Transport and Environment Committee

10am, Tuesday 15 January 2013

Traffic Regulation Order Proposal - Abbeyhill Crescent

Item number 8.7

Report number

Wards 11 – City Centre

Links

Coalition pledges

Council outcomes CO15, CO19, CO21 and CO23

Single Outcome Agreement <u>SO4</u>

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Executive summary

Name of report: Traffic Regulation Order Proposal - Abbeyhill Crescent

Summary

Abbeyhill Crescent is a small residential street adjacent to Calton Road and Abbeyhill. At busy times of the day, and in particular during peak periods significant numbers of drivers turn from Calton Road on to Abbeyhill Crescent to avoid queuing at the Calton Road junction. Residents of Abbeyhill Crescent have complained about this issue and requested the City of Edinburgh Council take necessary measures to improve road safety on this narrow residential street.

The City Centre and Leith Neighbourhood roads team recommends prohibiting vehicles from entering Abbeyhill Crescent from Calton Road (No Entry) to stop cut-through traffic in that direction. In addition to the prohibition of entry, it would be necessary to introduce loading and waiting restrictions at the junction of Calton Road and Abbeyhill Crescent due to the narrower road width. Abbeyhill Crescent and Calton Road fall within the Controlled Parking Zone area and require the relevant restrictions to be revised to control parking, waiting and loading/unloading.

The proposals are shown in detail in Appendix (1).

Recommendations

It is recommended that committee:

 agree to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and parking restrictions.

Measures of success

The proposal is a response to requests and complaints from the residents of Abbeyhill Crescent. Local consultation ensures the proposal meets the requirements of local community and stakeholders.

The above Traffic Regulation Order alterations would increase the safety of pedestrians.

Financial impact

The cost of making the Traffic Regulation Order, installing the footway build-out, signs and road markings is anticipated to cost £5000 and will be funded from the SfC revenue budget for 2013/14.

Equalities impact

Consideration has been given to the Equalities Act 2010. The proposals will advance equality of opportunity as reducing through traffic will have positive benefits for people with mobility issues, wheelchair users and carers with prams and buggies.

Sustainability impact

This proposal will help achieve a sustainable Edinburgh by reducing the likelihood of conflict between vehicles and by improving pedestrian access through the area. It should encourage walking, reduce vehicle use and lower carbon emissions.

Consultation and engagement

The City Centre and Leith Neighbourhood team carried out consultation with residents in May 2010. The residents preferred alternative was to close the road to through traffic. However, as there is no adequate turning area this option could not be supported by the local roads team on safety grounds.

The residents of Abbeyhill Crescent identified a secondary preference of preventing vehicles from entering via Calton Road. This would permit vehicles to exit the area while reducing the number of vehicles travelling within the residential area. This restriction would be introduced by placing "prohibition of entry" signs (No Entry) at the junction of Abbeyhill Crescent with Calton Road. This option is supported by the local roads team.

Statutory consultation will be carried out as part of the Traffic Regulation Order process. This will include all relevant local stakeholders and the emergency services.

The elected members have been consulted and no comments have been received.

Background reading / external references

• Appendix 1 – Proposed Layout – Abbeyhill Crescent and Calton Road

4. Links

Coalition pledges

Council outcomes CO15 - The public are protected.

CO19 - Attractive places and well-maintained – Edinburgh remains an attractive city through the development of high quality buildings and the delivery of high standards and maintenance of infrastructure

and public realm.

CO21 - Residents, visitors and businesses feel that

Edinburgh is a safe city.

CO23 - Well engaged and well informed -

communities and individuals are empowered and supported to improve local outcomes and foster a

sense of community

Single Outcome Agreement SO4 - Edinburgh's communities are safer and have

improved physical and social fabric

Appendices

