

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

Seafield Street and Arboretum Place/Arboretum Avenue/Inverleith Terrace – Commencement of Statutory Procedures to Permit Use of Footway by Cyclists

Item number	8.7
Report number	
Wards	5 Inverleith 13 Leith 14 Craigentinny/Duddingston

Links

Coalition pledges	P45
Council outcomes	CO4 , CO10 and CO22
Single Outcome Agreement	SO2 , SO3 and SO4

Mark Turley

Director of Services for Communities

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Executive summary

Seafield Street and Arboretum Place/Arboretum Avenue/Inverleith Terrace – Commencement of Statutory Procedures to Permit Use of Footway by Cyclists

Summary

A Redetermination Order is required to deliver improvements associated with the Leith to Portobello and Craighleith to Royal Botanic Garden Cycle Routes. These schemes will provide safer and more attractive links for cyclists and pedestrians.

It is necessary to seek the Committee's approval to commence the statutory procedures to redetermine sections of footway to cycle track (pedal cycle and foot only) at the following locations:

- Seafield Street/Seafield Road junction.
- Arboretum Place/Arboretum Avenue/Inverleith Terrace junction.

Plans showing the areas to be redetermined are appended to this report.

Recommendations

- 1 It is recommended that the Committee instructs the Director of Services for Communities to initiate and make the necessary Redetermination Order for the above footpaths under the relevant sections of the Roads (Scotland) Act 1984.

Measures of success

Should the Redetermination Order be made, the measure of success will be an increase in levels of cycling and walking at the Seafield Street and Arboretum Avenue/Arboretum Place/Inverleith Terrace junctions.

Financial impact

The costs associated with the statutory procedures will be approximately £2,000. These costs will be met from the block funding allocation for Cycling Improvements within the 2013/14 Transport Capital Investment Programme.

The costs of implementing the proposed schemes will be met from the block funding allocation for Cycling Improvements within the Transport Capital Investment Programme, and external funding awarded to the Council by Sustrans.

Equalities impact

It is expected that the proposals set out in this report will advance equality of opportunity by improving the city's cycling infrastructure, and making it more accessible for less confident cyclists, including children.

There may also be positive impacts on rights to standard of living and health through improving the attractiveness of walking and cycling routes and promoting healthier forms of travel.

Sustainability impact

The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

The proposals in this report:

- may reduce carbon emissions as they contribute to the core objective of the Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh, by improving the city's walking and cycling infrastructure;
- will increase the city's resilience to climate change impacts as increased levels of walking and cycling in the city may reduce the need for vehicular travel; and
- will help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.

Consultation and engagement

As part of the statutory Redetermination Order process, the proposals will be formally advertised to allow any interested party to comment or object to the Order.

Local members have been sent a notification of this report's submission to the Transport and Environment Committee and we have not received any comments or queries.

Background reading/external references

Appendix 1 – Areas to be redetermined (footway to cycle track) – Seafield Street/Seafield Road

Appendix 2 – Area to be redetermined (footway to cycle track) – Arboretum Place/Arboretum Avenue/Inverleith Terrace

Appendix 3 – Proposed layout - Seafield Street/Seafield Road

Appendix 4 - Proposed layout - Arboretum Place/Arboretum Avenue/Inverleith Terrace

Inverleith Local Community Plan 2011 – 2014

<http://www.edinburghnp.org.uk/about-nps/neighbourhood-partnerships-%28nps%29-community-planning/local-community-plans/>

Craigentiny and Duddingston Local Community Plan 2011 – 2014

<http://www.edinburghnp.org.uk/about-nps/neighbourhood-partnerships-%28nps%29-community-planning/local-community-plans/>

Leith Neighbourhood Partnership Local Community Plan 2011 - 2014

<http://www.edinburghnp.org.uk/about-nps/neighbourhood-partnerships-%28nps%29-community-planning/local-community-plans/>

Sustainable Edinburgh 2020

http://www.edinburgh.gov.uk/info/202/sustainable_development/725/sustainable_edinburgh_2020

Sustainable Travel Plan

http://www.edinburgh.gov.uk/downloads/file/802/city_of_edinburgh_council_sustainable_travel_plan

Transport 2030 Vision

http://www.edinburgh.gov.uk/info/1528/transport_policy/548/transport_planning/3

Active Travel Action Plan

http://www.edinburgh.gov.uk/info/1528/transport_policy/548/transport_planning/4

Seafield Street and Arboretum Place/Arboretum Avenue/Inverleith Terrace – Commencement of Statutory Procedures to Permit Use of Footways by Cyclists

1. Background

- 1.1 A Redetermination Order is required to deliver improvements associated with the Leith to Portobello and Craigleith to Royal Botanic Garden Cycle Routes. These schemes will provide safer and more attractive links for cyclists and pedestrians.
- 1.2 Approval is being sought from the Committee in order to commence the statutory Redetermination Order procedures.

