

# Transport and Environment Committee

10.00am, Thursday, 4 October 2018

## Objection and Amendment to Traffic Regulation Order (TRO/18/09) – Change from Written Format to Map Based Order

Item number	7.10
Report number	
Executive/routine	
Wards	All
Council Commitments	

### Executive Summary

The introduction of a map-based Traffic Regulation Order (TRO) is a key part of the Parking and Traffic Regulation team's plan to modernise and improve its service.

Currently, TROs governing the various parking restrictions throughout the city, such as parking places and yellow lines, are provided in written format. These Orders describe in their Schedules the specific location of every parking restriction and the affected parts of the road. This means the Orders have extensive written descriptions which can be difficult to understand and open to misinterpretation. Furthermore, when any amendment to the location of a parking restriction is proposed, it can be a time consuming exercise to rewrite the descriptions.

It is proposed that the written Schedules are replaced with maps showing the location and extent of each parking restriction.

A map-based traffic order has several benefits over written ones; maps are more easily understood by a wider range of people and changing map-based orders is quicker and easier for officers to process.

This report considers the content of the objection received, recommends that the objection is set aside and the TRO (TRO/18/09) is made.

It was also noted, after the Order was advertised, that the plans containing:

1. North Park Terrace, Portgower Place and a section of Comely Bank Road; and
  2. Picardy Place, and sections of York Place, Broughton Street and Little King Street.
- should have specified that these areas were included in a separate Traffic Order. It is proposed that the relevant plans are changed accordingly.

## Objection and Amendment to Traffic Regulation Order (TRO/18/09) – Change from Written Format to Map Based Orders

### 1. Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
  - 1.1.1 sets aside the objection, and
  - 1.1.2 makes the TRO (TRO/18/09) as advertised, with the exception of replacing plans numbers 1157, 1216, 1280 and 1339, shown in Appendix 1 to this report.

### 2. Background

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- 2.1 The existing TROs in Edinburgh provide the location of the parking restrictions in written format (text-based), which include for example location descriptions for public parking places and yellow line waiting restrictions.
- 2.2 Any amendment to the parking restrictions require each written description within the TROs to be amended accordingly.
- 2.3 This is a cumbersome and time-consuming process which produces a complex description which can be difficult for many people to understand. The proposed switch to map-based traffic orders will modernise and improve the traffic regulation service in Edinburgh.
- 2.4 The benefits of map-based TROs include; reducing the time taken to draft traffic orders, minimising errors and making proposals including existing restrictions much clearer for officers and members of the public to understand.
- 2.5 It is also anticipated that there will be scope with the new technology for electronic plans provided by developers, consultants and other Council departments to be uploaded onto the map-based system which will reduce any potential for errors as well as preventing duplication of work which has already been carried out.
- 2.6 The map based process will only apply to TROs governing parking, waiting and loading/unloading restrictions, with some exceptions. It will not include moving traffic restrictions, for example, banned turns, as these cannot always be clearly represented on a map. Therefore, the Greenways Order will not be included at this stage as it also provides for restrictions on traffic movement. Nor will it include some roads affected by ongoing projects or development works. In such instances,

the plans will identify the affected area as being governed under a separate Traffic Order.

