

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Assembly Street at Constitution Street/Baltic Street, Prohibition of Motor Vehicles – Objections to Traffic Regulation Order

Item number	8.4
Report number	
Wards	13 - Leith

Links

Coalition pledges	P44
Council outcomes	CO22
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Andrew Easson, Projects Development Manager

E-mail: andrew.easson@edinburgh.gov.uk | Tel: 0131 469 3643

Executive summary

Assembly Street at Constitution Street/Baltic Street, Prohibition of Motor Vehicles – Objections to Traffic Regulation Order

Summary

The Leith Programme is a package of road, footway and environmental improvements to Leith Walk and Constitution Street. As part of the Programme, it is proposed to upgrade the Constitution Street/Baltic Street/Bernard Street/Assembly Street junction by installing additional pedestrian crossing facilities across junction approaches where they do not currently exist.

To allow pedestrian crossing facilities to be installed across Baltic Street, in a location that suits pedestrian movements, it is necessary to close Assembly Street to motor vehicles at its junction with Constitution Street/Baltic Street and to revoke an existing one way restriction by the promotion of a Traffic Regulation Order.

The statutory Traffic Regulation Order process includes a formal consultation, where any interested party can comment on or object to an Order. All objections received during this time must either be addressed or considered by a Council Committee.

The Traffic Regulation Order was advertised between 28 June and 21 July 2013 and one objection was received (see Appendix 1 for details). This report will consider this objection and recommend a proposed course of action in response to the comments made.

A separate Traffic Regulation Order is being promoted to alter waiting restrictions at the junction and elsewhere on Constitution Street. The Order was advertised over the same period and no objections were received.

Recommendations

It is recommended that the Committee:

- repels the one objection received; and
- makes the Traffic Regulation Order as advertised.

Measures of success

The upgraded junction will be safer, particularly for pedestrians, and will result in an improved environment and sense of place.

Financial impact

The cost of the upgrade to the junction is estimated at £250,000. This can be accommodated within the funding currently allocated to the Leith Programme within the Roads and Transport Capital programme.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) has been carried out for the Leith Programme. Improvements to pavements and pedestrian crossing facilities will have a positive impact on the safety, freedom of movement and access for users of the junction. This will include many people whose characteristics are protected under the Equalities Act 2010.

Sustainability impact

This report will not impact on the three elements of the Climate Change (Scotland) Act 2009 Public Bodies.

Consultation and engagement

A major non-statutory consultation was carried out for the Leith Programme in late 2012 and early 2013 and the feedback from this has been used to inform the subsequent development of the design.

The Traffic Regulation Order to close Assembly Street to motor vehicles and to revoke an existing one way restriction was advertised between 28 June and 21 July 2013. An additional letter drop was carried out to properties in Assembly Street during week commencing 1 July 2013 to highlight this to local people. Local members have been consulted on this report. One comment has been received, in which the local member expressed strong support for the Traffic Regulation Order. The design team also discussed the proposals on site with the objector following receipt of the objection letter.

Background reading/external references

Proposed Amendments to Waiting Restrictions on Constitution Street and the Prohibition of Motor Vehicles at the Junction with Assembly Street, Edinburgh, Report authorised by Transport Policy and Planning Manager under Delegated Powers (27 March 2013).

Appendix 1 – Details of the objection received

Appendix 2 – Plan of the proposed junction upgrade

Appendix 3 – Letter distributed to properties in Assembly Street

Assembly Street at Constitution Street/Baltic Street, Prohibition of Motor Vehicles – Objections to Traffic Regulation Order

1. Background

- 1.1 The Leith Programme is a package of road, footway and environmental improvements to Leith Walk and Constitution Street. A major non-statutory consultation was carried out for the Leith Programme in late 2012 and early 2013 and the feedback from this has been used to inform the subsequent development of the design.
- 1.2 Feedback from the consultation and a proposed way forward for the design process were reported to the Committee on the 19 March 2013 and the detailed design for Constitution Street, including the upgrade to the junction of Constitution Street/Baltic Street/Bernard Street/Assembly Street, was approved.

2. Main report

- 2.1 Constitution Street runs from the foot of Leith Walk, northwards to Leith docks and is around 800 metres in length. It is within the Leith Conservation Area, covering the core of historic Leith. For most of its length it is a relatively narrow, single carriageway street with unrestricted parking on both sides of the road. It has signalised junctions at Queen Charlotte Street and at Baltic Street/Bernard Street/Assembly Street.
- 2.2 A programme of improvements is currently underway along Constitution Street as part of the Leith Programme and it is also proposed to upgrade the Constitution Street/Baltic Street/Bernard Street/Assembly Street junction to install pedestrian crossing facilities across all four approaches. These currently only exist on the Bernard Street approach.
- 2.3 To allow pedestrian crossing facilities to be installed across Baltic Street, in a location that suits pedestrian movements, it is necessary to close Assembly Street to motor vehicles at its junction with Constitution Street/Baltic Street and to construct a new area of footway at this location. The footway will be designed in such a way that access is maintained for cyclists.