2. Main report

- 2.1 The Leith to Portobello and Craigleith to Royal Botanic Garden schemes are important developments in the improvement of the city's pedestrian and cycling networks. These schemes are being delivered in line with the Council's policies to encourage active and environmentally friendly travel, and also support the core objective of the Council's Active Travel Action Plan to increase the number of people in Edinburgh walking and cycling.
- 2.2 The redeterminations are commensurate with safe and convenient cycle routeing. It is considered that the redeterminations will have no significant impact on pedestrians, and the extent of the shared use areas will be clearly indicated at each location through the use of corduroy paving and signage.

Seafield Street

- 2.3 The sections of footway where cycling is proposed to be permitted are on Seafield Street at the junction with the A199 Seafield Road. The junction forms part of a wider project aimed at providing a continuous off-carriageway cycle route from Leith to Portobello which will form part of the city's 'Family Network' of cycle routes.

- 2.4 The junction lies at the intersection of two previously constructed off-carriageway sections of the Leith to Portobello cycle route. The junction, however, has pedestrian crossing facilities on only one of the approaches; across the A199 Seafield Road on its westbound approach. Therefore, to follow the Leith to Portobello off-carriageway cycle route in either direction, less confident cyclists are forced to dismount at the junction to cross Seafield Road with the aid of signal control.
- 2.5 To assist less confident cyclists, it is proposed to introduce cycle friendly crossings across all three arms of the junction.
- 2.6 In addition to the introduction of cycle friendly crossings, it is proposed to redetermine and widen sections of footway adjoining Seafield Street. This will allow cyclists to proceed in both directions safely off road and without the need for dismounting. The extents of the redetermination are shown in Appendix 1, and the proposed layout is shown in Appendix 3.
- 2.7 Permitting cycling on widened sections of footway will provide a safe off-road facility for less confident cyclists. Given the widening and the very low volume of pedestrians at the junction, it is considered that permitting cycling at this location will not have a significant impact on pedestrians.
- 2.8 The proposed improvements at this junction will complete the existing missing link and will complete the cycle route from Portobello Promenade to Leith Links.

Arboretum Place/Arboretum Avenue/Inverleith Terrace

- 2.9 The proposed improvements at the Arboretum Place/Arboretum Avenue/Inverleith Terrace junction are associated with the Craigleith to Royal Botanic Garden Cycle Route, which will provide a safer and more attractive link for cyclists and pedestrians between the North Edinburgh Path Network and the Royal Botanic Garden, via Inverleith Park.
- 2.10 The section of footway to be redetermined at the junction currently causes difficulty for cyclists leaving Inverleith Park to join Arboretum Avenue to travel southbound towards Stockbridge and the Water of Leith, due to conflict with vehicles.
- 2.11 At present, in order to make this turn, cyclists are required to undertake a complex manoeuvre on the tight bend where Inverleith Terrace joins Arboretum Place. To assist less confident cyclists, it is proposed to widen the footway at the access to Inverleith Park and create a shared use area. Cyclists leaving Inverleith Park would be able to access a new widened crossing point before joining the southbound carriageway on Arboretum Avenue. The extent of the redetermination is shown in Appendix 2, and the proposed layout is shown in Appendix 4.

- 2.12 Given the widening and the low number of pedestrians at the junction, it is considered that permitting cyclists to use the footway at this location would have no significant negative impact on pedestrians.
- 2.13 In addition to the enhancement of the cycle link between Inverleith Park and Arboretum Avenue, the existing crossing points at the junction on Inverleith Terrace, Arboretum Place and Arboretum Avenue will be improved. Flush dropped kerbs and tactile paving will be provided at these crossings.