### 3. Main report

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- 3.1 The proposed map-based TRO was advertised for public consultation between 31 August 2018 to 21 September 2018 under reference TRO/18/09.
- 3.2 Advances in mapping technology have resulted in many other local authorities making the switch from a written format to map-based traffic orders. The Royal Borough of Kensington and Chelsea in London and The Highland Council are two such examples.
- 3.3 Currently, when the Council proposes to amend or make a new TRO, the extent of the parking restrictions must be described in a written form. This is a cumbersome and time-consuming process that can result in mistakes being made.
- 3.4 For instance, an incorrect road name (Street instead of Terrace) or an inaccurate geographical direction (east not west) could result in an order and thus the on-street parking restrictions being unenforceable.
- 3.5 Furthermore, inaccuracies can arise when written descriptions do not correspond with on-street measurements. This is particularly true on roads with gradients which cannot be reflected on paper. Map-based TROs can eliminate these discrepancies by making the true extent of the parking restrictions much clearer for all.
- 3.6 This is a benefit for officers and members of the public who will be able to easily understand map-based proposals when they are advertised for public comment. This may also reduce the number of people contacting the Council to seek clarification on a proposal.
- 3.7 It is also considered that a map-based Order will be easier for members of the public to interpret. It is anticipated that in time, the map-based Order shall be accessible online. Whereas, at present it is not possible to provide this service given the volume of written TROs, thus making our traffic orders more transparent.
- 3.8 One impact of the new map-based Order is that during the period between when it was advertised and when it is made, it is not legally possible to advertise changes to any traffic order that contains waiting, loading or other parking restrictions on the affected roads.
- 3.9 Until the new mapping system is in place, several proposed traffic orders are on hold pending the outcome of this Order. Such as the roll-out of shared-use parking, visitor permits for residents in the Central and Peripheral Zones and Sunday parking restrictions. However, the switch to a map-based Order will remove the need for extensive scheduling of the proposed changes. In particular, for the additional shared use parking places which will help to minimise the time needed to prepare this forthcoming Order

## **Objection**

- 3.10 The switch to a map-based TRO requires a new consolidated TRO to be made which will not make any changes to the existing restrictions or prohibitions already marked on street. Nevertheless, during the recent public consultation, 1 objection was received.
- 3.11 The objection was received on behalf of Juniper Green and Baberton Mains Community Council who are concerned that the removal of any written descriptions would prevent them from clearly publicising information relating to any future proposed amendments via social media.
- 3.12 Whilst the Order will no longer consist of written descriptions of the affected roads, the advert published in the local press will still provide a summary of the proposal in text format to allow persons to easily identify the proposed changes. The same advert is also available on our website including a Statement of Reasons that specifies relevant background information outlining the reason for the amendment and its benefit.
- 3.13 There are no changes to the consultation process. When conducting a public consultation, letters summarising the proposal are distributed to statutory consultees, including Community Councils of the affected areas. Where appropriate, a map indicating the proposed changes is also provided. Whereas in future, if the map based Order is implemented, as well as the usual letter, a plan of the existing restrictions and a plan of the proposed restrictions will also be enclosed. Therefore, consultees will have the benefit of a written explanation as well as maps illustrating the existing and proposed layout to help them clearly understand the effects of the proposal.
- 3.14 During a public consultation, copies of the Draft Order, Advert, Maps and Statement of Reasons are available at the City Chambers Reception or online at [www.edinburgh.gov.uk/trafficorders](http://www.edinburgh.gov.uk/trafficorders) for inspection. If the map based Order goes ahead, the same information shall be provided, the only difference being is that the Draft Order and Maps shall be incorporated together to make it easier to understand the varying restrictions in any given road from looking at the plans.
- 3.15 The content of our consultation letters and a link to the Traffic Orders webpage can be easily shared online, should the recipient wish to do so.

## **Major Projects**

- 3.16 There is a requirement to continue to operate the paper-based Parent Orders for some areas after the map-based Order comes into effect. This is to accommodate changes that major projects such as Charlotte Square and the redevelopment of the St James' Centre will have on parking controls.
- 3.17 This may also allow some contingency should emergency changes to the regulations be required. However, the potential for this happening is being minimised as far as possible.
- 3.18 Projects are on-going at Picardy Place roundabout and in the vicinity of the Edinburgh Academy Sports ground on Comely Bank Road. As both these schemes

make changes to the current Traffic Order the relevant roads on the plans should have been highlighted with the wording “This area is covered by a separate text-based traffic order”.

