

Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

Objections to Various Proposed Parking Restrictions, Shandon

Item number	8.4
Report number	
Executive/routine	Executive
Wards	9 – Fountainbridge/Craiglockhart

Executive summary

A new Traffic Regulation Order involves amendments to the parking restrictions in the Ashley/Shandon area. These aim to improve road safety for all road users, provide better access for emergency service vehicles, encourage smarter travel choices such as walking and cycling and improve parking opportunities for residents. This report considers the objections received during the public consultation of Traffic Regulation Order TRO/12/15A and makes recommendations on the future of the proposals.

Links

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

Objections to Various Restrictions, Shandon

Recommendations

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

Background

- 2.1 There have been a number of proposals on controlled parking in the Ashley/Shandon area over the last few years.
- 2.2 While residents did not support the introduction of parking controls, there were several requests to make minor amendments to the restrictions, to improve parking opportunities for residents.
- 2.3 There were also concerns about road safety and accessibility for emergency service vehicles.
- 2.4 Further representations were received from local residents, ward members and the emergency services following a fire in the Shandon Colonies in 2011.
- 2.5 The proposals included in the Traffic Regulation Order (TRO/12/15A) involve a number of measures to address these concerns such as:
 - introducing double yellow lines around certain junctions;
 - introducing double yellow lines at shared use path entrances;
 - introducing double yellow lines along one side of each arm of the Shaftesbury Park Colonies;
 - removing some lengths of single yellow lines near to the local shops; and
 - removing the Saturday parking restriction from lengths of some single yellow lines in Ashley Terrace.
- 2.6 Further details about the proposed changes, including plans, are available in Appendix One: TRO/12/15A Plans.
- 2.7 The Traffic Regulation Order was advertised for public comments during 4 to 25 October 2013. During this period, nine responses were received. Six are considered to be objections, two are indications of support and one includes general comments.

- 2.8 It is also proposed to mark advisory parking areas within the Shaftesbury Park Colonies, to improve and manage better the space available within the central square. It is not necessary to make a Traffic Regulation Order to introduce such markings.
- 2.9 This report considers the comments from each response received to the Traffic Regulation Order and makes recommendations following their consideration.

Main report

- 3.1 The first objection received was from a resident who was disappointed that waiting restrictions were not proposed for Alderbank Gardens. They had concerns about access for emergency service and refuse collection vehicles, if cars were parked inconsiderately.
- 3.2 Two letters of support for the TRO were also received from residents in Alderbank Gardens. Both respondents indicated their general support for the proposals, but they were concerned about parking on the footway. One also requested double yellow lines around the junction of Alderbank Gardens with Alderbank Terrace.
- 3.3 While the main aim is improving road safety, the Council is also committed to minimising the impact of the proposals on parking opportunities for residents. It was considered that restrictions on Alderbank Gardens, or at its junction with Alderbank Terrace, were not necessary to improve safety and as a result no restrictions were included within this proposal.
- 3.4 If the proposals contained in this report are agreed and the TRO is introduced, parking in the area will be monitored. If it is considered that additional measures are required, these can be made through a separate process.
- 3.5 The second objection received was from a resident of Shandon Crescent. They claimed that the proposals would reduce their parking opportunities, provide no additional places for residents and would not remove problems created by non-residential parking. They reported that the area was already congested and that night-time double parking was a concern. They objected to the proposals until an area-wide solution, which served the needs of all Shandon residents was produced.
- 3.6 The waiting restrictions mainly formalise existing road safety requirements. They prevent motorists parking around junctions and aim to maintain access for emergency service vehicles. While new waiting restrictions may result in some parking displacement, this is expected to be minimal but improving safety for motorists and pedestrians should take precedence in this instance.
- 3.7 It is noted that this resident was new to the area and they may not have been aware of the previous consultations on the extension of the Controlled Parking Zone (CPZ) or for the introduction of Priority Parking in Shandon. Both these proposals were overwhelmingly rejected by residents.

- 3.8 The third objection from an Ashley Gardens resident, regarded moving the City Car Club parking place from Ogilvie Terrace to Harrison Gardens and increasing the number of vehicles it can accommodate, from two to four. The concern was that this may negatively impact on the local shops by making deliveries and parking for passing trade more difficult.
- 3.9 However, it is intended to retain 15m of single yellow line in Harrison Gardens for loading and unloading purposes adjacent to the commercial premises. Lengths of single yellow lines will also be removed to create more parking areas for motorists near to the local shops.
- 3.10 A fourth objection was received from a resident in Hollybank Terrace who requested that the double yellow lines be moved to their side of the street, as they intended to create a driveway. It was suggested that the double yellow lines would prevent inconsiderate parking across their dropped crossing and protect access to their drive.
- 3.11 The double yellow lines in the Shaftesbury Park colonies, such as those proposed in Hollybank Terrace, are intended to be introduced on the side of the street where parking naturally occurs. Where parking was observed on both sides of one street, it is considered appropriate to keep parking to one side only, to ensure consistency and improve safety for pedestrians.
- 3.12 Two letters, one from a resident in Harrison Gardens and another from a resident of Shandon Street, objected to paying for a CPZ in the Shandon area and suggested that the Council's only intention was to make money from residents. This proposal does not include any extension of the CPZ nor does it consist of any permit charges for residents.
- 3.13 Finally, one letter including general comments was received, which included suggestions to reduce the size of disabled persons' parking places in the area and to remove lengths of double yellow line at the junction of Cowan Road and Ashley Grove, to allow additional areas for residents to park.
- 3.14 Changes to disabled persons' parking places are not included within the draft Order. In addition, the sizes of such places are specified within the Traffic Signs Regulations and General Directions 2002, which the Council must adhere to.
- 3.15 There are sections of guard rail at the junction of Cowan Road and Ashley Grove, which make it an unlikely place for pedestrians to cross but it is not considered appropriate to allow vehicles to park at this location. The waiting and loading markings are intended to prevent parking around the junction, to maintain sight-lines for all road users. This is particularly important as children attending Craiglockhart Primary School cross at this junction. Children are one of the most vulnerable groups of road user, and they cannot see or be seen over even the smallest parked vehicle.