3. Recommendations

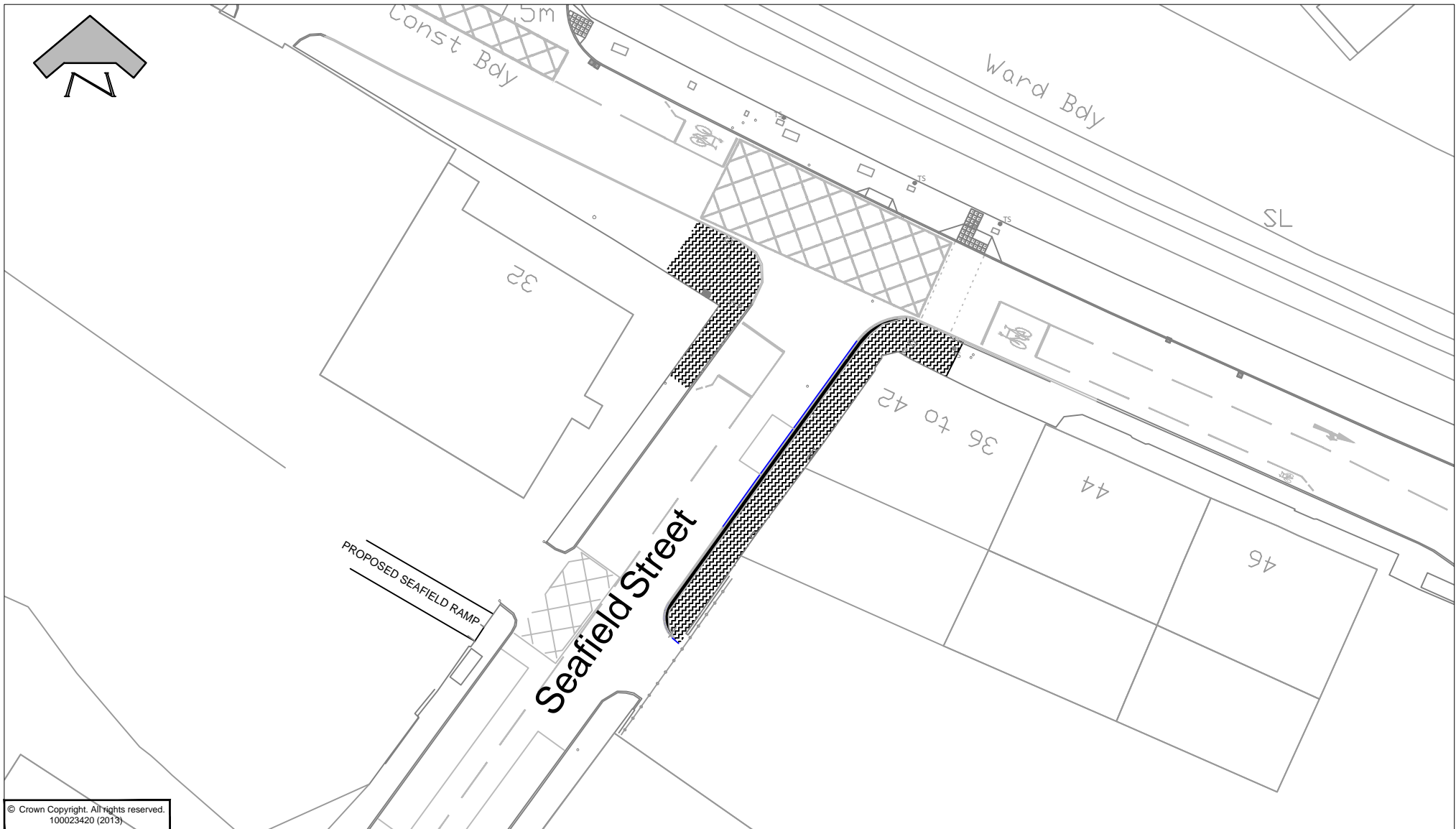
- 3.1 It is recommended that the Committee instructs the Director of Services for Communities to initiate and make the necessary Redetermination Order for the above footpaths under the relevant sections of the Roads (Scotland) Act 1984.

Mark Turley

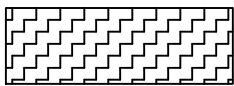
Director of Services for Communities

Links

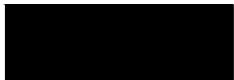
Coalition pledges	P45 – Spend 5% of the transport budget on provision for cyclists.
Council outcomes	CO4 – Our children and young people are physically and emotionally healthy. CO10 – Improved health and reduced inequalities. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health. SO3 – Edinburgh’s children and young people enjoy their childhood and fulfil their potential. SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	1. Plan of the areas to be redetermined (footway to cycle track) – Seafield Street/Seafield Road 2. Plan of the area to be redetermined (footway to cycle track) – Arboretum Place/Arboretum Avenue/Inverleith Terrace 3. Proposed layout – Seafield Street/Seafield Road 4. Proposed layout – Arboretum Place/Arboretum Avenue/Inverleith Terrace



