

Transport and Environment Committee

1000 hrs, Tuesday, 27 October 2015

Objection to Proposed Waiting Restrictions – Seaforth Drive/Groathill Road South/Groathill Avenue/South Groathill Avenue TRO 14/31

Item number

Report number

7.11

Executive/routine

Wards

5 - Inverleith

Executive summary

A proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on sections of Seaforth Drive, Groathill Road South and Groathill Avenue / Avenue South was advertised recently to the public. The aim of these restrictions is to improve access for pedestrians at crossing points at each adjoining junction and to improve congestion and traffic flows. This report considers the objections received during the public consultation of the Traffic Regulation Order TRO14/31 and makes recommendations on the future of the proposals.

Links

Coalition pledges

Council outcomes

CO21, Co22

Single Outcome Agreement

SO4

Objection to Proposed Waiting and Loading Restrictions – Seaforth Drive/Groathill Road South/Groathill Avenue/South Groathill Avenue TRO/14/31

Recommendations

- 1.1 It is recommended that Committee notes that four objections have been withdrawn following amendment of the original proposal, and discharges the remaining objection allowing the Traffic Regulation Order (TRO) as amended, to be made.

Background

- 2.1 Representations were made to Services for Communities by local residents regarding the negative impact of parked vehicles encroaching onto junctions adjoining Seaforth Drive and the congestion and parking behaviours in the Groathill area were having on road safety. Following assessment, proposals were drawn up to introduce double yellow line waiting and loading restrictions at these locations.
- 2.2 The purpose of the TRO is to facilitate pedestrian movement and provide greater safety when crossing the road, and to reduce congestion and lack of visibility caused by an overabundance of on street parking.

Main report

- 3.1 Concerns were raised by residents to the North Neighbourhood Roads Team regarding pedestrian safety / visibility and access crossing junctions on Seaforth Drive, and road safety issues with parked vehicles in the Groathill area.
- 3.2 The concerns involved the limited visibility of pedestrians at each junction adjoining Seaforth Drive due to inconsiderately parked vehicles. On assessment it was proposed that double yellow lines be introduced at each junction to improve the situation. (Appendix One). Other concerns in the Groathill Area were the number of parked vehicles causing a narrowing of the carriageway and restriction of the footway widths due to vehicles mounting the pavement.

- 3.3 Four objections were received to the proposed restrictions in Seaforth Drive. The objections were made on the basis that introducing the lines by the 6 metres proposed would adversely impact on parking availability for local residents. There were no objections to placing double yellow lines in principle, only the dimensions. Further comments were made on the basis that additional lining was required in surrounding streets.
- 3.4 One objection was received concerning 9 Groathill Avenue, on the basis that the double yellow lines did not extend far enough outside their property which would result in vehicles parking directly outside their dwelling. The objector had no issues in principle with the lining proposal but rather wished for additional lining to be included in the order.
- 3.5 In light of the objections the North Neighbourhood Roads Team revisited the plans and deemed it appropriate to retain the restrictions in Seaforth Drive but reduce these in length to 4 metres. (Appendix Two). In addition, further restrictions on surrounding streets will be considered in a new TRO proposal.
- 3.6 In Groathill Avenue it was deemed appropriate to retain some residential parking within the proposal therefore the recommendation is to implement the amended TRO and monitor the impact of vehicular traffic at the objector's residence post implementation. Should any road safety issues become apparent, a further TRO to add additional lining will be considered.
- 3.7 The revised TRO proposal was presented to the objectors and the objections were subsequently removed in Seaforth Drive. The objector at 9 Groathill Avenue does not wish to remove their objection. Should Committee resolve to uphold this objection a new TRO proposal including yellow lining outside 9 Groathill Avenue would need to be promoted, and the one currently being promoted, including Seaforth Drive, withdrawn.

Measures of success

- 4.1 Improved pedestrian visibility / safety. Reduced congestion.
- 4.2 Reduction in complaints from the public regarding inconsiderate parking

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the carriageway markings.
- 5.2 The cost, approximately £1500, can be met from within the existing North Neighbourhood revenue budget for 2015 /16.

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 The proposed TRO has a positive impact for the whole community but in particular people from the protected characteristics who have a disability or mobility restriction. All three general equality duties are enhanced but particularly equality of opportunity.
- 7.2 The proposed TRO will have a positive effect on life, health, standard of living and participation, influence and voice.

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 to prevent inconsiderate parking at the locations to improve road safety by ensuring improved visibility for pedestrians
- 9.2 The Traffic Regulation Order (TRO14/31) was formally advertised between 2 April 2015 and 28 April 2015. During this period five responses were received with five being objections. The content of the objections are discussed above.
- 9.3 Community Councils, local Councillors and emergency services have also been consulted. No objections were received.