- 3.19 There is no change to what is presently marked on-street at both these areas and the current Traffic Order will remain in effect until the new schemes are advertised and any objections considered. If the proposals are made and the current Traffic Order amended, the new restrictions and prohibitions will be consolidated into the new map-based Traffic Order. Should either of the schemes not go ahead then the present restrictions and prohibitions will be consolidated into the map-base Traffic Order. This will also apply at all other areas similarly marked on the plans.
- 3.20 It is proposed that the existing plans numbered 1157 and 1216 for the Edinburgh Academy scheme and plans numbered 1280 and 1339 for the Picardy Place scheme should be replaced with the plans, of the same numbers, contained in Appendix 1.
- 3.21 The transfer to a map-based Order will not change the statutory procedure which manages the introduction of any new or amendment to existing traffic orders, as this is outwith the Council’s control. However, it will help shorten the time taken to draft orders and once advertised be easier for people to understand.
- 3.22 As this Order does not intend to change any restrictions on-street or how parking is managed in Edinburgh, it is recommended that the Committee sets aside the objection outlined and approves the making of the map-based Order.

## **4. Measures of success**

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- 4.1 The measures of success for the project include:
  - 4.1.1 streamlining the creation and reduce delays when drafting new traffic regulation orders;
  - 4.1.2 making traffic orders easier for people, including members of the public to understand; and
  - 4.1.3 removing inconsistencies between information included within the traffic order and what is represented on street.

## **5. Financial impact**

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- 5.1 The costs associated with the statutory procedures described in this report will be met from within existing Parking and Traffic Regulation budgets.
- 5.2 The total implementation cost of the project is estimated to be approximately £200,000 and this includes a survey of all parking restrictions in Edinburgh, a bespoke system for managing TROs and drafting of the necessary consolidation Order.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 The delivery of the map-based consolidation Order is the main risk identified with this project as future work depends upon it being completed successfully on time.
- 6.2 There are no other risk, policy, compliance or governance impacts identified as a result of this report.

## **7. Equalities impact**

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been completed and will continue throughout the duration of the project.
- 7.2 This identified that moving to map-based Orders may impact on people with colour-blindness, should they not be able to differentiate between the different colours used for separate parking restrictions displayed on the map tiles.
- 7.3 To mitigate against the possible impacts, the colours red and green will be avoided where possible as these are the main ones that the majority of people with colour-blindness struggle to identify. In addition, where possible parking places will be shown with a colour and a pattern to help identify them.
- 7.4 During the public consultation, it was brought to our attention that many visually impaired people use “screen readers” to translate word documents by audio. There was a concern that if the text documents were replaced with maps, visually impaired individuals could not ascertain the location of the varying restrictions within the map based Traffic Order.
- 7.5 The solution to this matter would be that in such circumstances, the Traffic Orders team shall provide written descriptions of the location of the parking restrictions affected by our visually impaired customers.
- 7.6 At present, Traffic Orders are not published online for interested parties to view, though copies are available upon request. Upon receipt of such an enquiry, relevant extracts of the Order are generally provided. We have no record of any request from a visually impaired individual. Therefore, we do not anticipate a high demand for such a service but nevertheless shall endeavour to provide the relevant information to meet their requirements.

## **8. Sustainability impact**

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered.
- 8.2 The proposals in this report are not expected to impact on: carbon emissions; the city’s resilience to climate change impacts; or impact on social justice, economic wellbeing or the city’s environmental good stewardship.

## 9. Consultation and engagement

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- 9.1 The statutory consultation was carried out as part of the Traffic Regulation Order process.
- 9.2 As the proposal does not include any on-street amendments to the parking regulations, further consultation is not considered to be required.