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Area of Footway to be redetermined
to Shared Use Footway/Cycleway



Area of Carriageway to be redetermined to
Shared Use Footway/Cycleway

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The City of Edinburgh Council
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Edinburgh EH1 1YJ
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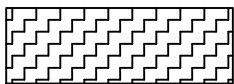
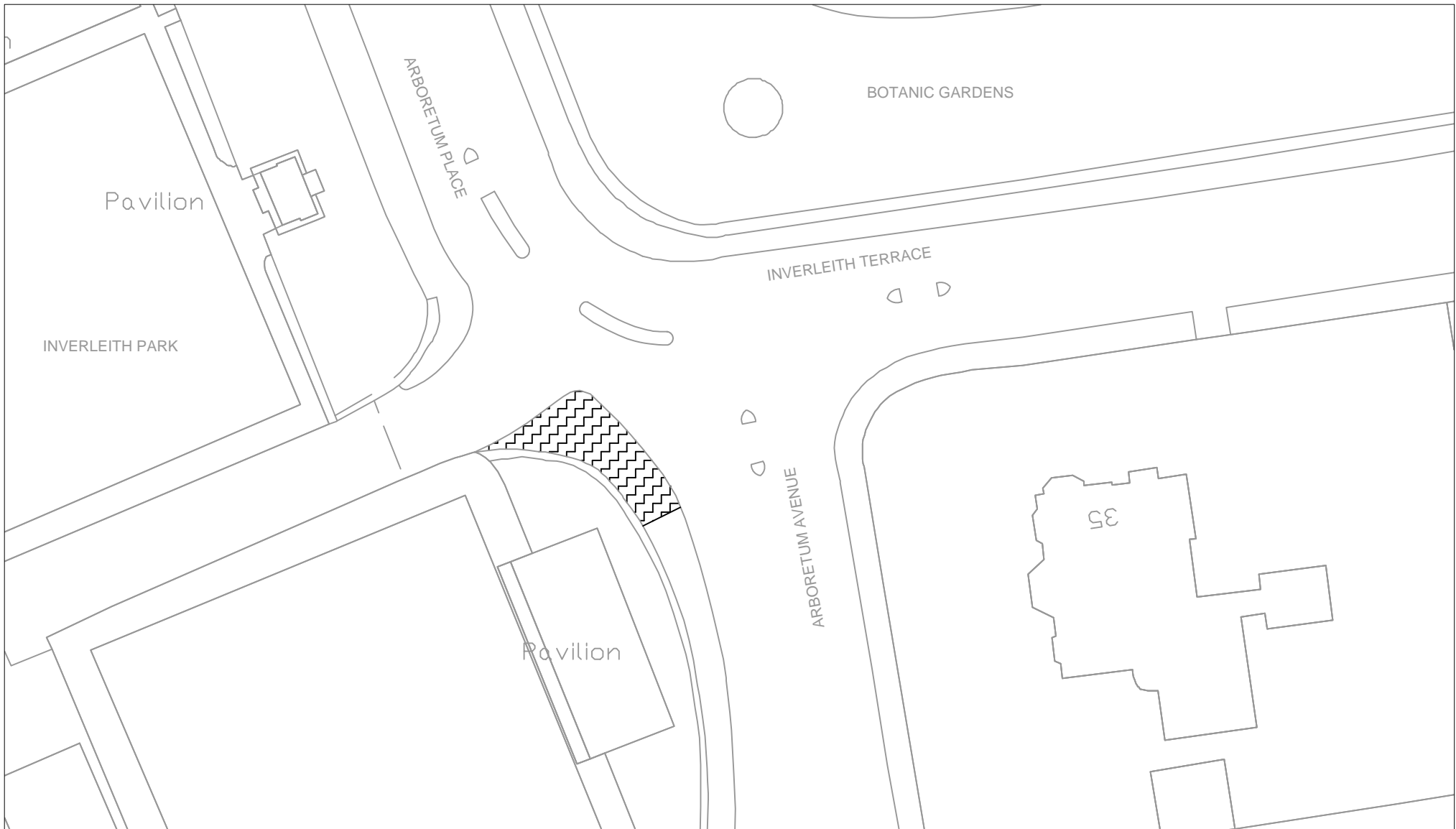
NEW WORKS
Roads & Transport Design

