

# Transport and Environment Committee

10.00 am, Tuesday, 15 March 2016

## Objections to Proposed Waiting Restrictions – Kirkgate, Currie (TRO 13/55F)

Item number	7.15
Report number	
Executive/routine	
Wards	2 – Pentland Hills

### Executive summary

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The purpose of this report is to acknowledge the objections received to the proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of the Kirkgate, Currie and to recommend the withdrawal of the proposed order at this time (see Appendix One).

### Links

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Coalition pledges	<a href="#">P33</a>
Council outcomes	<a href="#">CP4</a> & <a href="#">CP11</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Objections to Proposed Waiting Restrictions – Kirkgate, Currie (TRO 13/55F)

### Recommendations

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- 1.1 It is recommended that the Committee sets aside the proposed TRO in order that a more comprehensive public consultation on the proposals can be carried out, prior to a new TRO being proposed.

### Background

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- 2.1 A request was received from a local Councillor on behalf of a resident relating to concerns about parking, and a negative traffic flow in the surrounding area while events are being held at the Currie Kirk.
- 2.2 The purpose of the TRO was intended to improve local traffic flow by reducing inappropriate parking which reduces the road width and causes unnecessary congestion.
- 2.3 Following the legal advertising of the proposed TRO, a number of objections and concerns were raised. These led to the South West Roads Team meeting the local Community Council, and a local Councillor to discuss the proposals. As a result it was agreed to recommend withdrawing the TRO and consulting with the wider community on the extent of restrictions which should be implemented.

### Main report

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- 3.1 Concerns were raised by a resident to the South West Roads Team via a local Councillor regarding traffic flow and inappropriate parking at Kirkgate, Currie in August 2013. The parking situation was subsequently monitored and assessed in September and October 2013.
- 3.2 Proposals were drawn up to introduce waiting restrictions in the area in order to eliminate inappropriate parking and improve traffic flow (see Appendix One).

- 3.3 During the legal advertising of the TRO, a number of objections were received to the proposed restrictions. These objections highlighted concerns that the restrictions did not serve properly the needs of the local community or users of the facilities in the immediate area, the Currie Kirk, during times when various events were being held.
- 3.4 Due to the nature of the concerns raised, the range of views expressed and the varying needs of both the local community and user groups of the Kirk, it was deemed that amending the original proposals would not introduce an outcome which would best balance the needs of all groups, and keep traffic on the road network free flowing. Therefore it is recommended that the current TRO proposal should be withdrawn and the consultation process started afresh. A new TRO will be progressed through the statutory process once a wider consultation is carried out.
- 3.5 There are no immediate safety concerns which result from the continuation of the current situation, until a new TRO is proposed and implemented.

### **Measures of success**

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- 4.1 Better consultation with the local community and users of local facilities resulting in a greater sense of engagement.
- 4.2 Suitable restrictions which assist with traffic flow reduce congestion and provide a suitable arrangement for users of the local facilities and local residents during event times.

### **Financial impact**

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- 5.1 Negligible financial impact from withdrawing the TRO and cost of promoting a new order.
- 5.2 Cost for the new TRO and associated signage and line markings will be met from within the existing 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 engage better with the local community and facility users, and ultimately enhance safety for road users and pedestrians. As such, the contents of this report enhance the right to physical security by improving the right to a safe environment. This will have a minimal negative impact on the standard of living due to the loss of parking amenity.

## 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:
- 8.1.1 The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
  - 8.1.2 The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
  - 8.1.3 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 A request was received from a member of the public via a local Councillor for the location to be assessed, due to experience of congestion and a negative impact on traffic flow caused by inappropriate parking.
- 9.2 The TRO was formally advertised during the period 12 December 2014 to 16 January 2015 and involved a public consultation through advertising in the local press and on site. The proposal was made available for viewing at the City of Edinburgh Council offices. While advertised, a number of objections were received to the proposals and the content of these objections is discussed above.
- 9.3 Further engagement with the local community, users of the local Kirk and local Community Councillors is desired and planned by the South West Roads Team to progress a TRO which best balances the needs of all groups and also keeps traffic on the road network free flowing.

## Background reading/external references

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None.

