

REPORT TO: Cabinet

MEETING DATE: 29 March 2011

BY: Executive Director of Environment

SUBJECT: Road Traffic regulation Act, 1984 Proposed Traffic Regulation Order – Various Locations, Dunbar

1 PURPOSE

- 1.1 To advise Members, following completion of the Dunbar Traffic Management and Environmental Improvements Study report, of the need to review and update the East Lothian Council (Various Roads, Dunbar, East Lothian) (Prohibition and Restriction on Waiting and Loading) (Variation No. 1 and Designation of Disabled Parking Places) Order 1999.

2 RECOMMENDATIONS

- 2.1 To approve the initiation of the consultation process and Traffic Regulation Order (TRO) formal procedures

3 BACKGROUND

- 3.1 The Dunbar Traffic Management and Environmental Improvements Study (Appendix A) put forward the following short-term recommendations
- 3.1.1 Countess Road / Countess Crescent – (Key Issue 2) improve junction safety. Promote regulation to re-determine (close) junction to exclude vehicular traffic
- 3.1.2 Bleachingfield (small) car park - (Key Issue 3) improve safety around the main school entrance area. Promote regulation to designate car park as disabled persons parking (Blue Badge) only
- 3.1.3 Cossar's Wynd - (Key Issues 16 & 28) promote regulation to re-determine (close) east (Church Street) end to exclude vehicular traffic

- 3.1.4 Castle Street / Church Street - (Key Issue 26) promote regulation to formalize parking to improve traffic flow and encourage safe parking behaviour around junctions, vennels and narrow streets
- 3.1.5 Lamer Street - (Key Issue 27) promote regulation to formalize parking to accommodate two-way traffic flow
- 3.1.6 Silver Street - (Key Issue 29) promote regulation to make One Way (westbound / uphill)
- 3.1.7 Leisure Pool Car Park – (Key Issue 39) promote regulation to designate part of the car park as coach parking area to discourage parking abuse
- 3.1.8 Countess Road - (Key Issue 41) promote regulation to introduce limited waiting restrictions to improve traffic flow, reduce driveway obstruction and discourage “all day” parking
- 3.2 Further proposed TRO improvements are as follows:
 - 3.2.1 Countess Crescent - introduce limited waiting restrictions to reduce school “drop-off” congestion, driveway obstruction and “footway” parking.
 - 3.2.2 Duke Street - introduce limited waiting restrictions to improve safety and encourage safe parking behaviour around junctions and narrow streets
 - 3.2.3 Abbeylands – introduce limited waiting restrictions to improve safety and encourage safe parking behaviour around junctions and narrow streets
 - 3.2.4 Bayswell Road / Mayville Park - introduce waiting restrictions to improve traffic flow (bus route) and encourage safe parking behaviour around junctions
 - 3.2.5 Harbour Area – introduce waiting restrictions to reduce obstructions and encourage safe parking behaviour around junctions, vennels and narrow streets
 - 3.2.6 Queens Road – promote regulation to make permanent, expired experimental (18 month) Prohibition and Restriction on Waiting and Loading Order
 - 3.2.7 Town Centre – investigate improved provision of enforceable disabled persons (Blue Badge) parking spaces
 - 3.2.8 Town Centre – investigate provision of designated loading bays
 - 3.2.9 Town Centre – amend limited waiting period to correspond with other East Lothian towns e.g. 90 minutes maximum in any 3 hour period)
 - 3.2.10 West Barns Primary School - Promote TRO to improve safety around school. through enforceable “School Keep Clear” markings
 - 3.2.11 Brewery Lane / High Street, Belhaven - introduce waiting restrictions to improve safety (particularly HGVs accessing to and from Belhaven

Brewery) and encourage safe parking behaviour around junction and narrow streets

4 POLICY IMPLICATIONS

- 4.1 These proposals are expected to contribute towards *Providing a Safer Environment* - a key priority for East Lothian Council.
- 4.2 These proposals are expected to contribute towards East Lothian's Single Outcome Agreement Outcome 9 - East Lothian roads will be safer for all road users.