**Seafield Road / Seafield Street
Redetermination**

Date: 21 January 2013
Scale: 1:500

Drawn by: A Hutcheon
Checked by: M Trotter

DRG NO. Appendix 1



Area of redetermination

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NEW WORKS
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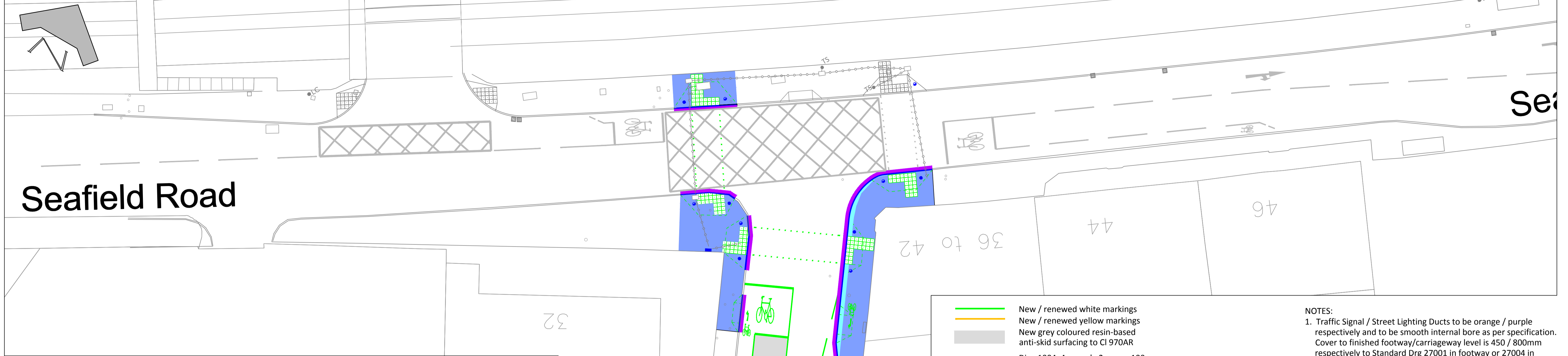
Arboretum Place / Arboretum Avenue /
Inverleith Terrace - Shared Use Surface

Date: 14 December 2012
Scale: 1:500

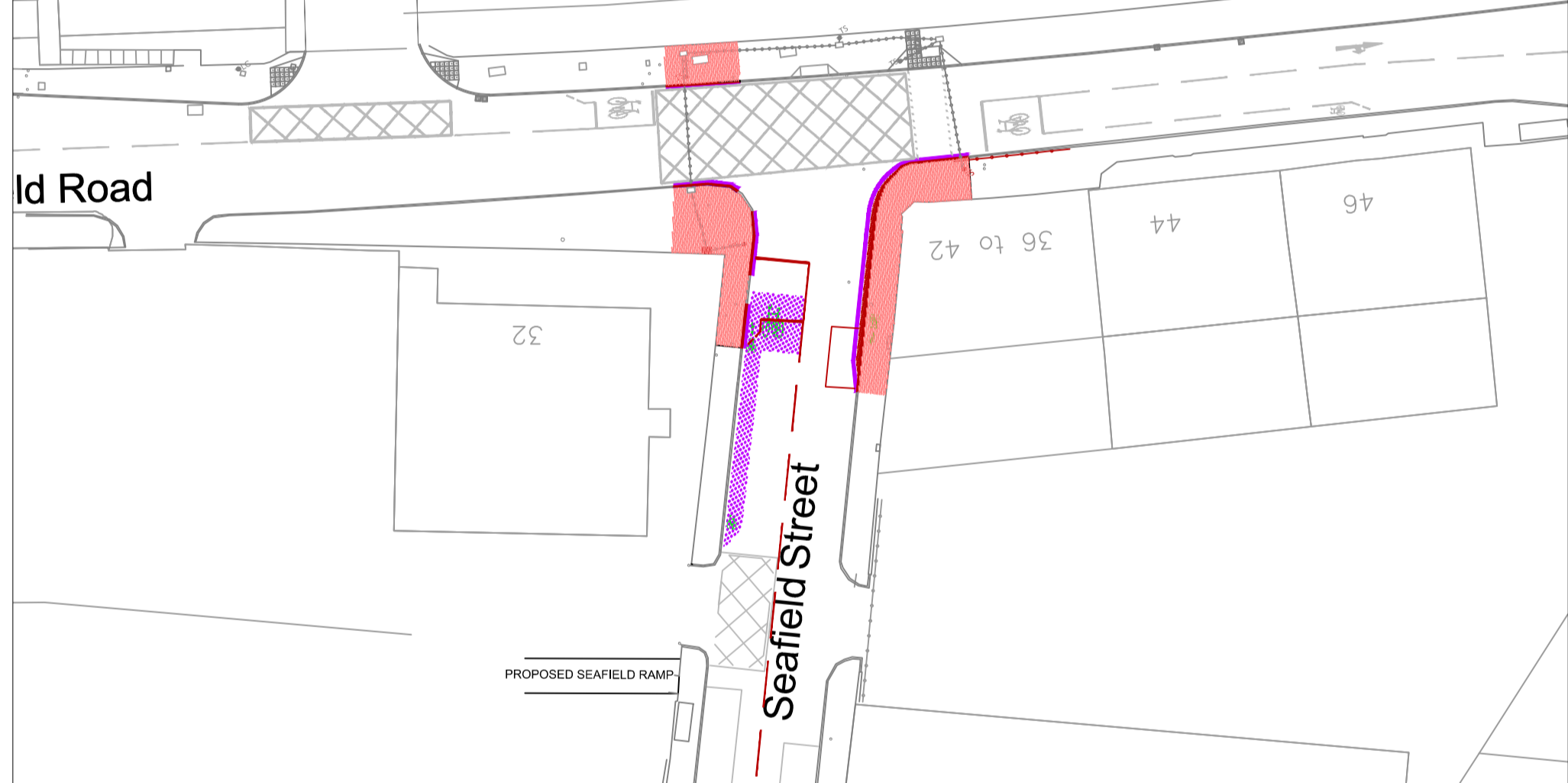
Drawn by: A Parkinson
Checked by: C Smith

