

# Transport and Environment Committee

10:00 am, Tuesday, 28 October 2014

## Objections to Proposed Waiting Restrictions – High Buckstone

Item number	8.10
Report number	
Executive/routine	
Wards	8 – Fairmilehead/Colinton

### Executive summary

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The purpose of this report is to seek approval for the implementation of a proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of High Buckstone, while amending the extent of existing restrictions previously introduced. This proposal aims to improve access to the cul-de-sac for all users, particularly emergency vehicles, by maintaining sufficient uncompromised road width. This report considers the objection received during the public consultation of the Traffic Regulation Order TRO13/30B and makes recommendations on the future of the proposals.

### Links

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Coalition pledges	
Council outcomes	<a href="#">CO21</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Objections to Proposed Waiting and Loading Restrictions – High Buckstone

### Recommendations

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- 1.1 It is recommended that the Transport and Environment committee approves the Traffic Regulation Order, as amended.

### Background

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- 2.1 Representation was made to Services for Communities by local residents regarding the negative impact of previously introduced parking restrictions on the parking amenity for residents of number one High Buckstone. Following assessment by the South West Neighbourhood Roads Team, proposals were drawn up to reduce the double yellow line waiting and loading restrictions at the location.
- 2.2 During the assessment it was noted that restrictions were required to extend to the east of the existing TRO. This would ensure unrestricted access for vehicles to the full length of the cul-de-sac, as large vehicles were mounting the verge due to parked vehicles.
- 2.3 The purpose of the TRO is to facilitate unrestricted vehicular access along the street, while also removing the loss of parking amenity outside number one High Buckstone.

### Main report

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- 3.1 Concerns were raised by residents directly to the South West Neighbourhood Roads Team following the introduction of a TRO in Buckstone Circle and High Buckstone, as set out in Appendix One.
- 3.2 The concerns involved the limited availability of the driveway at number one High Buckstone during periods of severe weather. This was due to the steep driveway incline and lack of available on-street parking during these times. The area was assessed by the South West Neighbourhood Roads Team and proposals were drawn up to remove the existing waiting restrictions outside the driveways of number one and two High Buckstone (a length of approximately 14 metres), as set out in Appendix Two.
- 3.3 At this time it was noted that large vehicles were mounting the verge due to inconsiderate parking, therefore an extension from the existing TRO was proposed for a distance of 7 metres on the north side and 9.5 metres on the south side, also detailed in Appendix Two.

- 3.4 One objection was received to the proposed restrictions. The objection was made on the basis that removing the lines outside number two High Buckstone would adversely impact on access to their property, as they had previously witnessed parking over the entrance to the driveway prior to restrictions being in place. There were no objections to extending the restrictions to the east to ensure vehicular access along the carriageway.
- 3.5 In light of the objection the South West Neighbourhood Roads Team revisited the plans and deemed it appropriate to retain the existing restrictions from a point at the boundary of properties one and two, only removing a 7 metre section in front of number one High Buckstone. The amended proposal is set out in Appendix Three.
- 3.6 The revised TRO proposal was presented to the objector and the objection was subsequently removed.

### **Measures of success**

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- 4.1 Improved traffic flow.
- 4.2 Reduction in complaints from the public regarding inconsiderate parking.

### **Financial impact**

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- 5.1 Financial implications include the cost of making the order and installing and removing line markings and signage at the locations. This is anticipated to be in the region of £800.
- 5.2 This cost can be met from within existing 2014/15 South West Neighbourhood revenue budget.

### **Risk, policy, compliance and governance impact**

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

### **Equalities impact**

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- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties, there is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians and as such the contents of report enhance the right to physical security by improving the right to a safe environment.

### **Sustainability impact**

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- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below.
  - The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;

- 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.

## Consultation and engagement

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- 9.1 Requests were made by local residents to prevent inconsiderate parking at the location to improve road safety by ensuring access to properties on High Buckstone.
- 9.2 The Traffic Regulation Order (TRO13/30B) was formally advertised from 28 February 2014 to 21 March 2014. During this period two responses were received one in favour and one objecting to the proposals. Following amendments to the proposal the objection was subsequently removed.
- 9.3 Community Councils, local Councillors and emergency services have also been consulted. No objections were received.

## Background reading/external references

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None.

