

Transport and Environment Committee

10:00 am, Tuesday, 28 October 2014

Objections to Proposed Waiting Restrictions – Longstone Road

Item number	8.8
Report number	
Executive/routine	
Wards	7 – Sighthill / Gorgie

Executive summary

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 Longstone Road, at the junctions of Longstone Terrace and Longstone Gardens. The TRO aims to improve road safety for all users by maintaining sightlines for vehicles exiting these side roads and pedestrians crossing the junctions. This report considers the objection received during the public consultation of TRO13/22B and makes recommendations on the future of the proposals.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Objections to Proposed Waiting and Loading Restrictions – Longstone Road

Recommendations

- 1.1 It is recommended that the Transport and Environment committee sets aside the remaining objection and approves the TRO.

Background

- 2.1 Representation was made by a local Councillor to Services for Communities regarding the negative impact on safety caused by the obstruction of sightlines when exiting the junctions of Longstone Gardens and Longstone Terrace onto the busy carriageway of Longstone Road. Following assessment by the South West Neighbourhood Roads Team, proposals were drawn up to introduce double yellow line waiting and loading restrictions at the junction.
- 2.2 The purpose of the TRO is to facilitate safe egress from Longstone Gardens and Longstone Terrace onto Longstone Road, by preventing the obstruction of sightlines by vehicles parked at the junctions.

Main report

- 3.1 Concerns were raised by residents with a local Councillor who passed the matter to the South West Neighbourhood Roads Team. The sightlines were assessed by the South West Neighbourhood Roads Team, and proposals were drawn up to introduce waiting restrictions for 10 metres at the corners of the junction with Longstone Terrace and for 15 metres at the corners of the junction with Longstone Gardens (As set out in Appendix 1).
- 3.2 One objection was received to the proposed restrictions. The objector felt that the issue of inconsiderate parking resulted from employees of the local Lothian Buses depot and requested the introduction of permit parking in the locality to preserve parking for local residents.
- 3.3 It is not considered that the objection to the proposed waiting restrictions are sufficient to ignore the safety implication of allowing restricted sightlines to continue to exist at this junction with the Longstone Road, due to its high traffic flow.

Measures of success

- 4.1 Improved traffic flow.
- 4.2 Reduction in likelihood of accidents due to improved sightlines.
- 4.3 Improved access to dropped crossings for pedestrians.

4.4 Reduction in complaints from the public.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the line markings and signage in the proposed locations. It 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

- 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 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, with minimal negative impact on the standard of living due to loss of parking amenity.

Sustainability impact

- 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

- 9.1 Requests were made by local residents and taken up by a local Councillor to prevent inconsiderate parking around this junction to improve road safety by ensuring unobstructed sightlines.
- 9.2 TRO13/22B was formally advertised from 14 February 2014 to 21 March 2014. During this period one response was received objecting to the proposals.
- 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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Links

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 – TRO13/22B final proposed plan

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