## 10. Background reading/external references

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None

### **Paul Lawrence**

Executive Director of Place

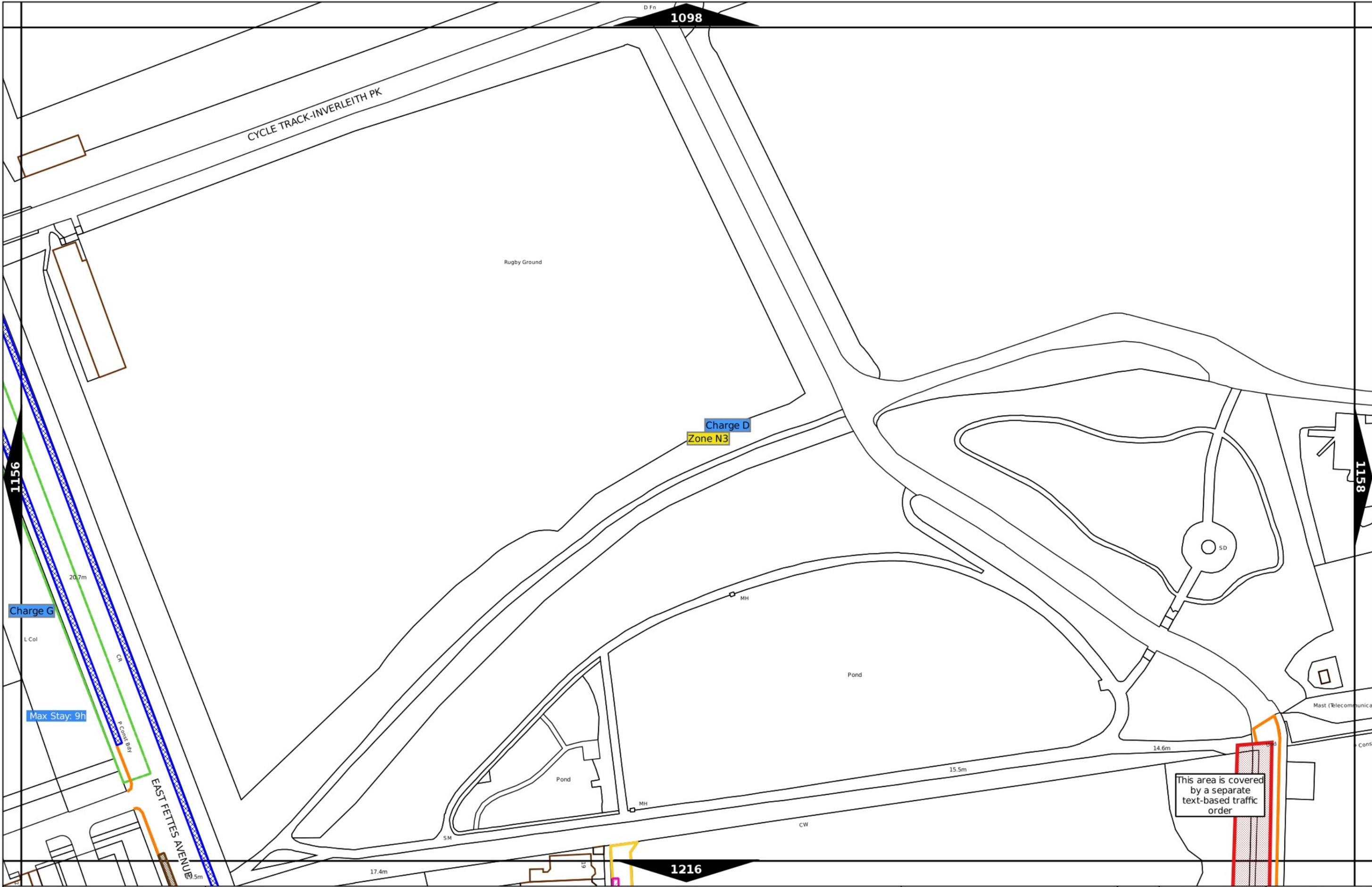
Contact: Ewan Kennedy, Transport Network Manager

E-mail: [ewan.kennedy@edinburgh.gov.uk](mailto:ewan.kennedy@edinburgh.gov.uk) | Tel: 0131 469 3575