Measures of success

- 4.1 The measures of success are to improve sight-lines around junctions for pedestrians, cyclists and motorists. Provide better access for emergency service and refuse collection vehicles. The aim of removing the Saturday restrictions from single yellow lines in Ashley Terrace, is to improve parking opportunities for residents and businesses at the weekends. Changing the location of the City Car Club parking place and improving access to shared paths, aims to make smarter travel choices appealing to residents and reduce private car use in the area as a result.

Financial impact

- 5.1 The cost of processing the Traffic Order will be met from within existing South-West Neighbourhood, Roads Maintenance Budget, 2014/15.

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 are no direct equalities impacts arising from this report.
- 7.2 The main aim of the proposal is to improve road safety for all road users, provide better access for emergency service vehicles, encourage smarter travel choices such as walking and cycling and improve parking opportunities for residents.
- 7.3 It is expected that this will enhance individuals' rights to better health opportunities by protecting accesses to shared paths and making walking and cycling a more attractive travel choice. Better parking opportunities for residents at the weekends may reduce the time taken to find a parking place near their homes, thereby reducing the impact of circling traffic on congestion and air pollution. The proposals may also have a positive impact on the Council's duty regarding the protected characteristics of age and disability by removing hazards for vulnerable road users crossing the road at junctions in the area.

Sustainability impact

- 8.1 The impacts of the proposals in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below:
- The proposals in this report may have a positive impact on reducing carbon emissions, by making active travel options more attractive as a result of improving access to walking and cycling paths;
 - The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
 - The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It can be argued that introducing restrictions around junctions may create some displacement and increase circulating traffic adding to congestion and pollution. Alternatively, improving parking opportunities elsewhere in the areas may increase opportunities for residents and avoid such issues in an area where there is already more residential demand for parking places, than there is available kerbside space.
- 8.3 Whilst improving access to dropped crossings and shared path entrances in the area aims to encourage more people to walk or cycle and leave their cars at home, thereby reducing carbon emissions in the city centre. It also aims to help make the journey to school safer and promote sustainable travel.

Consultation and engagement

- 9.1 Requests were made by local residents to prevent inconsiderate parking around junctions and improve access for emergency service vehicles during a number of previous consultations on parking controls in the Ashley/Shandon area.
- 9.2 While residents did not support the introduction of parking controls, concerns about better access and road safety remained. This was further highlighted by a fire in the Shaftesbury Park colonies in 2011. Further representations from local residents, ward members and the emergency services followed as a result of this event.
- 9.3 The South West Neighbourhood Team developed a number of proposals to address these concerns and improve road safety. Two public exhibitions on the proposals were held on 16 and 17 April 2013 in Craiglockhart Primary School. The events were well attended by local residents and ward members. They gave people the opportunity to ask questions and offer their comments on the proposals.

- 9.4 Questionnaires were available at each meeting and additional feedback from residents was received after the events. However, these comments did not result in any significant changes to the design.
- 9.5 The Traffic Regulation Order (TRO/12/15A) was formally advertised for objections during 4 to 25 October 2013. During this period nine responses were received, including; six objections, two indications of support and one general comment. The contents of each response are discussed above.
- 9.6 Ward members have been actively involved in the preparation of the proposals and have been consulted at all stages of the Traffic Regulation Order process.

Background reading/external references

Craiglockhart Primary School Background Report.