DRG NO. Appendix 2

SCALE 1:200



SCALE 1:500



SITE CLEARANCE

- Existing layout
- Markings to be removed
- Whin kerb to be taken up and removed to tip off site
- Traffic signal posts to be removed to tip off site
- Traffic Signal controller to be removed to tip off site
- Existing Carriageway to be planed to a depth of 40mm and resurfaced with 40mm HRA 300mm Channel
- Existing Carriageway to be excavated to a depth of 40mm and resurfaced with 40mm HRA with 20mm Red Chips, Coated in red epoxy
- Existing Footway to be excavated to a depth of 80mm
- Existing Carriageway to be overlaid with new footway construction to Std Drg 7302 (45mm Regulating, 50mm DBM 50 and HRA 30mm)

GENERAL ARRANGEMENT

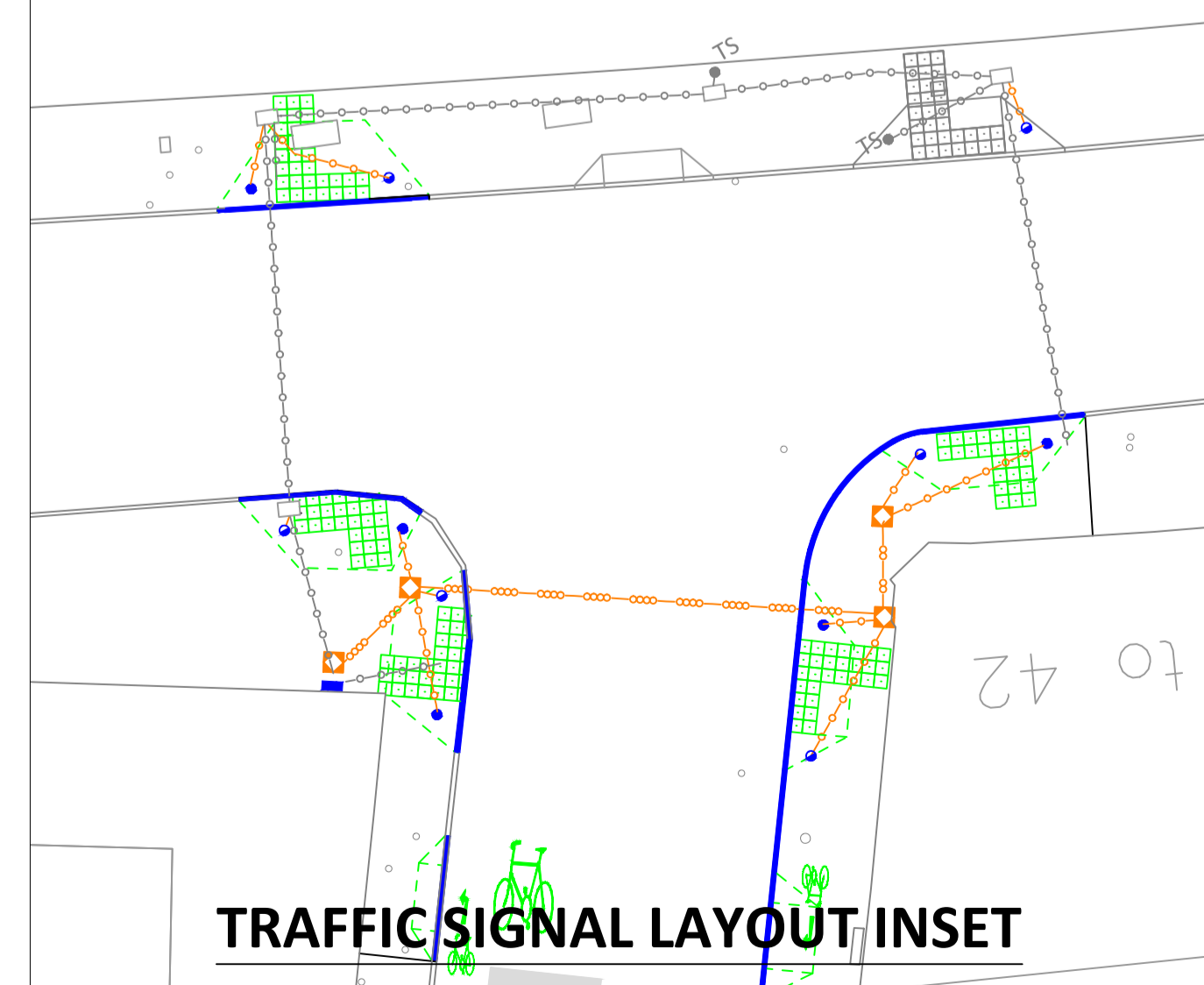
POSED SEAFIELD RAMP

Seafield Street

- New / renewed white markings
- New / renewed yellow markings
- New grey coloured resin-based anti-skid surfacing to CI 970AR
- Diag 1004, 4m mark, 2m gap, 100mm wide
- Proposed Cycle Symbol to Diag 1057 2750mm High
- Diags 1017 & 1019, 100mm wide
- Diags 1018.1 & 1020.1, 100mm wide
- Stainless steel road studs to Diag 1055.1, 100 x 100mm
- New/re-laid whinstone kerb: 125x250mm to Std Drg 11003
- Area of Footway Surfacing to Std Drg 7302, to a depth of 80mm (30mm HRA, 50mm DBM)
- New drop kerb crossing to Std. Drg. 11315
- Light Grey coloured in asphalt footway tactile paving to Std. Drg. 11502
- New orange traffic signal (TS) & purple street lighting (SL) duct(s) in shared trench to Std Drg 27001
- New orange traffic signal (TS) & purple street lighting (SL) duct(s) in shared trench with concrete surround to Std Drg 27004
- New Traffic Signal/Street Lighting Chamber 600x600mm
- Traffic signal pole with Block foundation, Shoe Block Foundation to be installed to Std Drg 12969

- NOTES:**
- Traffic Signal / Street Lighting Ducts to be orange / purple respectively and to be smooth internal bore as per specification. Cover to finished footway/carriageway level is 450 / 800mm respectively to Standard Drg 27001 in footway or 27004 in carriageway.
 - Traffic Signals poles to be set 500mm from tactile paving to pole face and 800mm from kerb to pole centre.
 - Existing Public Utility covers and frames within proposed footway upgrading to be adjusted to suit finished levels. (Refer to BoQ & Specification for details).
 - Location of traffic signal poles to be marked on site prior to ducting being laid.

