

# Transport and Environment Committee

10.00 am, Tuesday, 15 March 2016

## Objections to Proposed Waiting Restrictions – Pentland Drive at Pentland View (TRO 13/55/F)

Item number	7.16
Report number	
Executive/routine	
Wards	8 – Colinton/Fairmilehead

### Executive summary

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The purpose of this report is to acknowledge and set aside the objection received to the proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of Pentland Drive at the Junction with Pentland View (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 – Pentland Drive at Pentland View (TRO 13/55/F)

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 acknowledges that the objection against the TRO has been considered; and
  - 1.1.2 sets aside the objection to the TRO and approves the implementation of the waiting and loading restrictions.

### Background

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- 2.1 Representation was made by a member of the public in August 2013 to the Traffic Orders Team, Services for Communities, regarding the negative impact on safety caused by the obstruction of sightlines when exiting Pentland Drive onto Pentland View/Swan Spring Avenue.
- 2.2 Through site visits by local staff, it was noted that road safety for all users could be improved by maintaining sightlines for vehicles exiting and entering this junction and for pedestrians crossing the carriageway at this location.
- 2.3 Following assessment, proposals were drawn up to introduce double yellow line waiting and loading restrictions at the junction.
- 2.4 The TRO was formally advertised during the period 12 December 2014 to 16 January 2015. One response was received objecting to the proposals.

### Main report

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- 3.1 In August 2013, concerns were raised to the Traffic Orders Team by a member of the public regarding sightlines and safety for road users at the Pentland Drive and Pentland Road junction.
- 3.2 The sightlines and parking situation were monitored and assessed by the South West Roads Team in September and October 2013 for a three week period and the reported issues were observed.

- 3.3 Proposals were drawn up to introduce waiting restrictions at the junction of Pentland Drive/Swan Spring Avenue and Pentland View (see Appendix One). These were designed to enhance safety for both road users and pedestrians, by eliminating inappropriate parking, ensuring unobstructed sightlines and improving local traffic flow.
- 3.4 During the assessment it was recognised that due to the width of the carriageway the proposed restrictions would need to extend further than normally recommended to improve sightlines and traffic movements.
- 3.5 It is not feasible to improve safety or sightlines at the location through any means other than waiting restrictions, due to the fact that the site is bounded by privately owned land. Furthermore, it is not possible to widen the existing carriageway and footway widths to improve sightlines while retaining on street parking at the location.
- 3.6 One objection was received to the proposed restrictions. The objector felt that the restrictions were unnecessary and that good sightlines already existed; the restrictions would displace parked vehicles to other local areas; it would affect users of the local play park detrimentally as they would have further to walk and that it may increase traffic speed at the junction.
- 3.7 A Freedom of Information (FOI) request was subsequently received in relation to the proposals by the party that lodged the objection. This raised questions about the lack of physical documentation of the monitoring process and legal advertising of the TRO. The Traffic Orders Team has confirmed that all of the legal requirements for the processing and advertising of the TRO have been met and, should the order be made, it will be enforceable. The South West Roads Team has taken on board comments regarding evidencing any periods of assessment, and has instigated a new recording process in this respect. The South West Roads Team has provided responses to the questions raised in the FOI request and a rationale on the need for restrictions.
- 3.8 During the consultation period for the TRO, correspondence was received from the local Community Council which stated their support of the proposed waiting restrictions. In this letter of support, a request was made to add further restrictions at the entrance to the cul-de-sac of Pentland Drive, numbers six to thirty two. The request for these additional restrictions was assessed but found to be excessive and therefore not progressed.
- 3.9 It is the South West Roads Team's opinion that this TRO should be progressed in the interests of the safety of local road users and pedestrians.
- 3.10 Extensive, unrestricted, parking exists in the local area and many local properties have dedicated off street parking. For these reasons, it is not envisaged that the proposed restrictions will have a significant detrimental effect on parking locally.

## Measures of success

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- 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

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- 5.1 Financial implications include the cost of making the order and installing the line markings and signage at the location.
- 5.2 The cost can be met from within the existing South West Neighbourhood revenue budget 2016/17.
- 5.3 It is anticipated to be in the region of £600.

## 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 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 has 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 for the location to be assessed due to perceived safety concerns caused by inconsiderate parking at this junction.
- 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 TRO documents were made available for viewing at the City of Edinburgh Council offices. While advertised, one response was received objecting to the proposals, the content of this objection is detailed above.
- 9.3 During the process of proposing the TRO, correspondence was received from the local Community Council which stated its support of the proposed waiting restrictions.
- 9.4 Community Councils, local Councillors and emergency services have also been consulted with no objections being received.

## Background reading/external references

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None.

### **Paul Lawrence**

Executive Director of Place

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## 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 1 – Plan of the TRO proposals.

# Appendix One – Plan of the TRO Proposals