Mark Turley

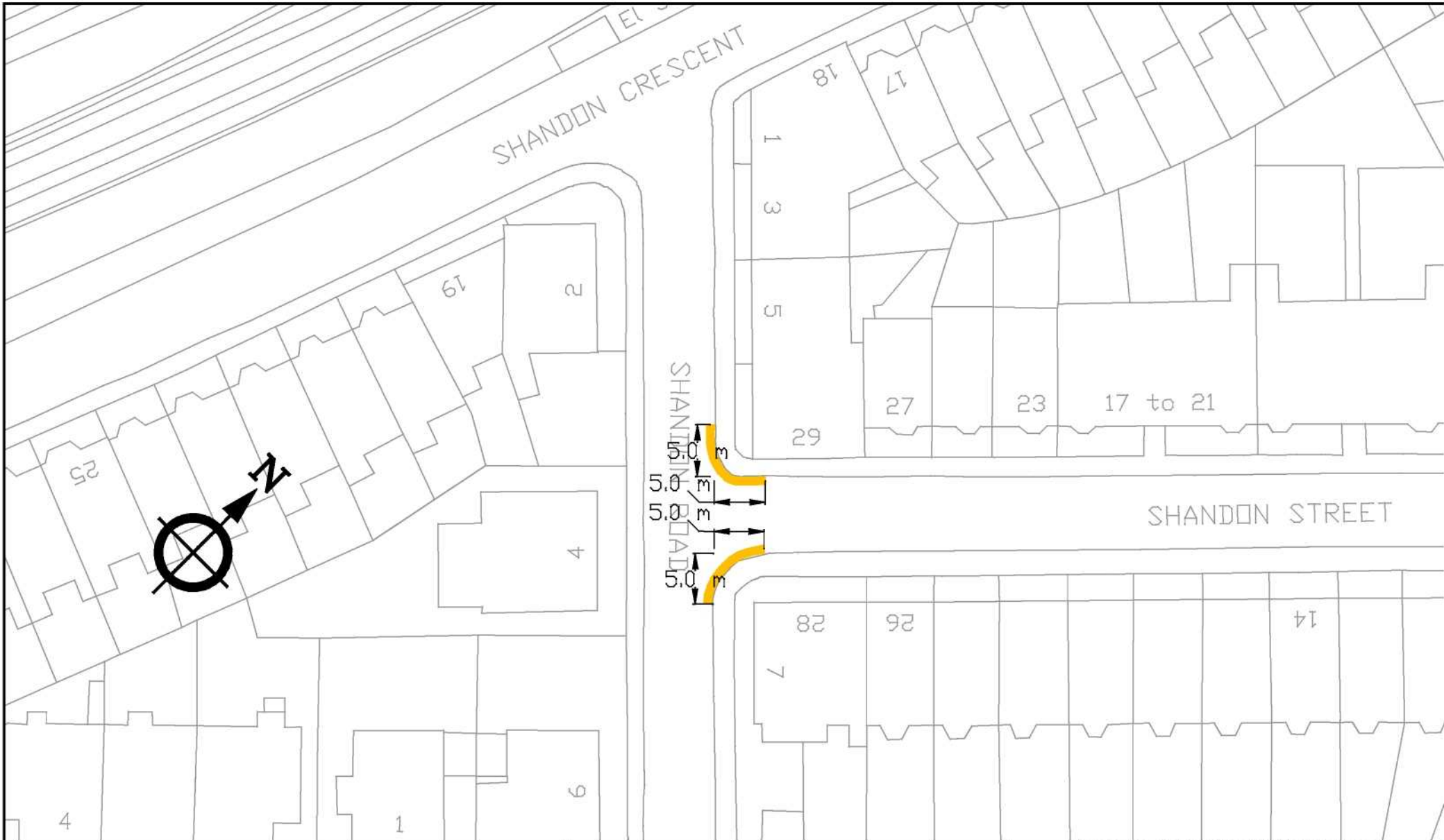
Director of Services for Communities

Contact: Gavin Sherriff, Traffic Orders and Project Development Assistant

E-mail: gavin.sherriff@edinburgh.gov.uk | Tel: 0131 469 3309

Links

Coalition pledges	Maintaining and enhancing the quality of life in Edinburgh.
Council outcomes	<p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix One: TRO/12/15A Plans



 Proposed double yellow lines



**Proposed Double Yellow Lines
Shandon Road & Shandon Street
Edinburgh**

SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL.No. 0131 469 3655 DR 3730