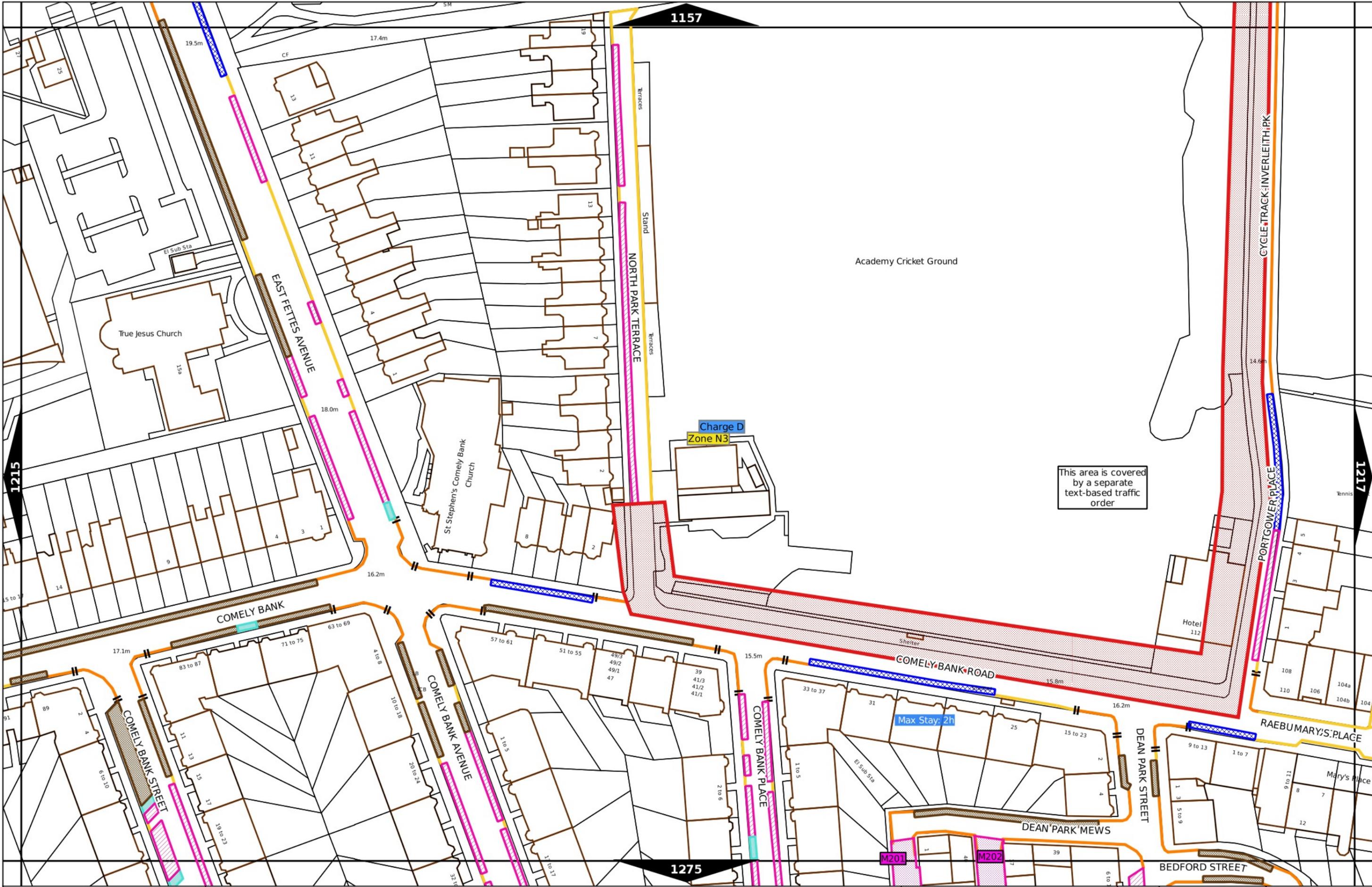
## 11. Appendix

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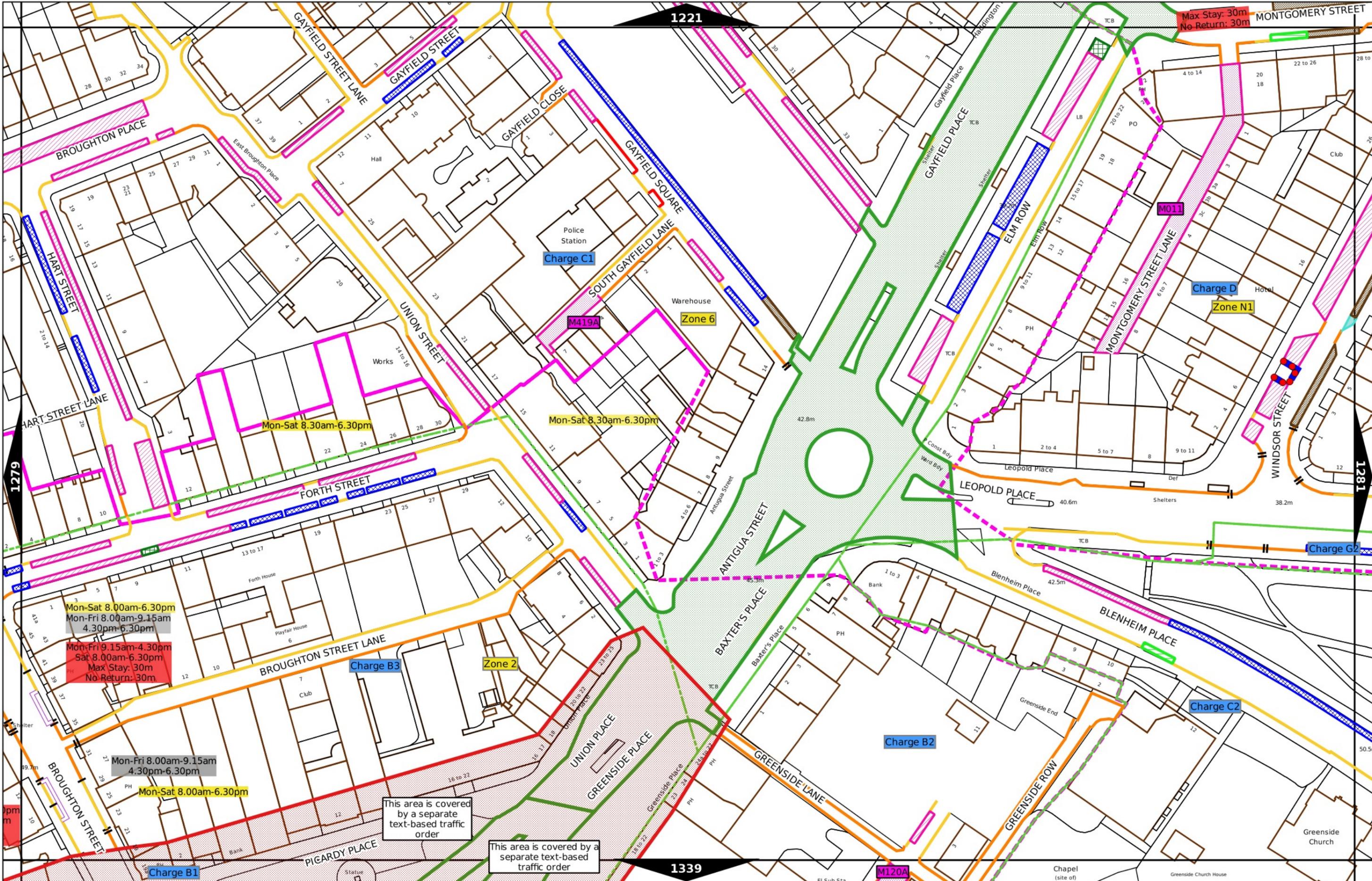
- Appendix 1 Plan Nos. 1157 and 1216, North Park Terrace, Portgower Place, Comely Bank Road (part).
- Appendix 2 Plan Nos. 1280 and 1339, Picardy Place, Broughton Street (part), York Place (part) and Little King Street (part).



