

Transport and Environment Committee

10:00am, Tuesday, 3 June 2014

Objections to Proposed Reductions to Lengths of Double Yellow Lines – South Morningside

Item number	8.3
Report number	
Executive/routine	
Wards	10 - Meadows/Morningside

Executive summary

Double yellow line waiting restrictions are currently marked at various junctions within the South Morningside area. After representations from local residents it was considered that the restrictions on Craiglea Drive, at its junctions with St Clair Terrace, St Ninian's Terrace and St Fillan's Terrace, should be amended. It is proposed that these restrictions should be reduced by four metres and replaced by single yellow line restrictions, operating between the hours of 0800 and 1800 Mondays to Fridays inclusive.

Objections were received when the proposals were advertised to the public. This report addresses the representations and recommends that the Traffic Order is made as advertised. The concerns of the objectors and the Council's response are set out in Appendix 1.

Links

Coalition pledges	
Council outcomes	CO22 , CO23 , CO26
Single Outcome Agreement	SO4

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Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 sets aside the objections received; and
 - 1.1.2 makes the Traffic Regulation Order as advertised.

Background

- 2.1 In September 2010, double yellow line waiting restrictions were introduced at various junctions in the South Morningside area, to the west of Comiston Road, to assist persons crossing at the junctions and to improve sightlines for drivers. Local concerns over loss of parking space, due to the lengths of double yellow lines at the various junctions were raised, whilst public surveys were being carried out on Priority Parking proposals in South Morningside.

Main report

- 3.1 After an assessment of the existing waiting restrictions, it was proposed to address the residents' concerns by reducing certain lengths of double yellow line waiting restrictions. On Craiglea Drive, at the junctions with St Clair Terrace, St Ninian's Terrace and St Fillan's Terrace, it was considered that four metres of double yellow line could be changed to single yellow line, operating between the hours of 0800 and 1800, Monday to Friday inclusive. A number of minor adjustments were also proposed to match the lengths of double yellow lines marked on-street, to those shown in the Traffic Order (see attached plan, Appendix 2).
- 3.2 The Traffic Regulation Order to make the above amendments was advertised from 26 April 2013 until 21 May 2013. Three objections were received and these are set out in Appendix 1. The objectors were mainly concerned that road safety was being compromised, by reducing the lengths of the double yellow lines.

- 3.3 The single yellow line restrictions will allow vehicles to park outwith the above times at these locations but will maintain control over parking during times when schoolchildren will most likely be present.
- 3.4 When the new restrictions are placed on-street, it is proposed that the Parking Attendants will provide additional patrols, to discourage drivers from parking incorrectly.

Measures of success

- 4.1 To address local concern over loss of parking provision while maintaining road safety.

Financial impact

- 5.1 It is anticipated costs for undertaking the necessary works will be £3,000 and this can be met from the general Parking Operations Revenue budget.

Risk, policy, compliance and governance impact

- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

Equalities impact

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there is no direct equalities impacts arising from this report.
- 7.2 These measures are proposed to meet concern from local residents who feel they have lost too much available parking space. Although double yellow lines are there for the wellbeing of the public, it is considered that the reductions in length will maintain road safety.

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 These proposals have been advertised in the press and on the Council website.
- 9.2 The proposals were formed as a result of public demand from Priority Parking surveys.
- 9.3 Community Councils, the local Councillors and emergency services have also been consulted. No comments were received.

Background reading/external references

None.

Mark Turley

Director of Services for Communities

Contact: John Murphy, Traffic Orders Administration Officer

E-mail: john.murphy@edinburgh.gov.uk | Tel: 0131 469 3660

Links

Coalition pledges

Council outcomes

- CO22** - Moving Efficiently - Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
- CO23** - Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.
- CO26** - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

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 reductions in line lengths

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Appendix 1 – Detailed Representations/Objections - Responses to Issues Raised

Issue	Response	Number
The double yellow lines give a clear indication not to park and since these have been introduced it has made the roads much safer to cross for children and elderly people.	The lengths of road will continue to be controlled during peak times and are not an indication to park throughout the day.	2
A resident believes this proposal is driven by other residents who live on these streets who do not want restrictions. Parking is presently available and therefore he/she believes that the parking issue is overstated and should not be used to the detriment of safety.	Our public consultations showed a majority of responders felt lack of parking space was a major issue. The proposals attempt to meet local residents concerns while not compromising road safety.	2
The single yellow lines are likely to lead to confusion with the chance that cars are parked on them particularly during the time when school children will be travelling to/from school.	The restricted hours that the single yellow lines will operate cover the busiest times of the day when children are likely to be passing to and from school.	1
The introduction of the single yellow lines will result in additional street clutter which is considered inappropriate in this area.	The current legislation requires that signs have to be placed on-street to display the times that the single yellow line restrictions are in operation.	1