PARKING OPERATIONS
TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

DATE:- May 2013
SCALE:- NTS

DRAWN BY:- AJM
CHECKED BY:- AJM

Drg. No.:- -



Proposed double yellow lines



**Proposed Double Yellow Lines
Shaftesbury Park & Colonies
Edinburgh**

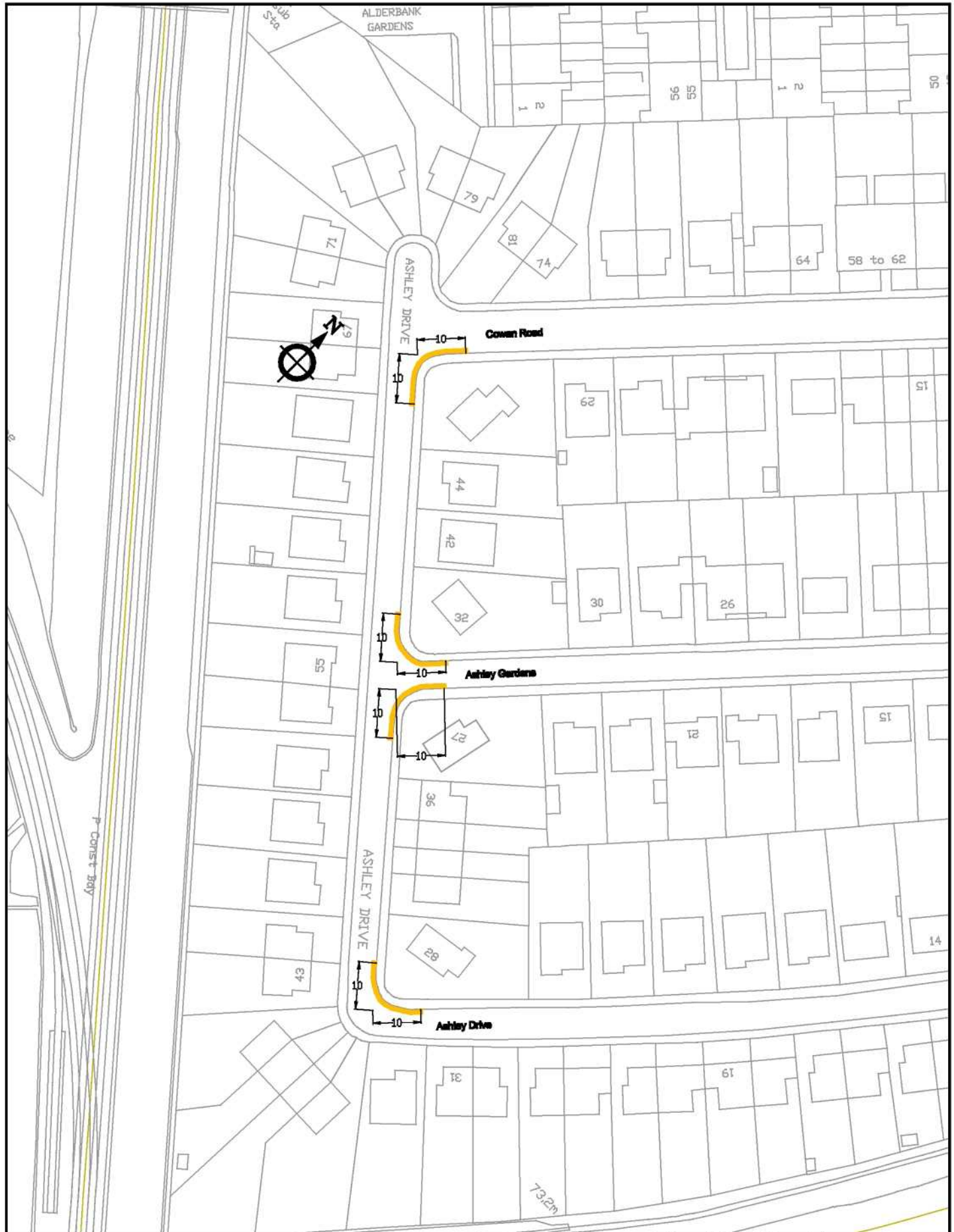
SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL.No. 0131 469 3655 DR 3730