### John Bury

Acting Director of Services for Communities

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## Links

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### Coalition pledges

**Council outcomes** [CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city](#)

**Single Outcome Agreement** [SO4 – Edinburgh's communities are safer and have improved physical and social fabric](#)

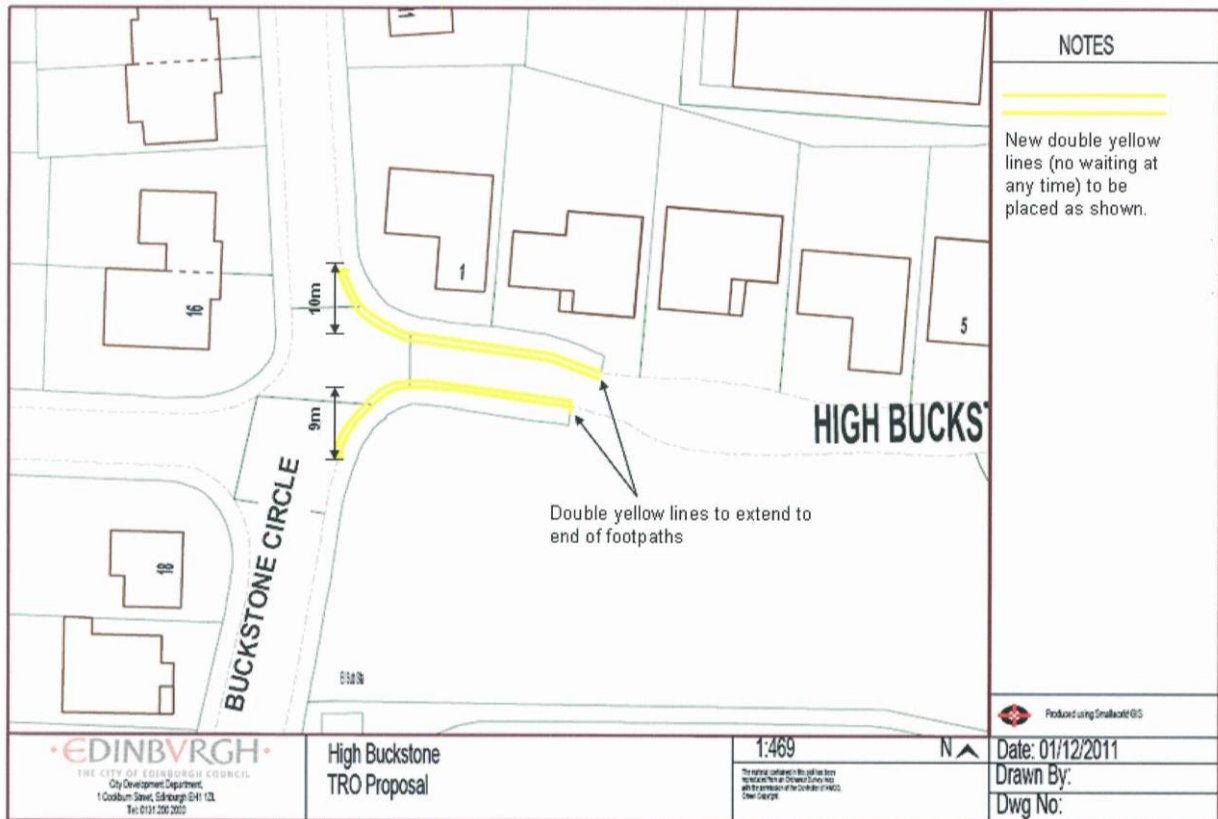
### Appendices

Appendix One – TRO/12/03A plan as installed on site

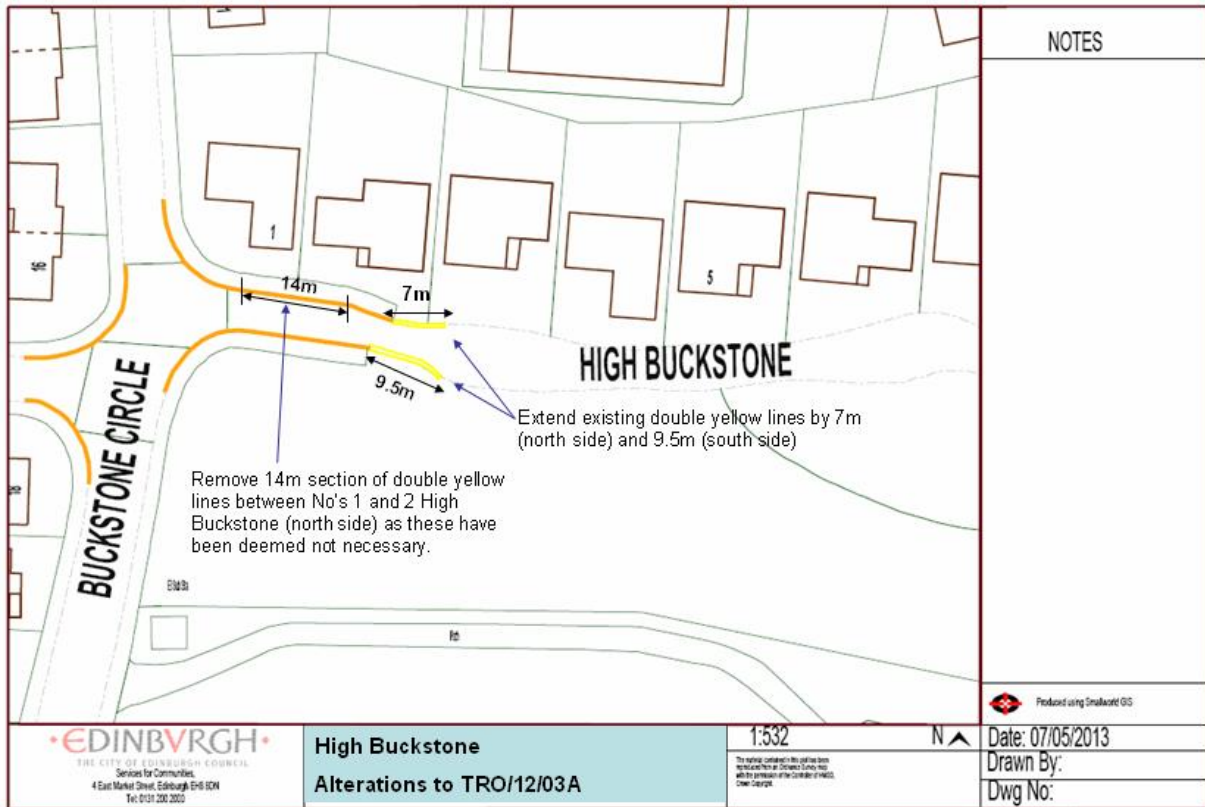
Appendix Two – TRO/13/30B original proposed plan

Appendix Three – TRO13/30B final proposed plan

# Appendix One – TRO/12/03A plan as installed on site



# Appendix Two – TRO/13/30B original proposed plan



# Appendix Three – TRO13/30B final proposed plan