APPENDIX 2 - PLANS

NOTES

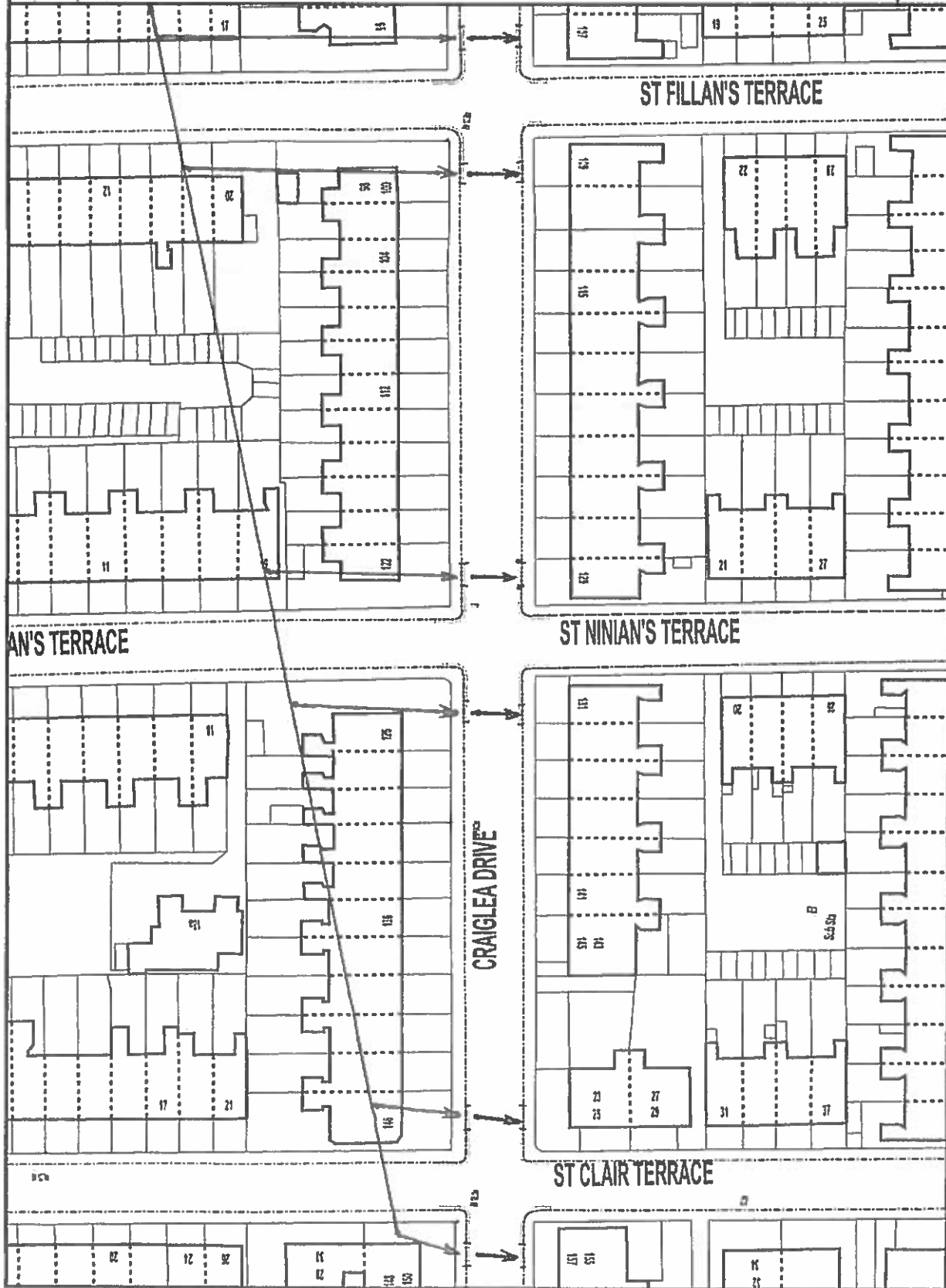
REMOVE 4m OF DOUBLE YELLOW LINE
AND
REPLACE WITH SINGLE YELLOW LINE
OPERATING FROM 08.00 TO 18.00
MONDAYS TO FRIDAYS INCLUSIVE

Produced using Smallworld GIS

Date: 24/10/2012

Drawn By:

Dwg No:



1:1000

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WAITING RESTRICTIONS
CRAIGLEA DRIVE

EDINBURGH
THE CITY OF EDINBURGH COUNCIL
Services for Communities,
1 East Market Street, Edinburgh EH8 8DN
Tel: 0131 220 2000

NOTES

- MORNINGSIDE GARDENS
REMOVE 1m DOUBLE YELLOW LINE
- MORNINGSIDE DRIVE
REMOVE 1.5m DOUBLE YELLOW LINE
- MORNINGSIDE DRIVE
REMOVE 1.5m DOUBLE YELLOW LINE
- MORNINGSIDE DRIVE
REMOVE 1.5m DOUBLE YELLOW LINE

Produced using Scaffold GIS

Date: 25/10/2012

Drawn By:

Dwg No.:



1:1250

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EDINBURGH
 THE CITY OF EDINBURGH COUNCIL
 Services for Communities
 4 East Market Street, Edinburgh EH3 6DH
 Tel: 0131 267 2600

NOTES

MORNINGSIDE GROVE
REMOVE 3.5m DOUBLE YELLOW LINE

ST CLAIR TERRACE
REMOVE 2.5m DOUBLE YELLOW LINE

Produced using Southworld GIS

Date: 25/10/2012

Drawn By:

Dwg No:



1:1000

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NOTES

ST RONAN'S TERRACE
 REMOVE 1m DOUBLE YELLOW LINE

Produced using Sketchwork GIS

Date: 24/10/2012

Drawn By:

Dwg No:



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 Tel: 0131 230 2000