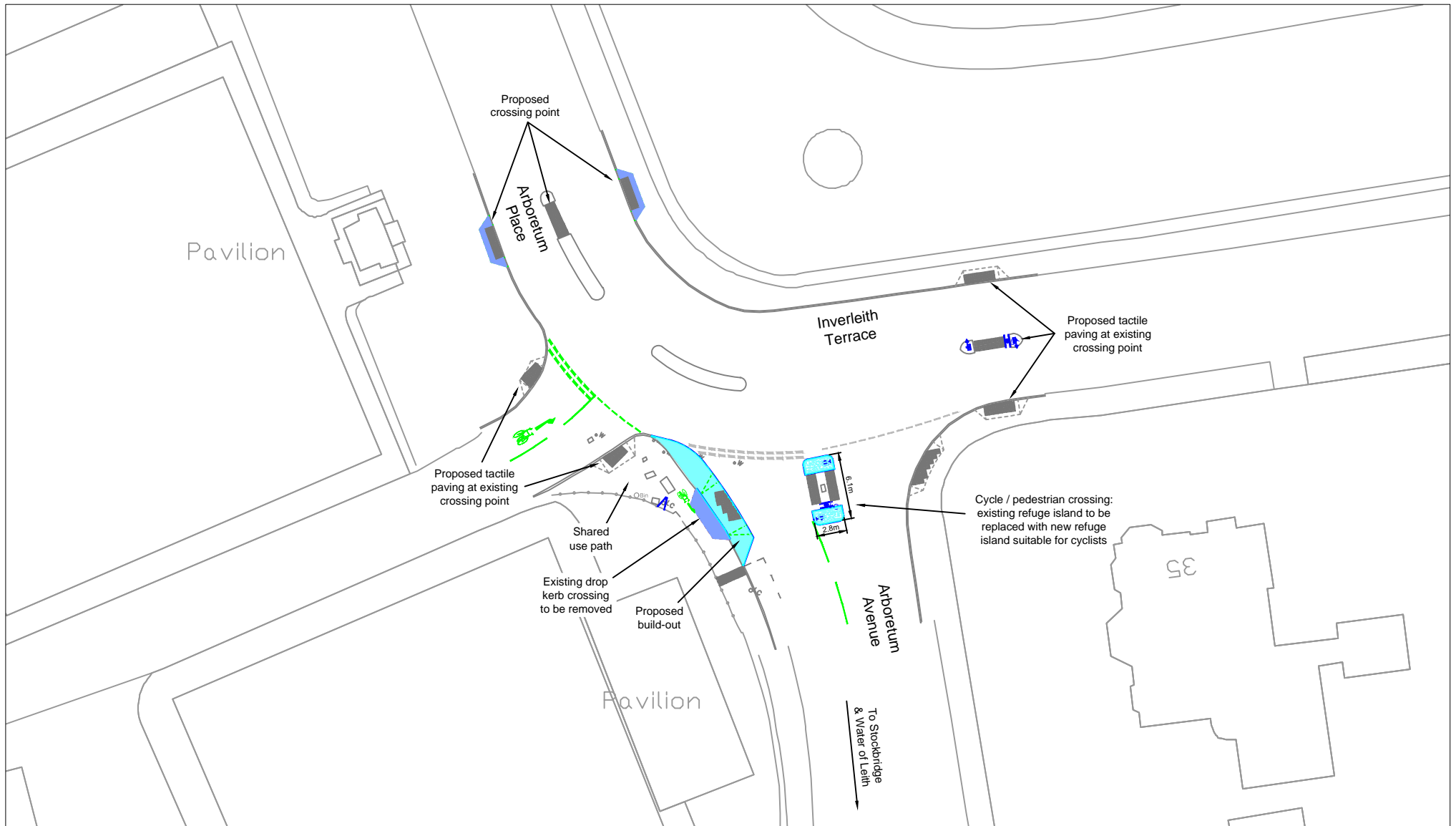
SCALE 1:200



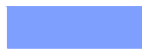



TRAFFIC SIGNAL LAYOUT INSET

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REVISION	DETAILS	BY	DATE	CHECKED
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SERVICES FOR COMMUNITIES The City of Edinburgh Council City Chambers, High Street Edinburgh EH1 1YJ Tel No 0131 200 2000		TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design		
SEAFIELD STREET JUNCTION				
PROPOSED LAYOUT OPTION 2A				
Date: 10/01/13	Job No.: 635975	Drawn by: A Hutcheon Checked by: K Ivanov		
DRG. NO. Appendix 3				



-  New kerbline
-  New footway / cycle path
-  Resurfaced footway / cycle path
-  Drop kerb crossing & grey-coloured tactile paving
-  White road markings

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 EDINBURGH THE CITY OF EDINBURGH COUNCIL		Arboretum Place / Inverleith Terrace / Arboretum Avenue - Shared Use Path	
SERVICES FOR COMMUNITIES The City of Edinburgh Council City Chambers, High Street Edinburgh EH1 1YJ Tel No 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING	Date: 10 January 2013 Scale: 1:500	Drawn by: A Parkinson Checked by: C Smith
NEW WORKS Roads & Transport Design		DRG NO. Appendix 4	