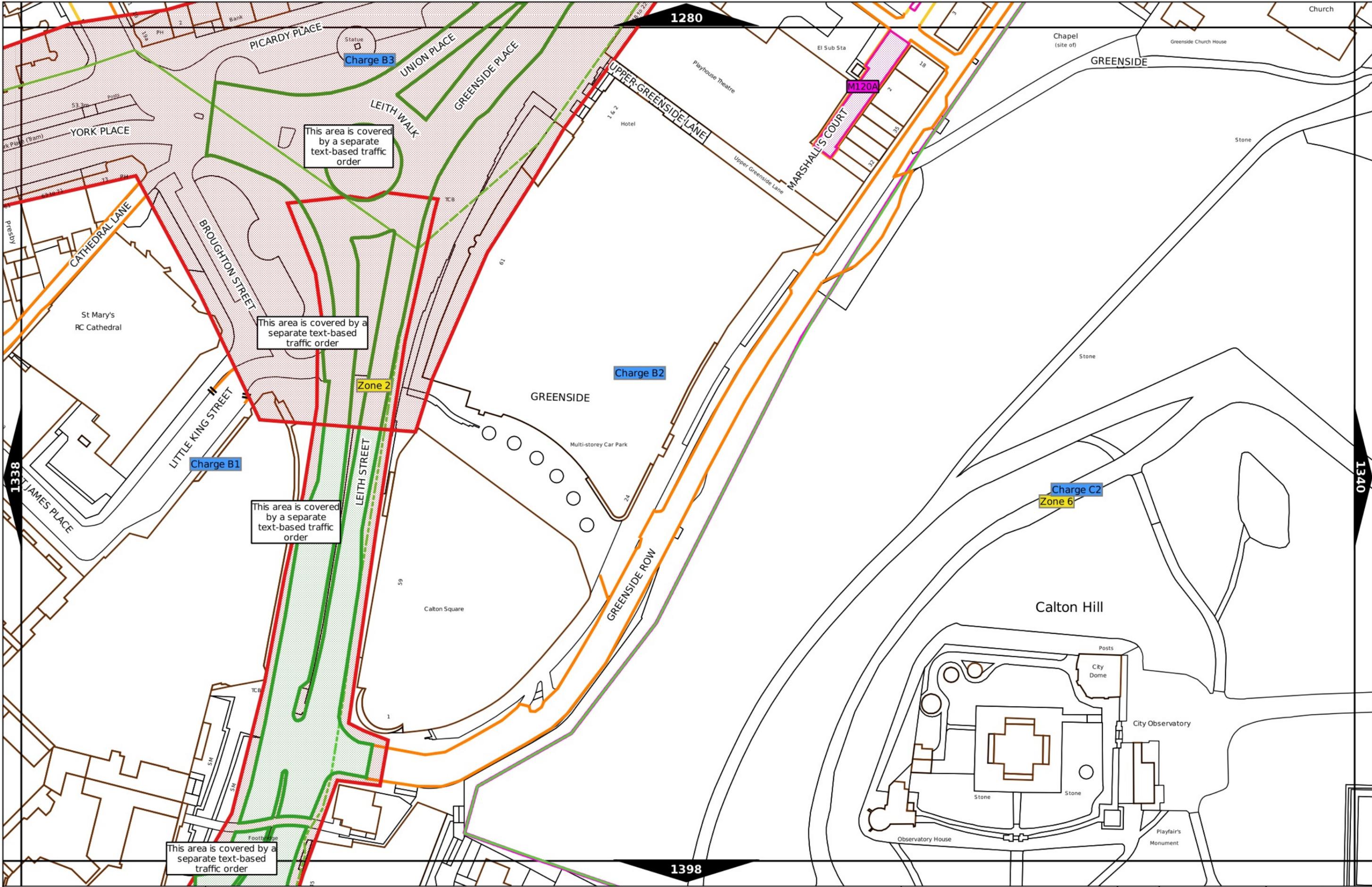
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