5 EQUALITIES IMPACT ASSESSMENT

- 5.1 This report is not applicable to the well being of equalities groups and an Equality Impact Assessment is not required.

6 RESOURCE IMPLICATIONS

- 6.1 Financial - all costs involved in the consultation, advertising, design, staff time and implementation associated with these proposals can be accommodated within the 2011/12 Transportation, Road Network Budget.
- 6.2 Personnel - None
 - 6.2.1 Other - None

7 BACKGROUND PAPERS

- 7.1 Cabinet - Dunbar Traffic Management and Environmental Improvements Study (plus Appendix A) – Final Report 8 June 2010

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DATE	16 March 2011

Dunbar Traffic Management and Environmental Study – Appendix A
Short Term (Years 1 – 5) Proposals

Theme – Pedestrian and Cycle Safety					
Routes to School					
	Location	Key Issues	Recommendations	Comments	Cost
1	Dunbar Primary School	Improve junction safety at Countess road / Countess Crescent	Close junction to vehicle traffic and re-designate as footway status	Traffic regulation order necessary to re-determine use.	£15,000
2		Improve safety around existing car park at south end of Countess Crescent	Designate Bleachingfield car park as drop off pick up “park and stride” and provide only disabled parking in small car park nr Laundrette	Traffic regulation Order necessary to enforce disabled parking only.	£2000
3	West Barns Primary School	Improve access to School	Upgrade footways on routes to school – including dropped kerbs, tactile paving at all junctions and desire lines.		£20,000
Routes to the Railway station					
4	From the south west	Provide a more direct pedestrian and cycle route to the railway station from the footway and cycleway network to the south of the ECML underpass	Provide lighting to underpass and restrict vehicle access	Consider measures to ban vehicle use. Single access	£1,000
Theme – Pedestrian and Cycle Safety					
Routes to the Town Centre					
5	From West Dunbar	Ensure that footways on the A1087 where meeting side roads, pedestrians can cross safely and easily.	Provide dropped kerb crossings		£16000

Dunbar Traffic Management and Environmental Study – Appendix A
Short Term (Years 1 – 5) Proposals

6	From the Harbour area	Improve safety and accessibility from The Vennels between High Street and Castle St/ Church Street	Improve Lighting in Vennels	Not all vennels are Roads Authority maintained. Private arrangements may need to be considered	£15,000
7			Provide build-outs where Vennels meet Castle Street and Church Street		£30,000
8		Provide a safer accessible route for pedestrians and cyclists via Cossar's Wynd	Close the Church Street end of Cossar's Wynd to vehicle traffic and provide continuity of heritage paving on the High street		£40,000
9	High Street and West Port Area	Improve disabled accessibility at existing uncontrolled crossing points along the High Street	Replace existing Setts with a smoother surface in keeping with the built environment		£60,000
10			Install pelican crossing at south end of the High Street		£30,000
11			Introduce raised tables at junctions of Cossar' Wynd and Silver Street	Material selection must be in keeping with the built environment	£50,000
Theme – Traffic Patterns and Movement					
Impact of New Development South of ECML					
12	Spott road	Increase traffic on Spott road making pedestrian crossing difficult	Extend footway southwards and install pelican crossing		£30,000
Theme – Public Transport					
Accessibility					

Dunbar Traffic Management and Environmental Study – Appendix A
Short Term (Years 1 – 5) Proposals

13	Various locations	Improve bus accessibility	Provide bus boarders		£20,000
14	Various locations	Provide route and timetable information at all bus stops in Dunbar			£5,000
15	Various locations	Prepare a short to medium term programme of Bus Stop Enhancements			£10,000
Theme – Parking					
16	Dunbar Station carpark and Station road	Provide long stay carparking for Station and Town Centre use	Explore option of developing Foggo's yard as alternative carpark		£1,000
17			Explore option to adopt Station road and Local Authority maintained road		£1,000
18	Countess road	Control inconsiderate parking	Introduce a TRO to prevent all day parking and reinforce acceptable parking behaviour		£2500
19	Delisle Street, Duke Street, and Brewery Lane	Control inconsiderate parking	Control of inconsiderate parking or increase of on-street parking provision		£2500
Total					£351,000