

# Transport and Environment Committee

10.00am, Thursday, 5 October 2017

## Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Dundas Street

Item number	8.1
Report number	
Executive/routine	
Wards	11 – City Centre
Council Commitments	C19

### Executive summary

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In June 2016 the developer of 30–30A Dundas Street approached the City of Edinburgh Council requesting the current single yellow line waiting restrictions be amended to 24 hour waiting restrictions (double yellow lines) adjacent to their premises. The introduction of double yellow line waiting restrictions would allow delivery vehicles to load/unload at any time of the day.

Objections were received when the proposals were advertised to the public. This report addresses the representations made by the objectors, recommends that the objections are set aside and that the Traffic Regulation Order (TRO) is made as advertised. The concerns of the objectors and the Council's response are set out in Appendix 1.

## Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Dundas Street

### 1. Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 sets aside the objections received; and
  - 1.1.2 makes the Traffic Regulation Order (TRO) as advertised.

### 2. Background

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- 2.1 In February 2014 an application was received for the alteration to the frontage of the former furniture shop at No 30–30A Dundas Street, to a food retail shop (14/02746/FUL).
- 2.2 At present there is a single yellow line waiting restriction on the section of Dundas Street adjacent to the shop. To permit unrestricted loading/unloading it is proposed that this should be changed to a double yellow line (see attached plan, Appendix 2).

### 3. Main report

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- 3.1 The TRO to make the necessary amendments was advertised from 26 May until 16 June 2016. Two letters of objections were received and these are detailed in Appendix 1. The objectors were mainly concerned with the loss of kerb side parking and the noise that delivery vehicles may make.
- 3.2 The introduction of the double yellow line area will not reduce the number of parking spaces currently available. It will prevent parking out with the single yellow line restricted hours of 8.30am to 5.30pm, Monday to Friday inclusive. It will avoid vehicles off-loading outside residential or other business premises and moving loads along the footway. Moving goods along the footway may place both pedestrians and delivery staff at risk and have a detrimental impact to road safety that would not occur, with the provision of a double yellow line area. In addition, it should avoid loading/unloading from permit holders' parking places, that would prevent residents from using them.
- 3.3 The introduction of a yellow line area will also minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.

- 3.4 Vehicles servicing the development will be instructed to switch off their engines for the duration of deliveries. The majority of the noise impact from delivery vehicles will therefore be mainly adjacent to the retail unit and not the surrounding residential premises.

#### **4. Measures of success**

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- 4.1 The double yellow line area will provide opportunity for delivery and goods vehicles to load and unload at all times of the day, which will lead to a reduction in double parking. This will greatly improve road safety and cause less problems for other road users.
- 4.2 To address concern over delivery vehicles parking in residents' parking places to load/unload thus limiting their use by permit holders.

#### **5. Financial impact**

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- 5.1 The costs for undertaking the necessary works will be met by the retail development.

#### **6. 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.

#### **7. Equalities impact**

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- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no impact on those covered by the Protected Characteristics.

#### **8. Sustainability impact**

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- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

#### **9. Consultation and engagement**

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- 9.1 These proposals have been advertised in the press, on-street and on the Council website.

9.2 Community Councils, the local Councillors, emergency services and other statutory bodies have also been consulted. No comments were received.

## 10. Background reading/external references

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None.

### **Paul Lawrence**

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## 11. Appendices

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Appendix 1- Details of the objections

Appendix 2 - Plan of the proposed amendments

## Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Dundas Street

### Appendix 1 – Detailed Representations/Objections - Responses to Issues Raised

	Issue	Response
1.	There is insufficient residential or public parking in Dundas Street. The proposal would reduce the number even further.	<p>There will be no decrease in the number of permit holder parking places on Dundas Street.</p> <p>Not all deliveries are made during the Controlled Hours of 8.30am to 5.30pm, Mondays to Fridays. The double yellow line areas are provided to give delivery vehicles some priority over other road users when delivering to adjacent premises. Vehicles may wait on the yellow line to carry out the delivery etc provided activity is seen at the vehicle. Parking Attendants will enforce any misuse of the yellow line. It will also avoid delivery vehicles waiting in other parking bays in the area to off-load and preventing residents and others from using them.</p>
2.	The noise level from the delivery vehicles will be extremely disturbing.	Drivers servicing the development will be instructed to switch off their vehicle engines for the duration of deliveries. The introduction of the yellow line area will remove the need for deliveries to be moved, from other locations in Dundas Street along the footway. Any noise impact from delivery vehicles will therefore be minimal.
3.	Traffic congestion and pollution will increase as traffic travelling northwards will be held up by the delivery vehicles.	The introduction of the yellow line area will restrict the number of vehicles which may load/unload at the store. The relocation of the permit holders parking places will also minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.
4.	Persons shopping in the new store may park on the adjacent yellow line area.	During the controlled hours only vehicles loading/unloading or blue badge holders will be able to wait on the yellow line area. Outwith the controlled hours any vehicles may park, which includes residents of Dundas Street or the surrounding roads.

