

Transport and Environment Committee

10:00 am, Tuesday, 28 October 2014

Objections to Proposed Waiting Restrictions – Pentland Terrace

Item number	8.9
Report number	
Executive/routine	
Wards	8 – Fairmilehead / Colinton

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 Pentland Terrace. The proposal aims to improve road safety for all users by maintaining sightlines for vehicles exiting the cul-de-sac and pedestrians crossing the junction. This report considers the objections 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 – Pentland Terrace

Recommendations

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

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 cul-de-sac of Pentland Terrace onto the busy carriageway of Comiston 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 Pentland Terrace cul-de-sac onto Comiston Road, by preventing the obstruction of sightlines by vehicles parked at the junction.

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 at the corners of the junction, extending for 32.7 metres south to the bus stop and 22.5 metres north due to the topography of the junction and speed of traffic on Comiston Road (set out in Appendix One).
- 3.2 Two objections were received to the proposed restrictions. One of these felt that the length of the restrictions to the south was unnecessary and would adversely impact on access to their property. The second objector felt that no restrictions were needed at the location, as inconsiderate parking around the junction had not been witnessed.
- 3.3 In light of the objections made, the local roads team revisited the plans and deemed it appropriate to reduce the extent of the restrictions to the 16 metres south and 12.5 metres north of the cul-de-sac, set out in Appendix Two.
- 3.4 Following presentation of the revised TRO proposal to the objectors and ward Councillors, both objections were removed. However, a new objection to the revision was lodged by a separate resident, via the ward Councillor.
- 3.5 A site meeting was held with the new objector, ward Councillor and the South West Neighbourhood Roads Team. Safety considerations regarding sightlines

when exiting a driveway at the termination point of the northern extent of the restrictions were discussed.

- 3.6 As a result, the restrictions north of the cul-de-sac were extended from 12.5 metres to 15.5 metres. This proposal, as set out in Appendix Three, was agreed to be proportionate by all parties.
- 3.7 The second revision of the TRO proposal was presented to the original objectors and ward Councillors, subsequently one objection was reinstated.
- 3.8 It is not considered that the objection to the proposed waiting restrictions is sufficient to ignore the safety implication of allowing restricted sightlines to continue to exist at this junction with Comiston Road, given its high volume of traffic.

Measures of success

- 4.1 Improved traffic flow.
- 4.2 Reduction in likelihood of accidents due to improved sightlines.
- 4.3 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 at the 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 and 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 two responses were received objecting to the proposals.
- 9.3 A further site meeting was held on Monday 12 May 2014, to discuss the amendment to the proposals with concerned parties.
- 9.4 Community Councils, local Councillors and emergency services have also been consulted. No objections were received.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

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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](#)

