

Members' Library Service Request Form

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Originator	Ian Lennox
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Document Title	Redetermination of Countess Crescent, Dunbar

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Authorised By	Tom Reid
Designation	Head of Infrastructure
Date	09/06/24

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REPORT TO: MEMBERS' LIBRARY SERVICE

MEETING DATE: June 2024

BY: Executive Director – Place

SUBJECT: Objections to East Lothian Council (Countess Crescent, Dunbar) Traffic Regulation Order 2023

1 PURPOSE

- 1.1 The purpose of this report is to acknowledge and note objections to the proposed East Lothian Council (Countess Crescent, Dunbar) Traffic Regulation Order 2023. The report also provides responses to the objections and sets these aside.

2 RECOMMENDATIONS

- 2.1 That elected members:
- note the objections received; and
 - note the decision of the Head of Infrastructure under delegated powers to set aside the objections and approve the making of the Traffic Regulation Order (TRO) as advertised.

3 BACKGROUND

- Countess Crescent was closed to motorised vehicles under the Spaces for People programme. It has been well received by the school and local residents. Making it permanent was supported by a majority of respondents to the public consultation in late 2021.
- On 14 June 2022, East Lothian Council cabinet approved the making of a Traffic Regulation Order to redetermine the road.
- The TRO was advertised and consulted on in 2023. In accordance with applicable legislation, adverts were placed in the local press and copies of

all the relevant documents were made available for viewing at John Muir House, Haddington

- In addition to the legislative requirements set out above, electronic copies of all the relevant documents were made available on the Council's website and on the Scottish Government's public information gateway, www.tellmesotland.gov.uk .
- At the end of the formal consultation period, the Council had received a total of five letters of support and two objections, including one from the Community Council.
- After correspondence, the Community Council agreed we had addressed their points, but maintained support for the remaining Objector who is concerned about the impact of the restrictions on the operation of the adjacent business.
- A summary of the objections and officers' responses are contained within Appendix 1. All persons objecting have received a written response acknowledging their objection.

4 POLICY IMPLICATIONS

- 4.1 These proposals will contribute towards fulfilling the East Lothian Plan 2017-2027, in particular:
- Outcome 2.1: "East Lothian has strong resilient communities where people respect and support each other" and
 - action (k) "we will make our roads safer, including a focus on making journeys safer for cyclists and pedestrians of all ages and abilities"

5 INTEGRATED IMPACT ASSESSMENT

- 5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

6 RESOURCE IMPLICATIONS

- 6.1 Financial – All costs involved in connection with consultation, advertising, design and implementation associated with the making of these Orders can be accommodated within agreed budgets.
- 6.2 Personnel – none.
- 6.3 Other – none.

AUTHOR'S NAME	Ian Lennox
DESIGNATION	Roads Asset and Regulatory Manager
CONTACT INFO	Morag Haddow (mhaddow@eastlothian.gov.uk)
DATE	22nd May 2024

APPENDIX 1: OVERVIEW OF OBJECTIONS

East Lothian Council gave notice of the intention to make Orders under 82(2), 83(2) and 84 (1) & (2) of the Road Traffic Regulation Act 1984 to vary speed limits at various locations throughout East Lothian.

<https://www.tellmescotland.gov.uk/notices/east-lothian/traffic/00000305568>

The notice was displayed for five weeks online from 21st November 2023 to 22nd December 2023, and was advertised in the East Lothian Courier.

Communications received were:

- 5 x emails of support
- 2 x emails with objections, including from Dunbar Community Council.

The responses to points raised by the Community Council are summarised with responses below.

The other 'Objection' was from the owner of the nearby Launderette, but was in fact raising concerns about the enforcement of double-yellow lines outside his shop. He has not responded to offers to meet and discuss, and nor has he withdrawn his objection.

Point raised	Response
<p>Covid restrictions are no longer in place therefore the reason for the restricted access no longer exists.</p>	<p>While some restrictions were put in place to ensure sufficient space for parents congregating at the school gate during the pandemic, anecdotal evidence suggested that parents have welcomed the reduction of car traffic in the vicinity of the school, and this is supported by the majority of responses to the consultation. Quotes from the consultation responses include:</p> <ul style="list-style-type: none"> - <i>“Children making their way to both Primary school campuses, as well as users of all ages of the Bleachingfield Community Centre have all benefited from the additional safety this road closure brings”</i> - <i>“It provides a safer route for cyclists and walkers.”</i> - <i>“Before [the road] was closed, weekend traffic was speedy and I worried about ... the children at the school. Both my boys were nearly run over by cars coming very fast round the corner of Countess crescent”</i> - <i>“The area feel much safer as a result of the temporary measures introduced during Covid 19, and permanent infrastructure will be welcomed as the temporary infrastructure is difficult to use with a non-standard bike”</i> - <i>“Since this junction has been closed this busy crossing point has been made safer”</i>
<p>There is no evidence that the closure of Countess Road has reduced the likelihood of danger to persons using the roads in the vicinity of the Primary School (John Muir Campus) as there is a wider pavement and more than adequate safe gathering/waiting space on Countess Crescent pavements and car park areas.</p>	<p>There is also no evidence to the contrary, and the closure for the last three years has been broadly popular. Again, from the consultation responses, <i>“The lollipop person is much better served on Countess Road, where cars didn’t always obey the traffic lights. Before they were at the junction of countess crescent and countess road which meant the lights felt dangerous as there was no lollipop person there.”</i></p>
<p>The closure of Countess Crescent has moved traffic onto Countess Avenue with vehicles using this road as a ‘rat run’, to the detriment of the quality of environment of residents in this street</p>	<p>We have received no objections or comments from Countess Avenue, and one of the most supportive emails was sent from an address on Countess Crescent.</p>
<p>Countess Laundry reports that current traffic restrictions are detrimental to the business.</p>	<p>Comments directly from the laundrette are clear that they are objecting to the double-yellow lines and not the road closure</p>