

# Transport and Environment Committee

10:00am, Tuesday, 14 January 2014

## Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order

Item number	8.1
Report number	
Wards	10 - Meadows/Morningside

### Links

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

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## Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order

### Summary

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A new pedestrian refuge island is proposed for Morningside Grove. A length of parking restriction will be required on the southbound lane of Morningside Grove (approximately 50m) to enable vehicles to have a clear view of pedestrians waiting to cross as well as ensure safe passage of buses and HGV's past the island.

The statutory Traffic Regulation Order process includes a formal consultation, where any interested party can comment on, or object to, an Order. All objections received during this time must either be addressed, or considered, by a Council Committee.

The Traffic Regulation Order was advertised between 5 and 30 August 2013 and three objections were received (see Appendix 1 for details). This report will consider these objections and recommend a proposed course of action in response to the comments made.

An alternative location on Morningside Drive was also considered as a site for this crossing point, which would allow access to the bus stop on Morningside Drive. This location would however require a longer walk for residents of the sheltered housing complex and would involve the negotiation of a gradient. Waiting restrictions would also be required on both the north and south side of Morningside Drive to allow traffic to negotiate the island.

### Recommendations

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It is recommended that the Committee:

- 1 sets aside the objections received; and
- 2 makes the Traffic Regulation Order as advertised.

## Measures of success

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To facilitate the safe crossing of pedestrians at the new pedestrian refuge island.

## Financial impact

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Around £2,500 to cover the costs of providing the necessary signs, poles and markings and advertising the proposals in the press. The pedestrian refuge island will cost around £15,000 to construct.

## Equalities impact

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These measures will impact positively on local residents, many of whom are elderly, by allowing a safer environment to cross the carriageway.

## Sustainability impact

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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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These proposals have been advertised in the press and on the Council website.

Local residents have received details and were asked for their opinion.

Community Councils, local Councillors and the emergency services have also been consulted with, of this consultation 50 responded in favour of the proposals and six respondents were not in favour. Five responded with comments but did not indicate whether they were in favour or not.

The Local Councillors did not comment.

## Background reading/external references

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None

## Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order

### 1. Background

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- 1.1 Local concerns over the safety of pedestrians crossing Morningside Grove have been raised, particularly due to the large volume of elderly residents in the area. A serious collision between a vehicle and an elderly pedestrian, on 14 December 2012, renewed local concerns over this location.
- 1.2 Waiting and loading restrictions are required on the southbound lane of Morningside Grove (approximately 50m) to enable vehicles to have a clear view of pedestrians waiting to cross, as well as ensure safe passage of buses and HGVs past the island.
- 1.3 An alternative location on Morningside Drive was also considered as a site for this crossing point, which would allow access to the bus stop on Morningside Drive. This location would, however, require a longer walk for residents of the sheltered housing complex and would involve the negotiation of a gradient. Waiting restrictions would also be required on both the north and south side of Morningside Drive, to allow traffic to negotiate the island.

### 2. Main report

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- 2.1 The statutory Traffic Regulation Order process includes a formal consultation, where any interested party can comment on or object to an Order. All objections received during this time must either be addressed, or considered, by a Council Committee.
- 2.2 The Traffic Regulation Order was advertised between 5 and 30 August 2013 and three objections were received (see Appendix 1 for details). In summary the points raised in the objections focused on whether the proposed location was the best choice for an island and whether any alternative traffic calming or traffic management options had been investigated.
- 2.3 This report will consider these objections and recommend a proposed course of action in response to the comments made.

- 2.4 This report recommends setting aside the objections and making the Traffic Regulation Order as advertised.

### **3. Recommendations**

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- 3.1 It is recommended that the Committee:
- 3.1.1 sets aside the objections received; and
  - 3.1.2 makes the Traffic Regulation Order as advertised.

**Mark Turley**

Director of Services for Communities

## Links

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### **Coalition pledges**

**Council outcomes** 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 – Details of the objections

Appendix 2 – Plan of the proposed pedestrian refuge island

# Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order

## Appendix 1 – List of Objections

### **Could the refuge island be moved nearer to the entrance of the sheltered housing complex?**

*The location of the island was chosen to keep the loss of parking in Morningside Grove to a minimum. The chosen location also gives the best siteline visibility to both the north and south for pedestrians using the crossing. To locate the island outside the entrance of the housing complex would require a parking layby to be filled in at the loss of several parking spaces. This would also increase the total cost of the scheme.*

### **What are the objectives of the introduction of the island?**

*The island is proposed to improve both pedestrian safety and flow from the west footway across to the east footway to access the bus stop. This island will also reduce the width of the traffic lane and in doing so will reduce the speed of vehicles travelling along Morningside Grove.*

### **Who were involved within the initial consultations?**

*The local residents, community councils and neighbourhood partnerships were all included within the consultation of this scheme, as well as local ward Councillors, Emergency Services and Bus Operators.*

### **Have other traffic calming features been investigated, for example 20mph speed limit, Elderly Pedestrian Warning Signs, Road Humps/Speed Cushions, Zebra/Pelican or Puffin crossing or the enforcement of a “bus and access only” restriction.**

***20mph Limit** – The Council undertook a 20mph limit pilot across South Central Edinburgh which informs the future approach to traffic calming implementation across the city. The pilot project involved traffic calming a significant number of residential streets through signage and surface markings, rather than the more traditional and costly physical traffic calming measures. More information can be found through the following website:*

*[http://www.streetsaheadedinburgh.org.uk/info/66/south\\_central\\_edinburgh\\_20\\_scheme](http://www.streetsaheadedinburgh.org.uk/info/66/south_central_edinburgh_20_scheme).*

*From this pilot the council have agreed to roll out a city wide 20mph limit to all residential streets in Edinburgh. A timetable and criteria for this roll out will be submitted to the committee in 2014.*

***Elderly Pedestrians Warning Signs** – These have recently been introduced to this site.*

**Road Humps/Speed Cushions** – see point 1

**A zebra/pelican or puffin crossing** – the number of pedestrians crossing at this site would not justify the introduction of a crossing of this type. A controlled crossing would also require the introduction of zig-zag road markings which would remove a significant amount of parking on both sides of the route.

