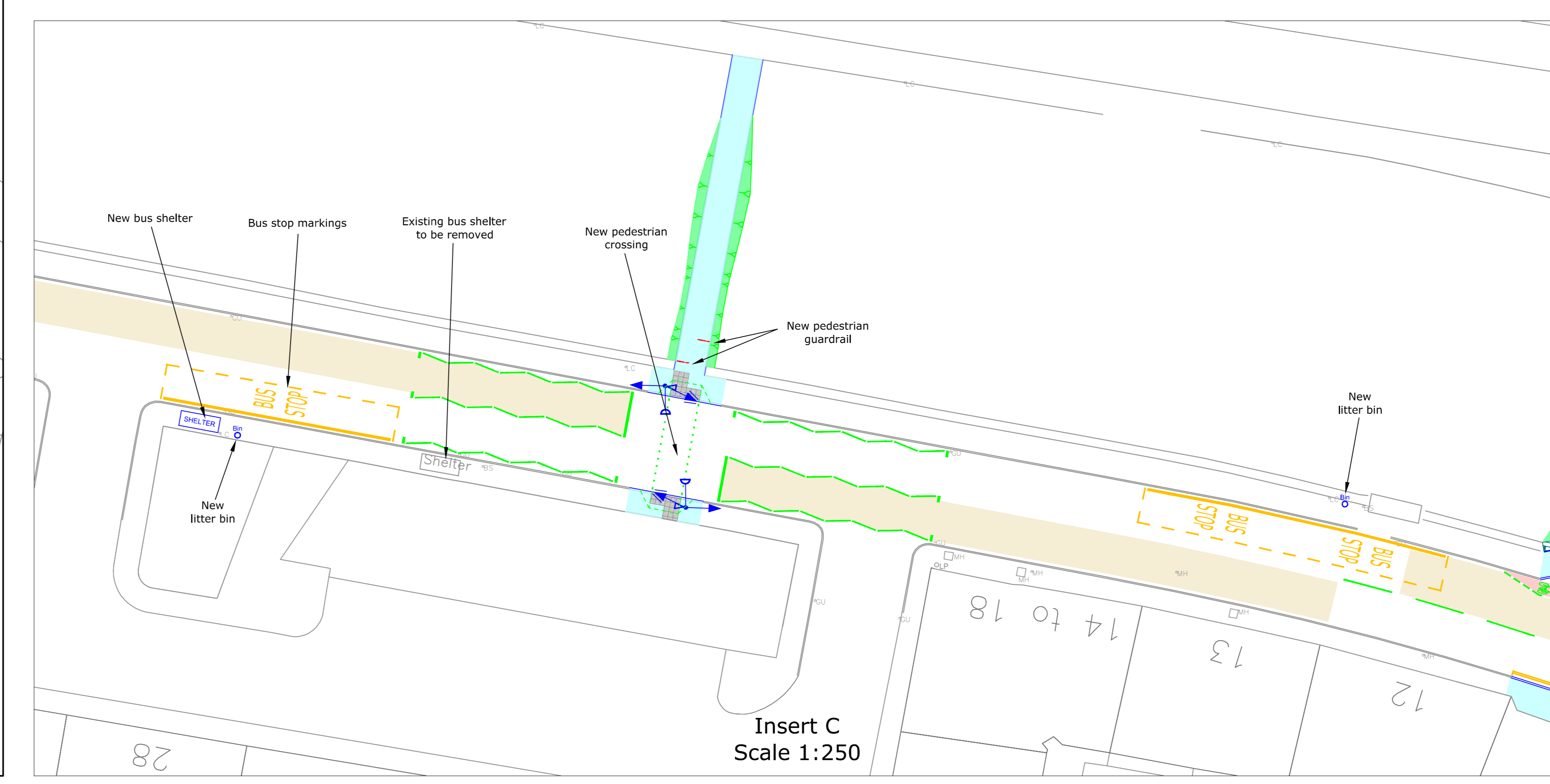
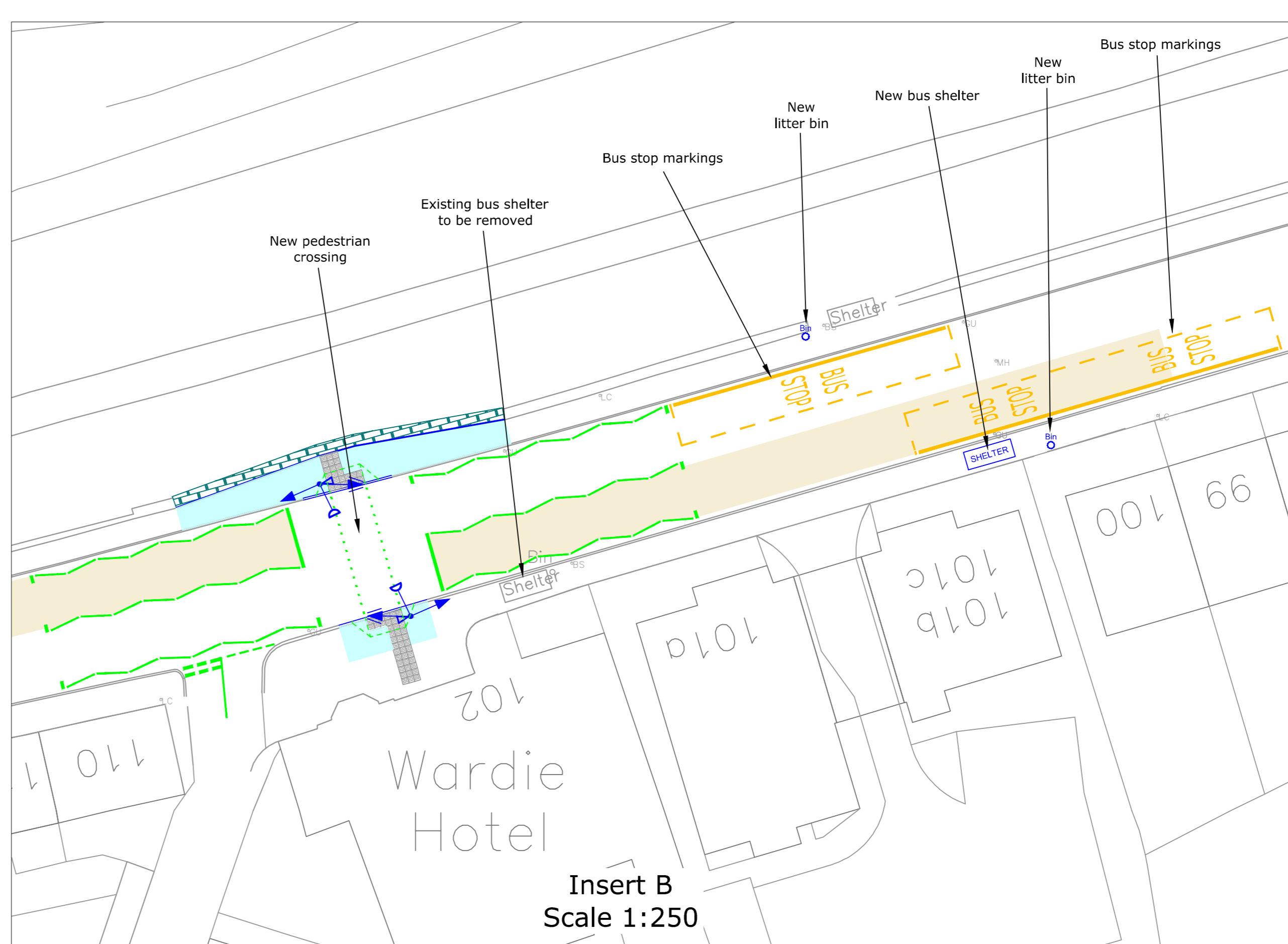
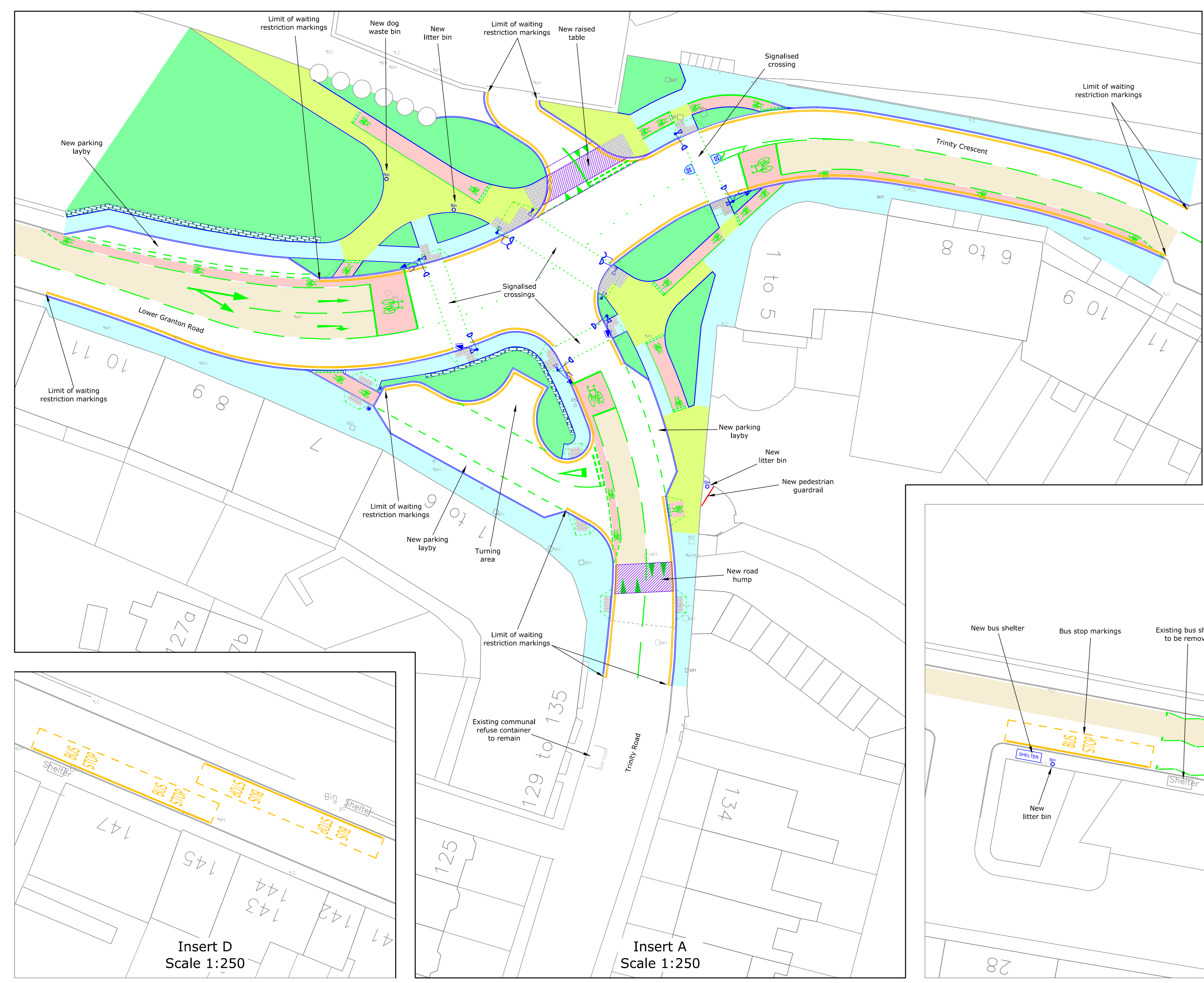
**LOWER GRANTON ROAD
 TRAFFIC REGULATION ORDER
 PROHIBITION OF ACCESS
 FOR MOTOR VEHICLES**