Background reading/external references

None

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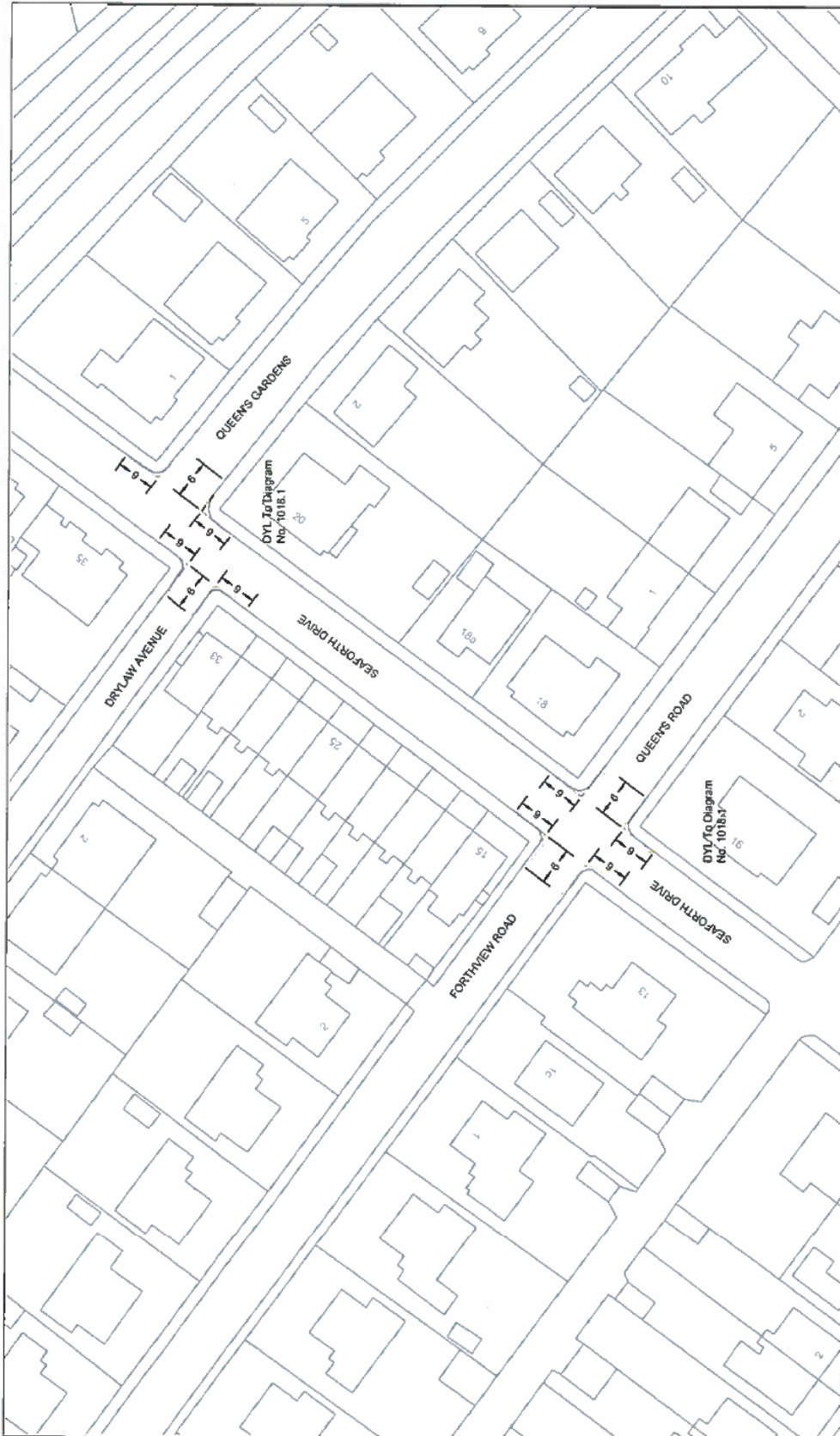
Links

Coalition pledges

Council outcomes	CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city. 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 One – TRO/14/31 original proposed plan Appendix Two - TRO/13/30B amended proposed plan



 EDINBURGH THE CITY OF EDINBURGH COUNCIL		Seaforth Drive & Queens Avenue DYL	
SERVICES FOR COMMUNITIES The City of Edinburgh Council 8 West Pilcon Gardens Edinburgh EH4 4DP Tel. No. 0131 525 5050		Date: XX/XX/2014 Drawn By: Lue Hally Checked By: Neil MacFarlane	
SERVICES FOR COMMUNITIES NORTH NEIGHBOURHOOD ROAD SERVICES		DRG NO. RS/N/ForthviewDYL3/LH14	



<p>Seaforth Drive Queens Road Forthview Road Queens Gardens Drylaw Avenue</p>	<p>EDINBURGH THE CITY OF EDINBURGH COUNCIL</p> <p>SERVICES FOR COMMUNITIES The City of Edinburgh Council 8 West Pilgrim Gardens Edinburgh EH4 4DP Tel. No. 0131 529 5050</p>	<p>Seaforth Drive DYL junctions</p>
<p>Date: XXXX2014 Scale:</p>	<p>SERVICES FOR COMMUNITIES NORTH NEIGHBOURHOOD ROAD SERVICES</p>	<p>Drawn By: Lee Hally Checked By: Neil MacFarlane</p>
<p>DRG NO. RS/ForthviewDYL4/LH14</p>		

Appendix Two