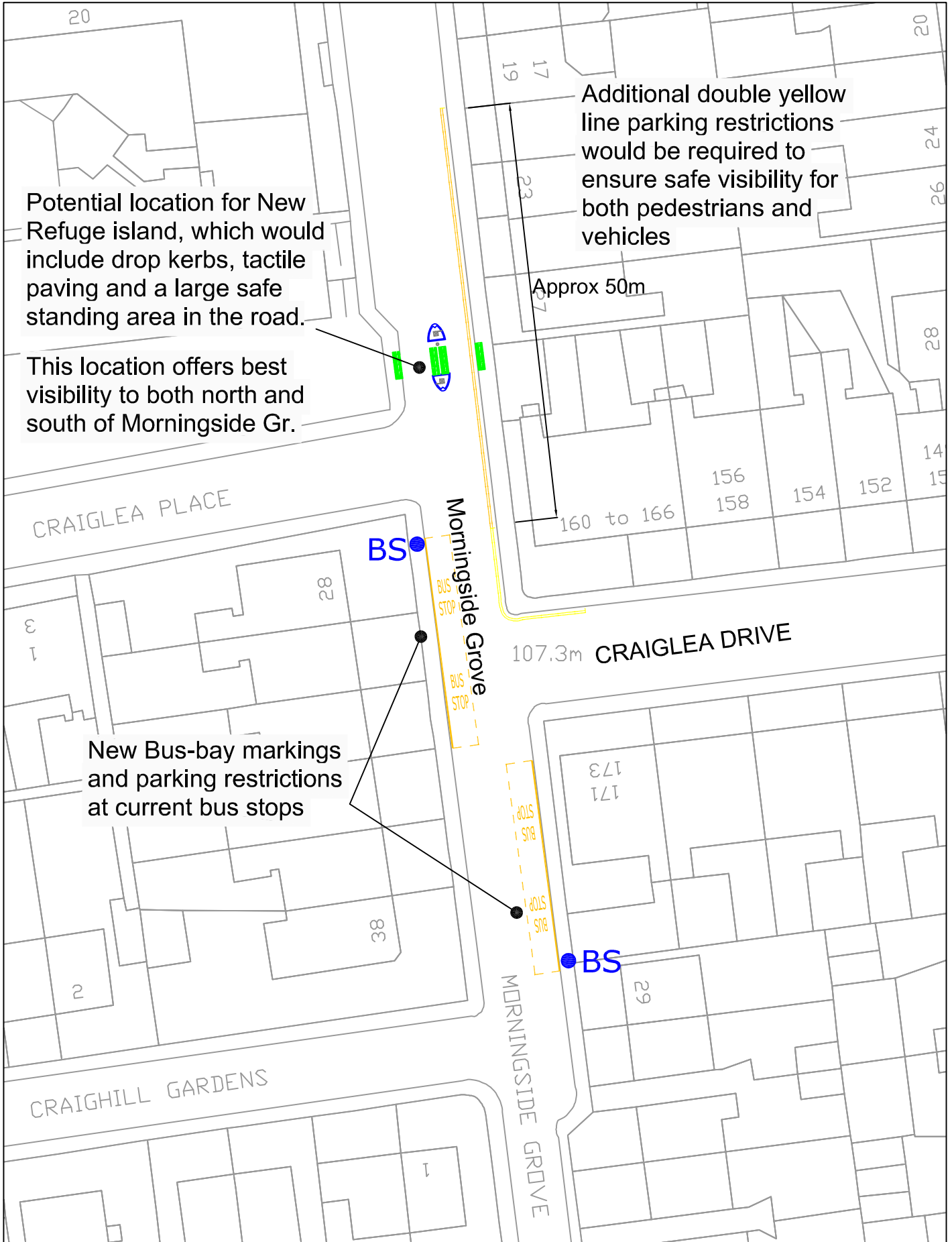
**Enforcement of “bus and access only” restrictions** - This type of restriction would relocate displaced traffic onto other routes in the area.


**Relocate the crossing point on to Morningside Drive to the west of Morningside Grove.**

*This would allow access to the bus stop on Morningside Drive, however would require a considerably longer walk which involves a steep gradient.*

*Waiting restrictions would also be required on both the north and south side of Morningside Drive to allow traffic to negotiate the island.*





 <b>EDINBURGH</b> THE CITY OF EDINBURGH COUNCIL		<b>Morningside Grove</b> <b>Proposed Pedestrian Refuge Island</b>	
SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverly Court, 4 East Market Street Edinburgh EH1 1ZG Tel. No. 0131 - 200 2000	TRANSPORT ROAD SAFETY	Date: 5/8/13	Drawn by: IP
		Scale: 1:600	Checked by: CHECKED
<b>DRG. NO. RS/PEDX/MORNINGSIDE_GR</b>			