PARKING OPERATIONS
TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

DATE:- May 2013
SCALE:- 1:1250

DRAWN BY:- AJM
CHECKED BY:- AJM

Drg. No.:- -



**Proposed Double Yellow Lines
Ashley Drive, Ashley Gardens & Cowan Road
Edinburgh**

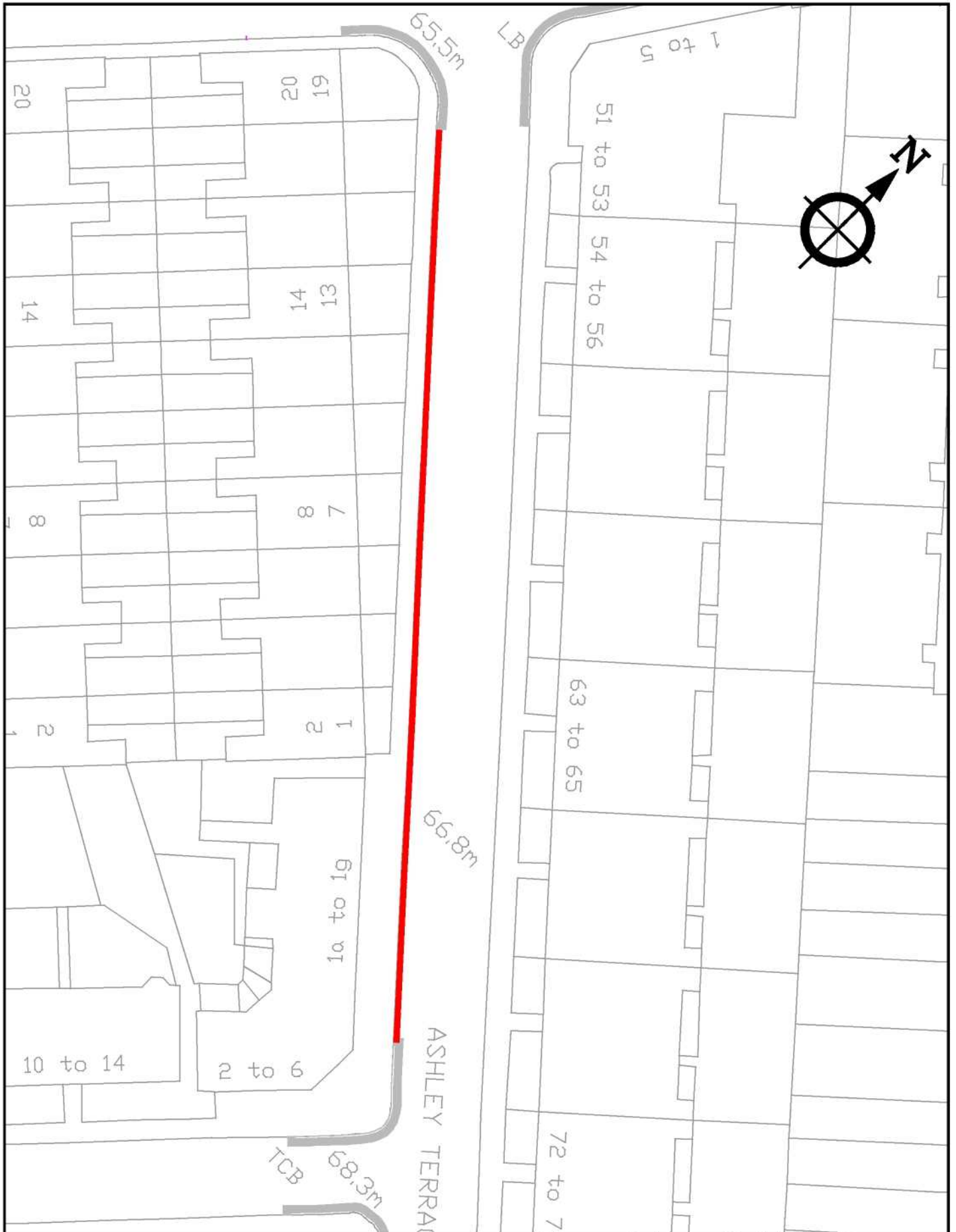
SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL.No. 0131 469 3655 OR 3768

PARKING OPERATIONS
TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

DATE:- May 2013
SCALE:- NTS

DRAWN BY:- AJM
CHECKED BY:- AJM

Drq. No.:- _____



**Remove Saturday Restriction from
existing Single Yellow Line,
Ashley Terrace, Edinburgh**

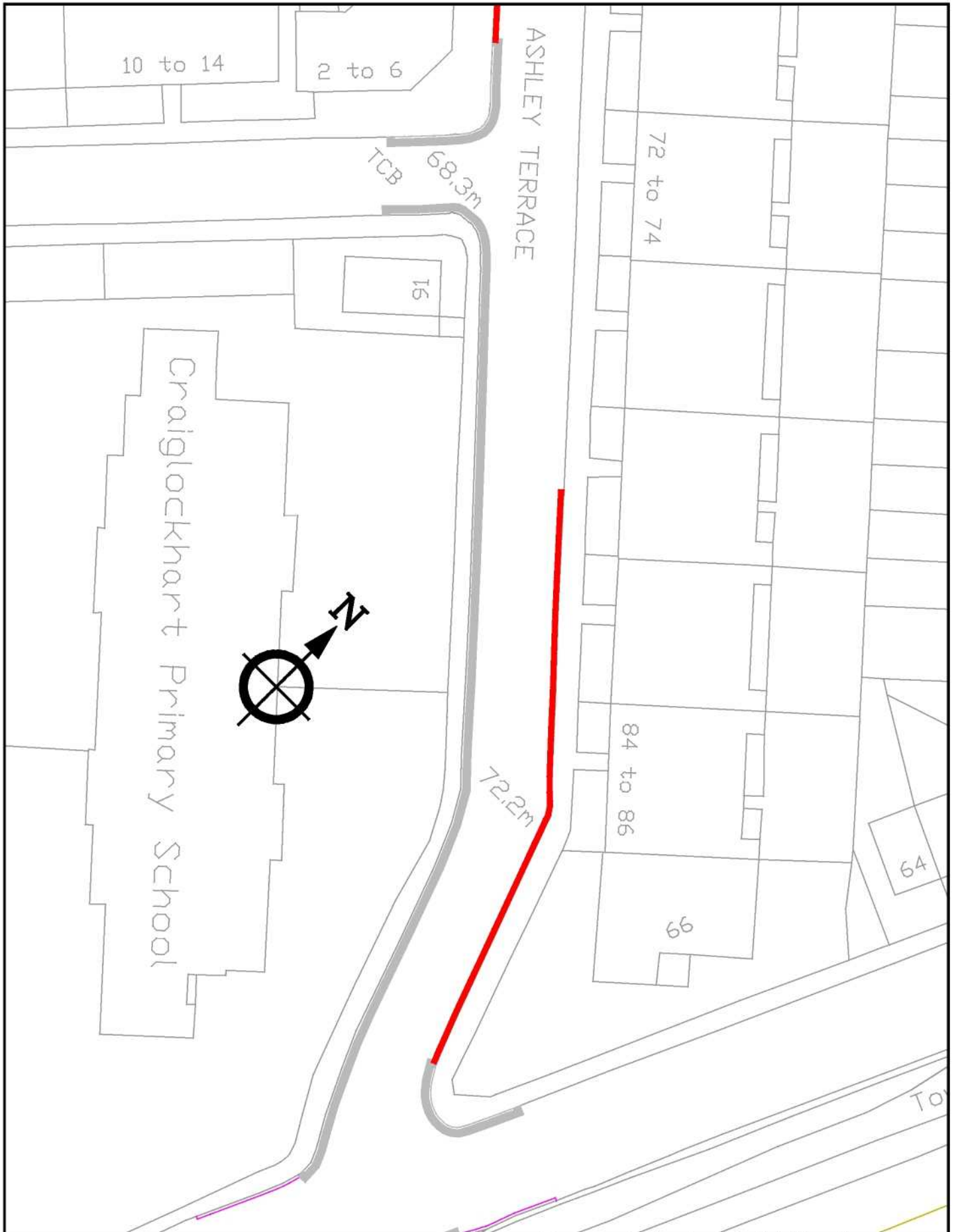
SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL.No. 0131 469 3655 DR 3768