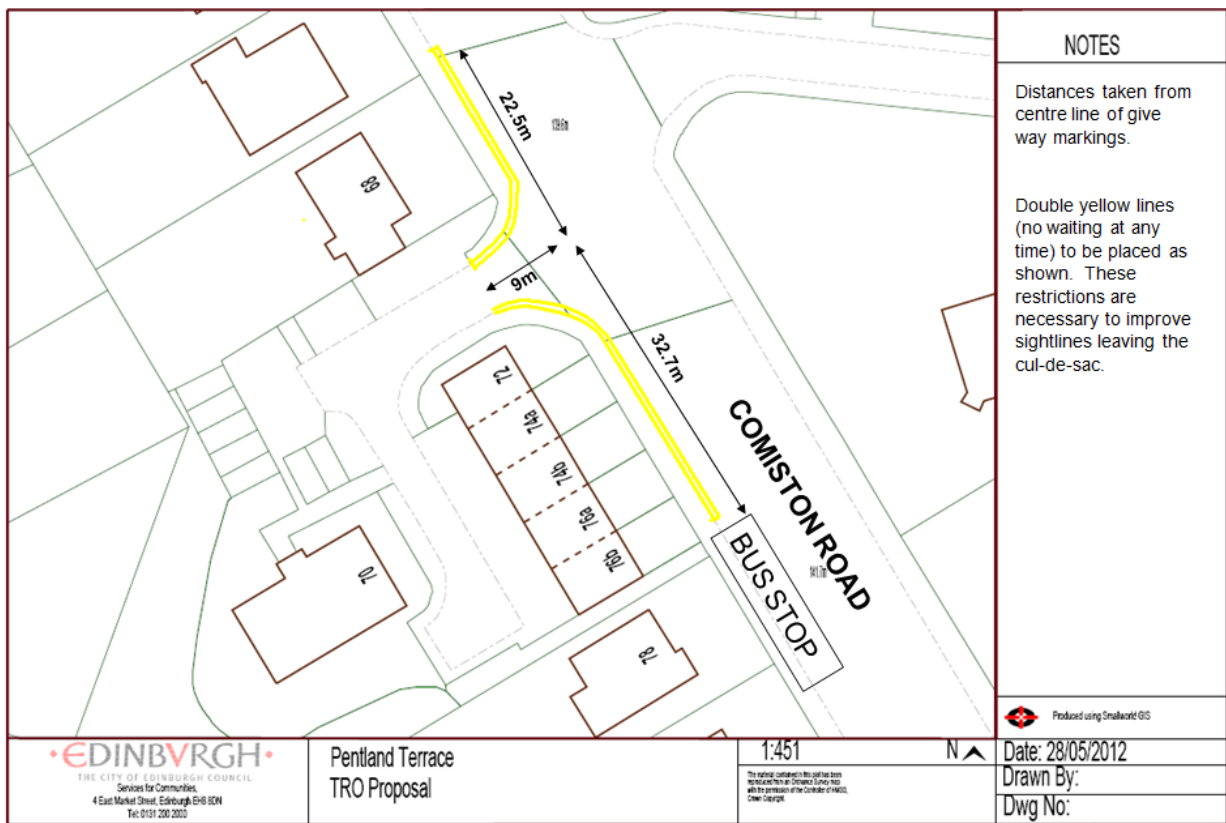
Appendices

Appendix One – TRO13/22B original proposed plan

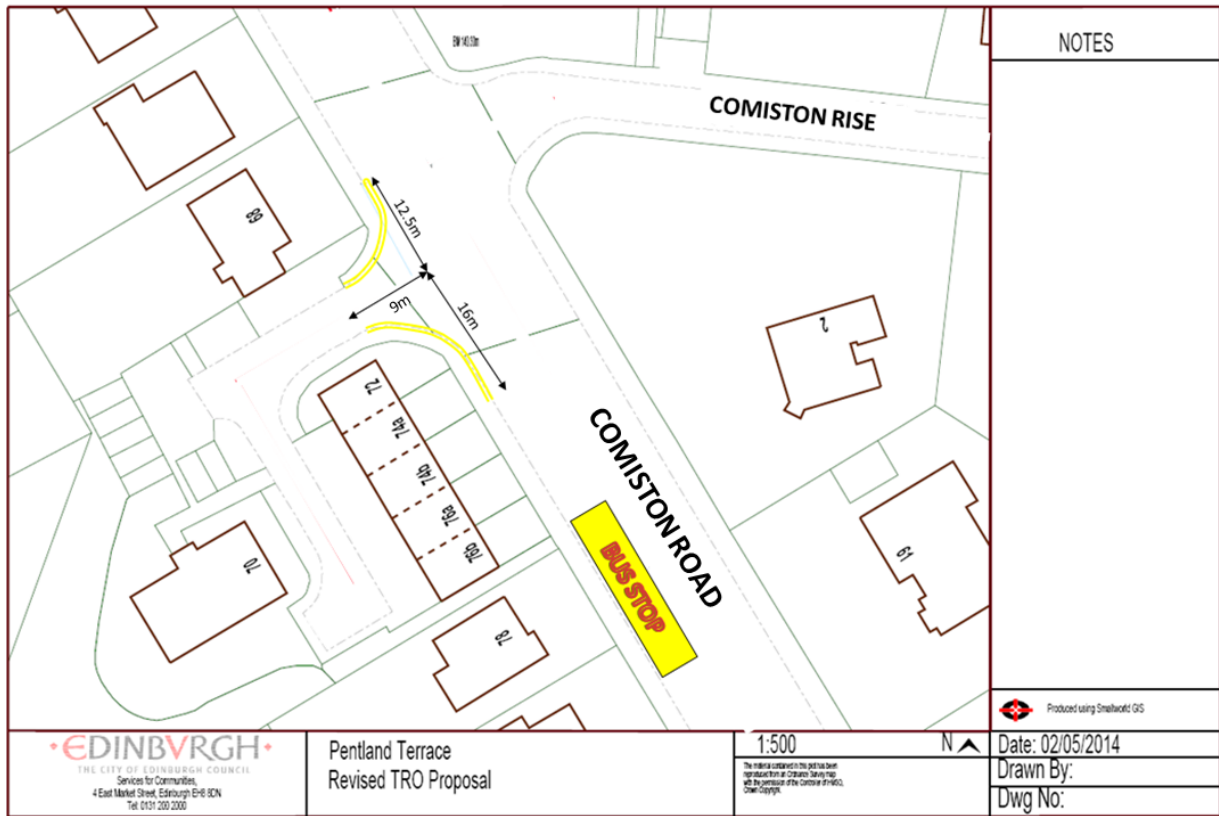
Appendix Two – TRO13/22B revised plan

Appendix Three – TRO13/22B final proposed plan

Appendix One - TRO13/22B original proposed plan



Appendix Two – TRO13/22B revised plan



Appendix Three - TRO13/22B final proposed plan