Date: 22 April 2009 Job. No. 634981 Drawn by: P Lee
 Scale: 1:500 at A3 Checked by: J Hay





- NOTES:**
- Existing layout
 - New kerbline
 - Footway
 - Cycle path/cycle lane
 - Shared cycle/footpath
 - Soft landscaping (grass & shrubs/bushes)
 - Grey-coloured anti-skid surfacing
 - Re-aligned stone wall
 - White markings
 - Yellow & traffic regulation markings
 - Traffic sign & post
 - Footway bollard
 - Drop kerb crossing to St Drg 11313 (Type 1, with 900mm transitions) and grey coloured tactile paving to Std Drg 11502
 - Primary traffic signal head
 - Secondary traffic signal head
 - Pedestrian signal head
 - Pedestrian & cycle signal head
 - Pedestrian push button
 - Microwave vehicle detector
- Appropriate traffic signs will be erected for cycle paths and shared cycle/footpaths but are not shown on this drawing



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100023420 (2005)

REVISION	DETAILS	BY	DATE	CHECKED
B	Amendments to crossing position, realignments to shared surfaces, new refuge island & raised table	AP	06/04/09	AE
A	Revisions following consultation	AP	25/02/09	AE

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CITY DEVELOPMENT DEPARTMENT
The City of Edinburgh Council
City Chambers High Street
Edinburgh EH1 1YJ
Tel. No. 0131 200 2000

TRANSPORT
ENGINEERING SERVICES
New Works

**LOWER GRANTON ROAD
GENERAL LAYOUT
FOLLOWING CONSULTATION**

Date: 26 November 2008 Job No.: 634981 Drawn by: A Parkinson
Scale: AS SHOWN at A0 Checked by: A Easson

Drawing name: C:\2008\Transport\Projects\Edinburgh\031042\Lower Granton Road Re-alignment\CAD\2\Lower Granton Road.dwg
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