PARKING OPERATIONS
TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

DATE:- May 2013
SCALE:- NTS

DRAWN BY:- AJM
CHECKED BY:- AJM

Dwg. No.:- _____



**Remove Saturday Restriction from
existing Single Yellow Line,
Ashley Terrace, Edinburgh**

SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL.No. 0131 469 3655 DR 3768

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TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

DATE:- May 2013
SCALE:- NTS

DRAWN BY:- AJM
CHECKED BY:- AJM

Dwg. No.:- _____



**Proposed Double Yellow Lines at
Park/Canal Entrances,
Oglivie Terrace, Edinburgh**

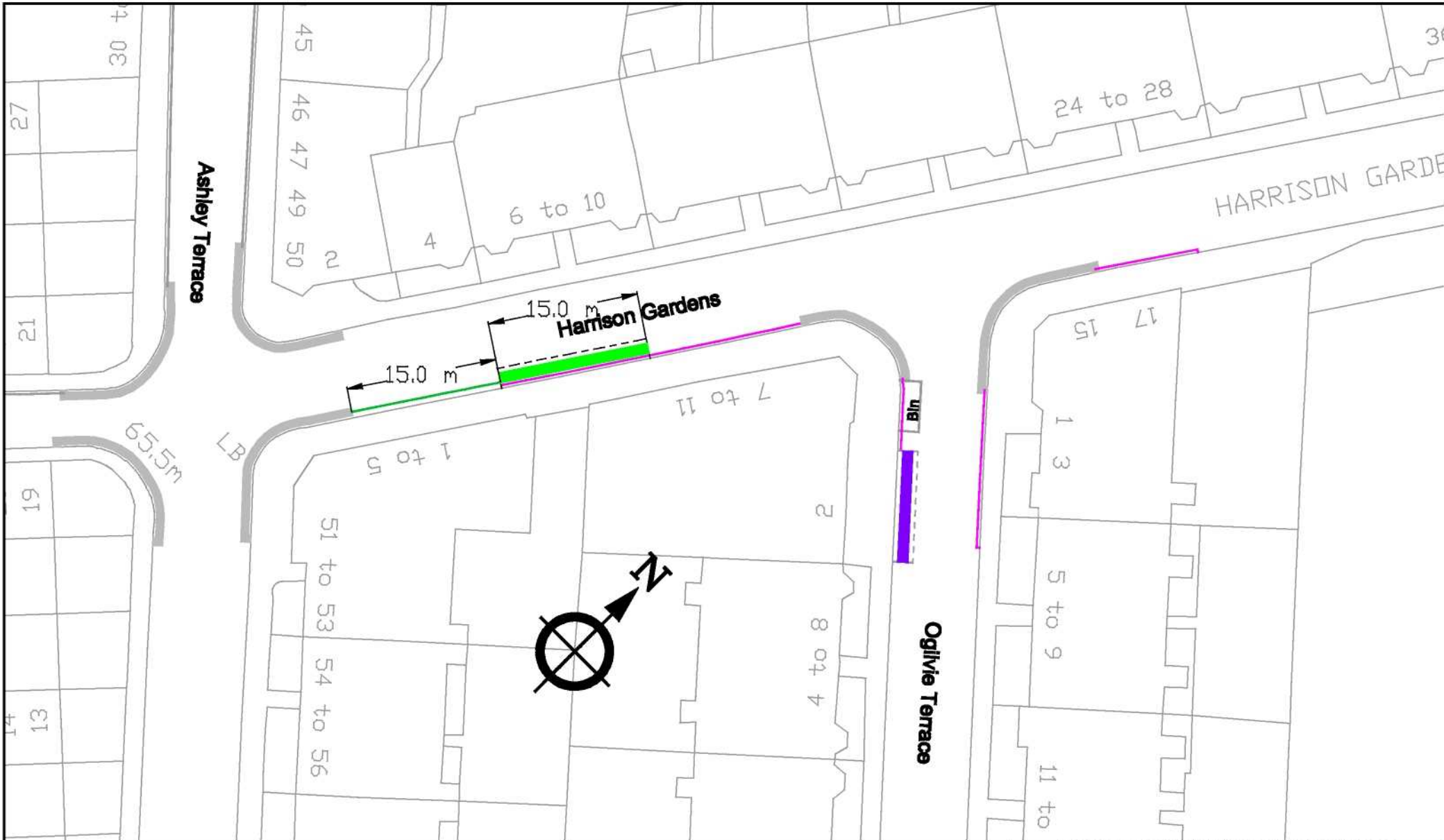
SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL.No. 0131 469 3655 DR 3768





