

# Transport and Environment Committee

**10am, Tuesday, 15 January 2013**

## **Traffic management developments in Royston and Monmouth Terrace.**

Item number	7.8
Report number	
Wards	5

### **Links**

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Coalition pledges	<a href="#">P33</a>
Council outcomes	<a href="#">CO15</a> <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO4</a>

### **Mark Turley**

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# Executive summary

## Traffic management developments in Royston and Monmouth Terrace.

### Summary

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Following a report to the Transport Infrastructure and Environment Committee on 24 November 2009, and subsequent discussions with local residents and at Inverleith Neighbourhood Partnership, traffic calming features have been installed in Royston and Monmouth Terrace. The anticipated financial contribution for further traffic management improvements in the Trinity area via Section 75 Planning Obligations from the Trinity Park House redevelopment is no longer available. The Neighbourhood Partnership will continue to monitor the effectiveness of the traffic calming measures.

### Recommendations

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It is recommended that the outstanding committee remit is discharged.

### Measures of success

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There is a reduction in complaints about traffic management and road safety in the Goldenacre area.

### Financial impact

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None

### Equalities impact

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The traffic management changes have delivered outcomes consistent with the “Right to a Standard of Living” objective by making the area safer for pedestrians, especially those with mobility difficulties.

### Sustainability impact

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The traffic management changes should reduce carbon emissions by encouraging local pedestrian journeys and also reducing vehicle emissions in a residential area.

### Consultation and engagement

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Inverleith Neighbourhood Partnership and a local Forum of residents and businesses were involved in the agreement and delivery of the traffic management measures.

### Background reading / external references

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Decision of TIE Committee re Item 6 of 23 September 2008

Decision of TIE Committee re Item 7.2 24 November 2009

Inverleith Neighbourhood Partnership Meeting 24 May 2010

## Traffic management developments in Royston and Monmouth Terrace.

### 1. Background

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- 1.1 Transport Infrastructure and Environment Committee on 24 November 2009 asked that officers should report back on a number of traffic management issues in the Goldenacre area.
- 1.2 Detailed discussions took place with a wide range of local residents and businesses by means of a locally formed public forum and at Inverleith Neighbourhood Partnership, resulting in agreement on the installation of traffic calming. This was, however, not reported back to TIE Committee to formally discharge the outstanding remit.

### 2. Main report

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- 2.1 Following agreement at the public forum, the Board of the Inverleith Neighbourhood Partnership were requested to fund the installation of traffic calming features in Royston and Monmouth Terrace from their Neighbourhood Environment Programme budget.
- 2.2 Inverleith Neighbourhood Partnership on 24 May 2010 agreed to fund the installation of the speed humps and associated signage. These measures were expected to be a precursor of further, larger scale, works which would be funded by a Section 75 Agreement from the Trinity Park House redevelopment and encompass South Trinity Road and Ferry Road.
- 2.3 The traffic calming measures were duly installed and further augmented by footway widening works at the junction of Monmouth Terrace and Ferry Road which were carried out as part of a capital programme footway reconstruction scheme by Road Services. Adjustments were also made to the yellow box junctions at these locations.
- 2.4 During 2012 it became clear that there would be no developer contributions forthcoming from the Trinity Park House development for road improvements as a substantial sum had already been secured to construct a new cycle ramp between South Trinity Road and the cycleway below. This measure was identified as desirable in the North Edinburgh Transport Action Plan and the Transport Planning Section agreed with CALA Homes that building the cycle ramp would also fit in with the Council's Sustainable Transport Policy.

2.5 The traffic calming measures introduced, although not universally popular at the time, have proved effective in improving traffic management in the area and there have been no complaints since their introduction. Inverleith Neighbourhood Partnership will continue to monitor the effectiveness of the measures already introduced and any feedback from residents and local businesses.

### 3. Recommendations

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3.1 It is recommended that Committee discharge the outstanding remit.

#### **Mark Turley**

Director of Services for Communities

### Links

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<b>Coalition pledges</b>	P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council Resources are used.
<b>Council outcomes</b>	CO15 - The public are protected. CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	None