

Transport and Environment Committee

10:00am, Tuesday, 27 August 2013

Proposed Waiting Restrictions – Comiston Rise at Comiston Road

Item number	8.3
Report number	
Wards	8 – Fairmilehead/Colinton

Links

Coalition pledges	P33
Council outcomes	CO21 and CO22
Single Outcome Agreement	SO4

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Executive summary

Proposed Waiting Restrictions – Comiston Rise at Comiston Road

Summary

Proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in Comiston Rise at its junction with Comiston Road. (See Appendix 1 for location plan).

Recommendations

The Transport and Environment Committee set aside the remaining objection to the TRO and approve the implementation of the parking restrictions.

Measures of success

Reduction in accident numbers due to improved visibility.

Reduction in complaints from the public.

Improved traffic flow.

Financial impact

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 the existing revenue budget and it is anticipated to be in the region of £2,000.

Equalities impact

An Equality and Rights Impact Assessment has been carried out indicating that the proposed improvements protect the right to live in a safe environment, and agrees with the recommendations contained within this report.

Sustainability impact

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

Consultation and engagement

Feedback was received through the statutory consultation process and engagement with local Elected Members and steered our recommendations regarding the future of the TRO.

Background reading / external references

None.

Proposed Waiting Restrictions – Comiston Rise at Comiston Road

1. Background

- 1.1 Representation was made to Services for Communities regarding the negative impact on safety caused by the obstruction of sightlines when exiting Comiston Rise onto the busy Comiston Road. Following assessment, proposals were drawn up to introduce double yellow line waiting restrictions at the junction.
- 1.2 The purpose of the Traffic Regulation Order (TRO) is to facilitate safe egress from Comiston Rise onto Comiston Road by preventing obstruction of sightlines by vehicles parked at both sides of the bell-mouth of the junction.

2. Main report

- 2.1 Concerns were raised by residents with a local Councillor who passed the matter to the South West Neighbourhood. The sightlines at this junction were assessed by the local Roads Team and proposals were drawn up to introduce waiting and loading restrictions at the bell-mouth of Comiston Rise.
- 2.2 Only one objection was received to the proposed restrictions, citing a lack of necessity for such restrictions due to the relatively small number of residents of Comiston Rise.
- 2.3 The objector also proffered an alternative solution through the extension of the bus-box to the north of the junction. It was considered that allowing buses to potentially stop immediately in front of the junction would be a greater visual obstruction and therefore not appropriate.
- 2.4 It was also suggested that the Council consider yellow lines as the solution to all perceived parking problems. It is to be noted that each set of circumstances are assessed individually and the most appropriate solution devised. The application of yellow line waiting and loading restrictions is felt to be the most cost-effective and least intrusive solution to parking issues at junctions.
- 2.5 The current local Elected Members for ward 8 were notified in writing of our intention to introduce double yellow line parking restrictions and no objections to this course of action have been received. Significant local support for these restrictions was cited by one Councillor.
- 2.6 It is not considered by this department that the objection to the proposed waiting restrictions is sufficient to ignore the safety implication of allowing restricted

sightlines to continue to exist at this junction with Comiston Road, a main arterial route.

3. Recommendations

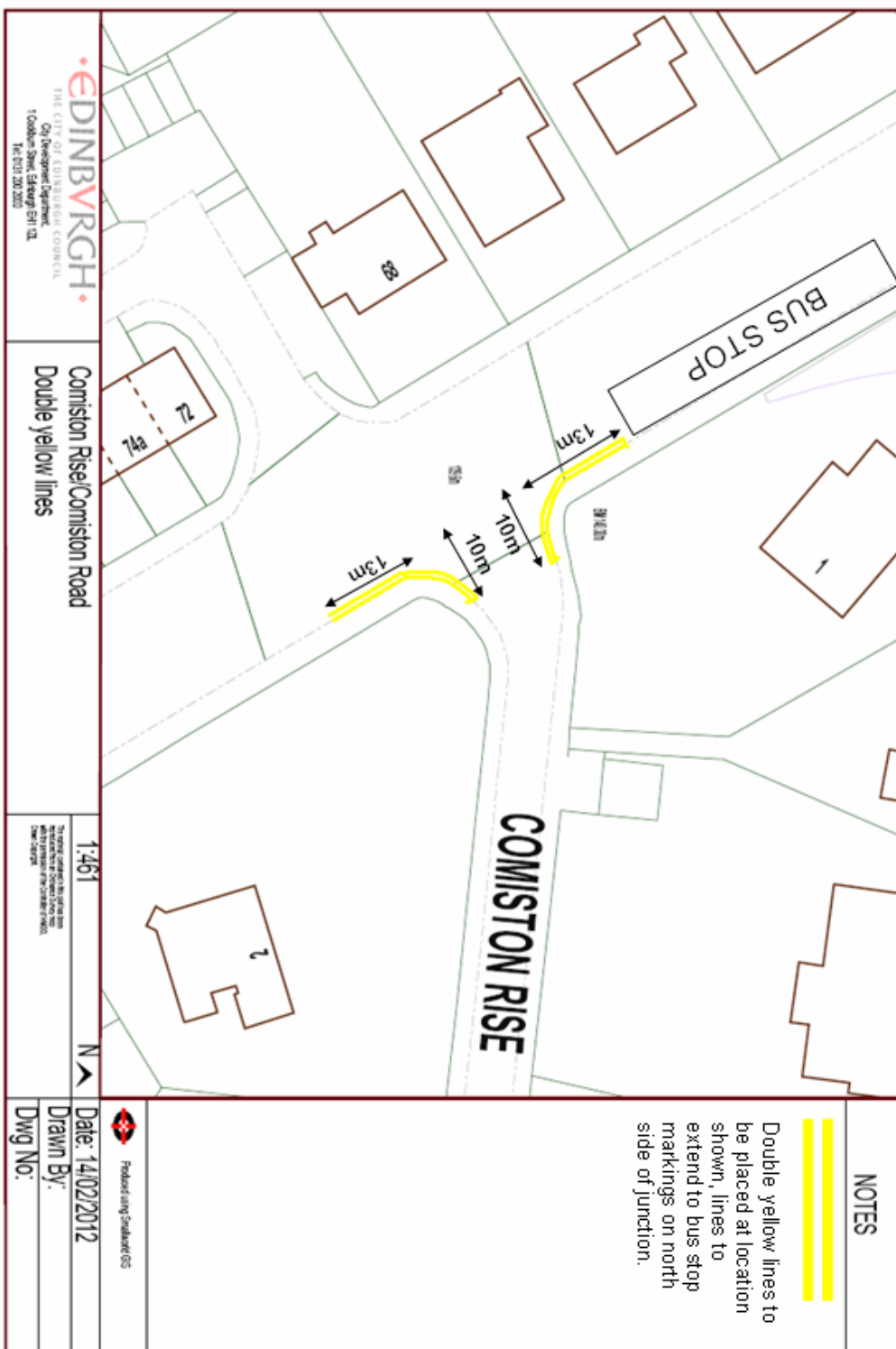
- 3.1 The Transport and Environment Committee set aside the remaining objection to the TRO and approve the implementation of the parking restrictions.

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Links

Coalition pledges	P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council outcomes	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 1 – Plan of proposed restrictions.



NOTES

Double yellow lines to be placed at location shown, lines to extend to bus stop markings on north side of junction.