PARKING OPERATIONS
TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

DATE:- May 2013
SCALE:- NTS

DRAWN BY:- AJM
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Dwg. No.:- _____



-  Remove existing Single Yellow Lines
-  Retain existing Single Yellow Line
-  Remove existing City Car Club Bay
-  Add new City Car Club Bay



SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL No. 0131 469 3655 DR 3730

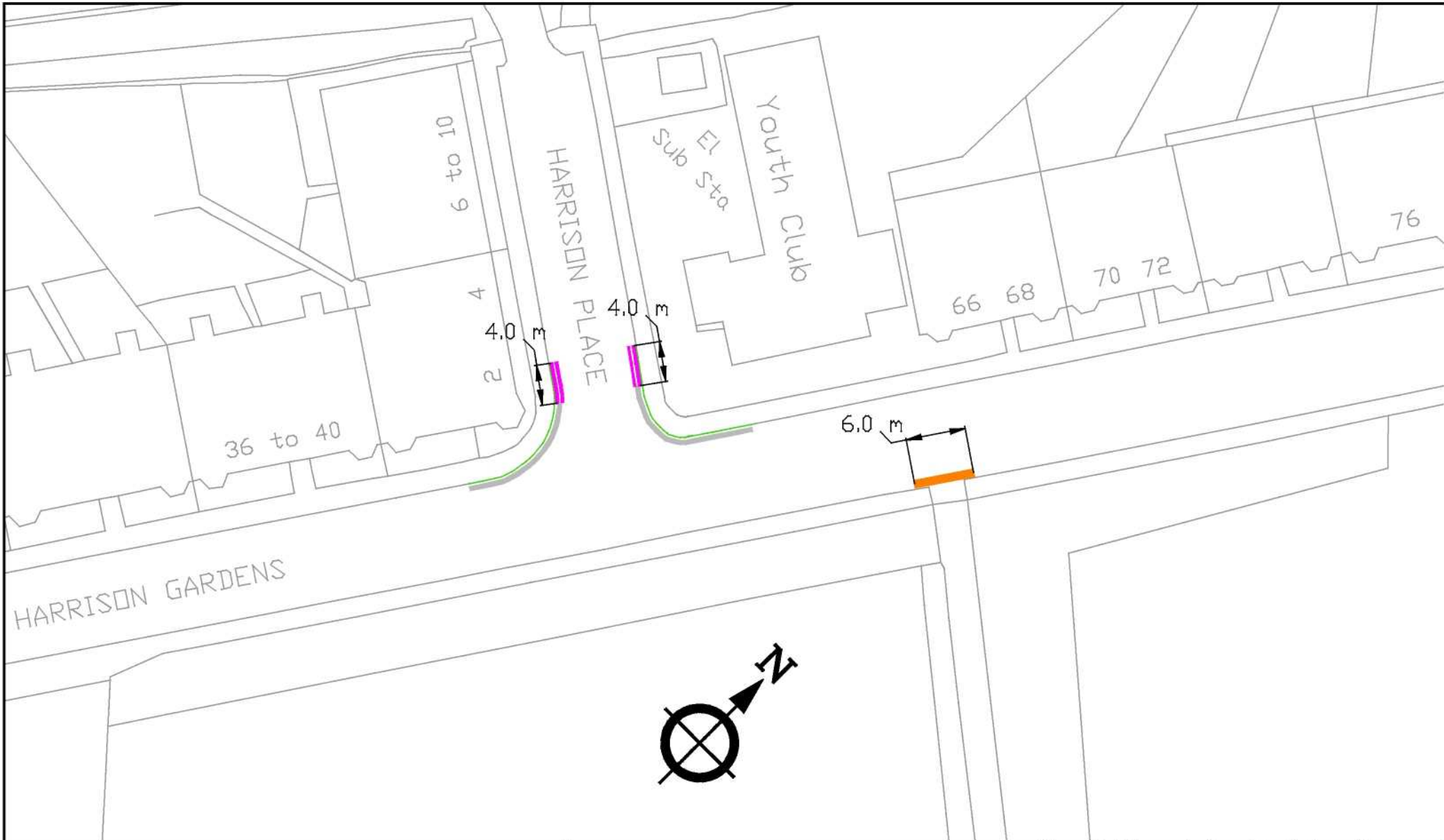
PARKING OPERATIONS
TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