### Paul Lawrence

Executive Director of Place

Contact: Dr Andy Edwards, Area Roads Manager

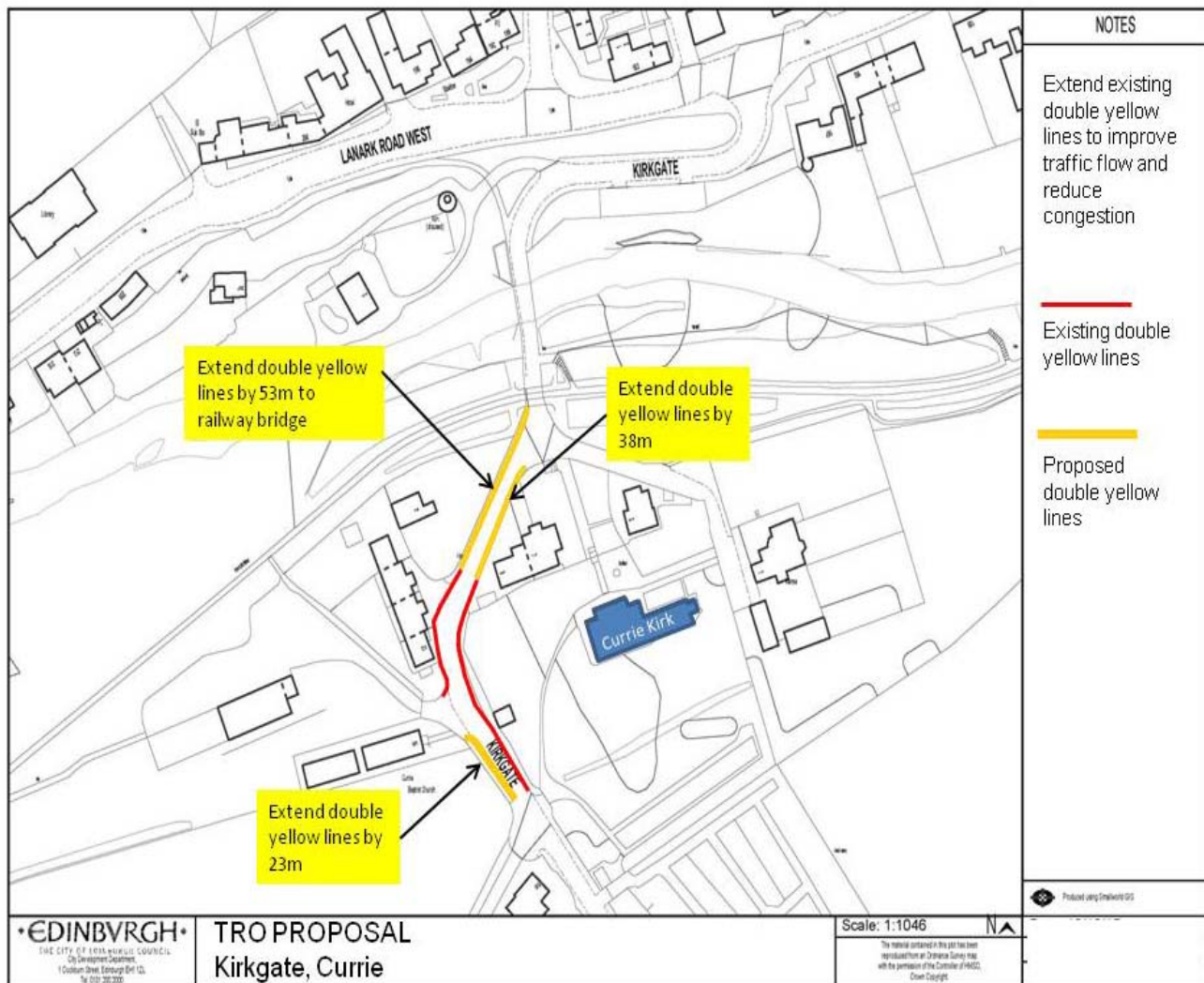
E-mail: [andy.edwards@edinburgh.gov.uk](mailto:andy.edwards@edinburgh.gov.uk) | Tel: 0131 527 3852

## Links

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<b>Coalition pledges</b>	<a href="#"><u>P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</u></a>
<b>Council outcomes</b>	<a href="#"><u>CP4 – Safe and empowered communities.</u></a> <a href="#"><u>CP11 – An accessible connected city.</u></a>
<b>Single Outcome Agreement</b>	<a href="#"><u>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.</u></a>
<b>Appendices</b>	Appendix One – Plan of the TRO Proposals.

Appendix One – Plan of the TRO Proposals



NOTES	
Extend existing double yellow lines to improve traffic flow and reduce congestion	
	Existing double yellow lines
	Proposed double yellow lines
	

• EDINBURGH •  
 THE CITY OF EDINBURGH COUNCIL  
 City Development Department  
 1 Colinton Street, Edinburgh EH10 1JL  
 Tel: 0131 2752000

**TRO PROPOSAL**  
 Kirkgate, Currie

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