

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Objections to Proposed Waiting Restriction Traffic Regulation Orders and Road Redetermination Order - TRO/13/46 and RSO/13/10 - Main Street, Ratho

Item number	8.4
Report number	
Executive/routine	
Wards	2 - Pentland Hills

Executive summary

In accordance with the planning obligations placed on the developer of the housing site situated between Freelands Road and the Union Canal, Ratho, orders relating to Main Street, Ratho, were promoted by the Council to:

- introduce 24 hour waiting restrictions (yellow lines); and
- to convert part of a footway to carriageway (redetermination).

In view of the objections received, it is proposed to amend the restrictions to:

- introduce waiting restrictions during the hours of 8am to 6pm on Monday to Friday on a section of Main Street;
- introduce loading restrictions during the hours of 8am to 9.15am and 4.30pm to 6pm on Monday to Friday on the same section of Main Street;
- introduce 24 hour waiting restrictions at the junction of Main Street and Ratho Park Road; and
- abandon the partial conversion of footway to carriageway (redetermination).

Links

Coalition pledges	P44
Council outcomes	C018 , CO22
Single Outcome Agreement	SO4

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Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 makes an amended Traffic Regulation Order for double yellow lines in accordance with the appended plan;
 - 1.1.2 notes that the Road Redetermination Order will not be made; and
 - 1.1.3 notes that the statutory procedures to introduce a single yellow line prohibiting waiting (Monday–Friday 8am-6pm) and loading (Monday-Friday 8-9.15am and 4.30–6pm) and an additional section of double yellow line are to be progressed and will be subject to further consultation.

Background

- 2.1 A Traffic Regulation Order and a Road Redetermination Order were part of the conditions of the planning consent to improve the vehicular flow on Main Street, Ratho. The orders were required to widen the carriageway and introduce double yellow line waiting restrictions on Main Street, Ratho.
- 2.2 On 14 March 2014, a Traffic Regulation Order (TRO) for 24 hour waiting restrictions was advertised in the local press and by street notice.
- 2.3 A Road Redetermination Order was advertised on 18 October 2013 to convert to carriageway part of the northern footway of Main Street, Ratho to the west of its junction with School Wynd.

Main report

- 3.1 The 24 hour waiting restrictions and road widening proposals were identified in the Transport Assessment (TA), submitted by the developer with planning application 09/01067/FUL. The intention of the proposal was to ease a local 'bottleneck' caused by parked cars reducing the carriageway to a single lane from the bend at the junction of Main Street/Ratho Park Road to the junction of Main Street with Dalmahoy Road. Double yellow lines were proposed outside the bowling club and opposite Dalmahoy Road to reduce the 180 metres length of single lane to two lengths of approx 50 metres. The long stretch of one way operation had been identified as causing particular difficulties for buses.
- 3.2 Seventeen objections were received regarding the TRO proposals for Main Street. In line with the majority views of the objectors, it is proposed that the double yellow line section outside the bowling green be dropped and a new statutory process commenced to introduce a single yellow line prohibiting waiting Monday–Friday 8am to 6pm and loading Monday–Friday 8 to 9.15am and 4.30 to 6.pm.
- 3.3 The majority of objectors opposed the road widening proposal. In accordance with these objections, the proposal will be dropped and the Road Redetermination Order will not be made.
- 3.4 Four of the 17 objectors withdrew their objections after being advised of the amendments as detailed above. All of the objections, and the Council's response to these, is detailed in Appendix 2 to the report.
- 3.5 The loss of parking was cited as the main valid reason for objection in the correspondence received. This was principally because of the effect the loss of parking will have on residents' opportunity to park on street, but also because it is considered by most objectors that the long section of single lane working acts as a natural traffic calming point in the village.
- 3.6 The amendments as detailed on the plan in Appendix 1 would result in the loss of five kerbside parking spaces as opposed to eight under the order as originally promoted. It is considered therefore that, as far as possible, the concerns of the objectors have been addressed. Furthermore these five kerbside spaces will be available to the public before 8am and after 6pm Monday to Friday and all day on Saturday and Sunday.

Measures of success

- 4.1 It is considered that the introduction of the waiting and loading restrictions will improve the operational efficiency of the Lothian bus service between Ratho village and the tram/rail interchange at Edinburgh Park station.

Financial impact

- 5.1 All costs for advertising the TROs have been met by the developer of the new housing sites and all costs associated with implementing the restrictions will be borne by them.

Risk, policy, compliance and governance impact

- 6.1 The Traffic Regulation Orders will allow traffic to flow freely down the Main Street and protect pedestrians crossing the road at the Main Street/Ratho Park Road junction.

Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and there is no infringement of rights or impact on duties under this Act.

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 In accordance with TRO and RSO procedures the orders were advertised for public consultation as detailed in section 2. A total of 17 formal objections were received. Four of the objections were withdrawn as a result of the changes being made (as per paragraphs 3.2 and 3.3 above). All local Councillors have been consulted regarding the changes with one objection being received. This was withdrawn in view of the proposed amendments.

Background reading/external references

Appendix 1 – Plan of TRO amendment

Appendix 2 – Objections

John Bury

Acting Director of Services for Communities

Contact: Andy Bogle, Project Officer, Transport Policy and Planning/Development Control

E-mail: andy.bogle@edinburgh.gov.uk | Tel: 0131 529 3926

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO18 – Green – We reduce the local environmental impact of our consumption and production 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 double and single yellow line markings Appendix 2 – List of objections

Ratho RSO and TRO
List of Responses

No	Date of Response	Valid grounds of objection		Other negative comments										Positive comments			Questions/suggestions									
		Loss of kerbside parking for residents	Loss of footway space	Statement of reasons inaccurate	Concern that road widening and parking removal may lead to increase in speed of traffic	Possible in property values/investment in village as result of proposal	Support for local views regarding objections	No requirement for raised table	Village cannot accommodate traffic rise from additional housing	Inappropriate for developers drwaing to be used	Plan show incorrect house number	Passageway at 45 unsuitable for off street parking	Raised table support as will slow traffic	Support for shorter section of double yellow in middle	Support/no objection to proposed east end double yellow lines	Introduce a Village wide 20mph restriction	Encourage traffic to bypass village	Tighten junction	Install a second raised junction at Dalmahoy Rd/School Wynd	Install traffic lights	Build a bypass	Provide double yellow lines at east end				
1		✓		✓	✓									✓	✓			✓	✓							
2	03/04/2014	✓			✓																					
3	03/04/2014	✓			✓																		Objection Withdrawn			
4	03/04/2014	✓			✓	✓														✓						
5	14/03/2014						✓							✓		✓						✓				
6	02/04/2014	✓			✓																		Objection Withdrawn			
7	21/03/2014	✓				✓			✓										✓							
8	04/04/2014				✓	✓											✓									
9	04/04/2014	✓			✓																					
10	01/04/2014				✓																					
11	03/04/2014	✓	✓		✓	✓								✓												
12	18/03/2014	✓	✓								✓															
13	17/03/2014		✓		✓						✓															
14	02/04/2014	✓					✓																Objection Withdrawn			
15	04/04/2014	✓	✓		✓																					
16	31/03/2014	✓																								
17	01/04/2014	✓										✓	✓													
		Original	13	4	4	11	2	1	1	2	0	1	1		3	1	2		1	2	1	1	1	1	1	2
		Withdrawn	3	0	0	2	2	0	0	0	0	1	0		0	0	0		0	0	0	0	0	0	0	0
		Outstanding	10	4	4	9	0	1	1	2	0	0	1		3	1	2		1	2	1	1	1	1	2	