**Changes to Existing Restrictions
Ogilvie Terrace & Harrison Gardens
Edinburgh**

DATE:- May 2013
SCALE:- 1:500

DRAWN BY:- AJM
CHECKED BY:- AJM

Drng. No.:- -



**Proposed Double Yellow Lines
at park entrance**

**Reduce length of existing
Double Yellow Lines**



SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL.No. 0131 469 3655 DR 3730

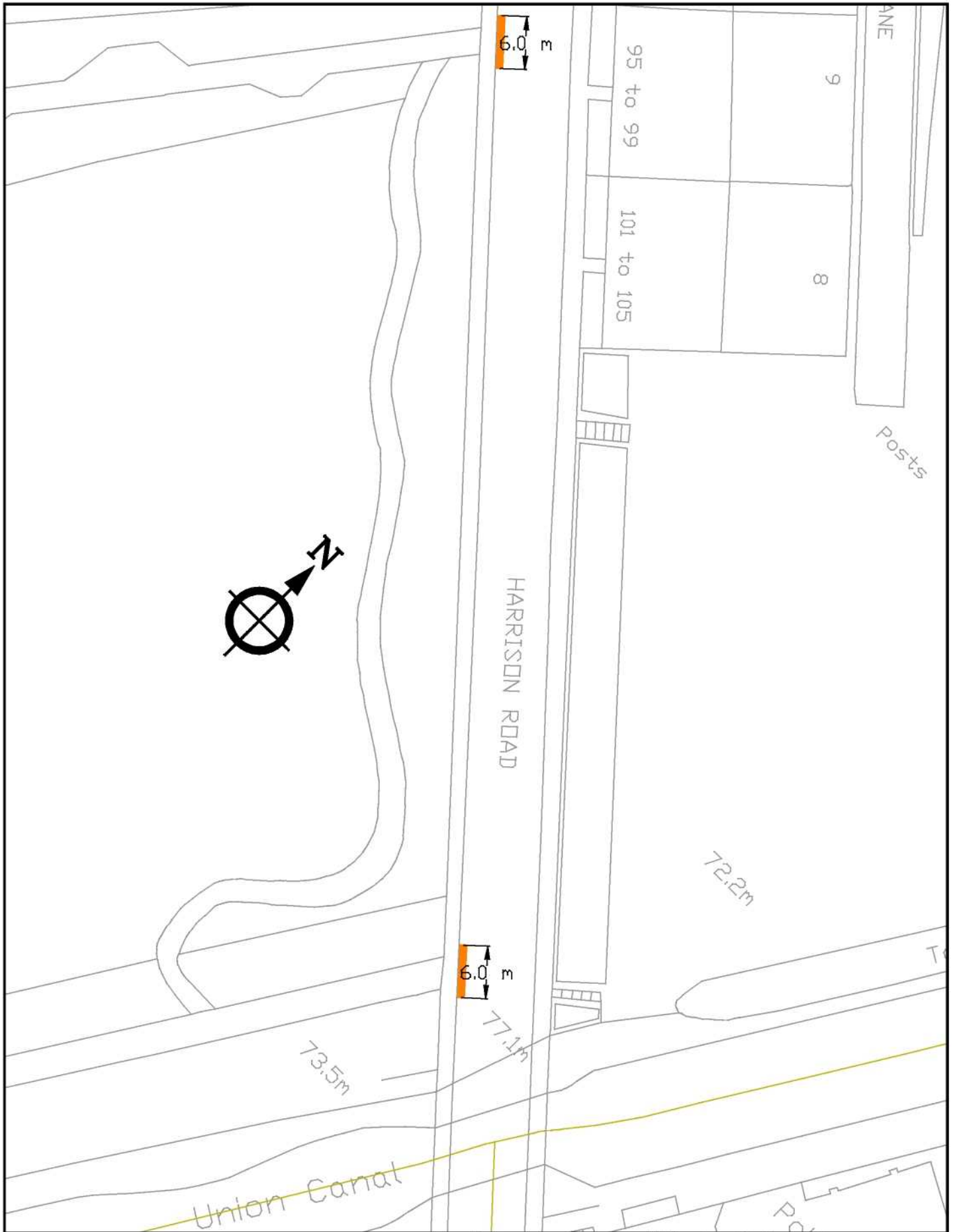
PARKING OPERATIONS
TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

**New & Altered Double Yellow Lines
Harrison Gardens & Harrison Place
Edinburgh**

DATE:- May 2013
SCALE:- 1:500

DRAWN BY:- AJM
CHECKED BY:- AJM

Drg. No.:- -



EDINBURGH
THE CITY OF EDINBURGH COUNCIL

**Proposed Double Yellow Lines
at park entrances
Harrison Road, Edinburgh**

SERVICES FOR COMMUNITIES
249 HIGH STREET
EDINBURGH EH1 1YJ
TEL.No. 0131 469 3655 DR 3768

PARKING OPERATIONS
TRAFFIC ORDERS AND
PROJECT DEVELOPMENT

DATE:- May 2013
SCALE:- NTS

DRAWN BY:- AJM
CHECKED BY:- AJM

Dwg. No.:- _____