- 2.4 It is also necessary to revoke an existing one way restriction on this section of Assembly Street to provide an alternative means of access for motor vehicles from the other end of the street.
- 2.5 The closure of Assembly Street to motor vehicles at this location and the revocation of the one way restriction were previously approved as part of the Traffic Regulation Order for the Edinburgh Tram. This Order has since been revoked, due to the curtailment of the current phase of the Tram at York Place. A new Traffic Regulation Order is therefore required to allow the proposed upgrade of the junction to proceed.
- 2.6 The statutory Traffic Regulation Order process includes a formal consultation, where any interested party can comment on or object to an Order. All objections received during this time must either be addressed or considered by a Council Committee.
- 2.7 The new Traffic Regulation Order was advertised between 28 June and 21 July 2013 and one objection was received. An additional letter drop was carried out to properties in Assembly Street during week commencing 1 July 2013 to highlight this proposal to local people.
- 2.8 The one objection received was from a business on Assembly Street. They felt that restricting access into Assembly Street would have a detrimental effect on their business. The proposal, as put forward in the TRO, however is to revoke the one way order and allow two way vehicle movement into and out of Assembly Street from its eastern end. This will not restrict access into Assembly Street and therefore is unlikely to have a detrimental effect on their business.
- 2.9 The other point of concern raised in the objection was that the business's yard could become a turning area for vehicles. It should be noted that adequate signage would be put in place to indicate that the road was not a through road and thus the number of vehicles actually performing this manoeuvre would be very low and would not cause a particular traffic management problem.
- 2.10 It should be noted that the overall proposals for the junction are in line with the Council's Local Transport Strategy – Walk 6 policy states that pedestrian phases should be provided on all arms of traffic controlled signal junctions. The closure of Assembly Street facilitates the inclusion of a pedestrian phase across Baltic Street.
- 2.11 Further details of the objection and the Council's comments in response are provided in Appendix 1.
- 2.12 This report recommends repelling the objection and making the Traffic Regulation Order as advertised.

2.13 A separate Traffic Regulation Order is being promoted to alter waiting restrictions at the junction and elsewhere on Constitution Street. The Order was advertised over the same period and no objections were received

3. Recommendations

3.1 It is recommended that the Committee:

- repels the one objection received; and
- makes the Traffic Regulation Order as advertised.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive
Council outcomes	CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Details of the objection Appendix 2 – Plan of the proposed junction upgrade Appendix 3 – Letter distributed to properties in Assembly Street

22nd July 2013

The Head of Transport
Services for Communities
City Chambers
High Street
Edinburgh
EH1 1YJ

Dear Sirs

TRAFFIC REGULATION ORDER: TRO/13/21A

Regarding the above TRO, we as a company would like to raise the following points

We have been trading in Assembly Street since 1996, and one of the reasons for us relocating to this street was the availability of access to the premises for both our customers and our suppliers. As a wholesaler to the key and lock industry, on a daily basis we receive deliveries throughout the day and also despatch to customers all over the UK and worldwide. Customers also use this road as access to our premises and park in our yard whilst being served. If access to Assembly Street was blocked as you propose it is obvious that people will come into Assembly Street and use our yard as a turning point to exit again.


Restricting the access into Assembly Street as you propose will be not just inconvenient but, we believe have a detrimental effect on our business.

Are you able to confirm if the road end has been monitored to establish how many people use this as a crossing point and how many vehicles use it for access to local businesses? As far as we can observe, pedestrians use Bernard Street to Constitution Street or Bernard Street to Baltic Street as their main crossing points.

Over the years Assembly Street has been closed or has had restricted access and the effect on our business during these periods was noticeable. We can only be apprehensive about the effect that your proposed changes will have on our business.

I would appreciate your response to the issues that we have raised.

Yours sincerely



Date: 6th August 2013

**Your
Ref:**

Our Ref: TP/16/001/1/MT

Corr No:

Dear

**OBJECTION TO TRO/13/21A – PROHIBITION OF MOTOR VEHICLES
ASSEMBLY STREET**

Thank you for your letter dated 22nd July 2013 stating your objection to the above Traffic Regulation Order.

A report on the Traffic Regulation Order will be made to the Council's Transport and Environment Committee on 27 August 2013, and your objection will be considered as part of this.

The provision of additional pedestrian crossing facilities at the Constitution Street/Baltic Street/Bernard Street junction is in line with Policy Walk 6 "in the Council's Local Transport Strategy, which states "Pedestrian phases should be provided on all arms of traffic signal controlled road junctions, except where no pedestrian crossing demand is likely."

A number of requests have been received by the Council in recent years to provide additional pedestrian crossings at this junction. To allow pedestrian crossing facilities to be installed across Baltic Street, in a location that suits pedestrian movements, it is necessary to close Assembly Street to motor vehicles at its junction with Constitution Street/Baltic Street.

Vehicle and pedestrian counts have been undertaken at the main Constitution Street/Baltic Street/Bernard Street junction. Observations have also been undertaken of vehicle movements into Assembly Street from the junction. This has shown that there is a substantial pedestrian crossing demand in the north - south direction and a relatively low number of vehicle movements into Assembly Street.

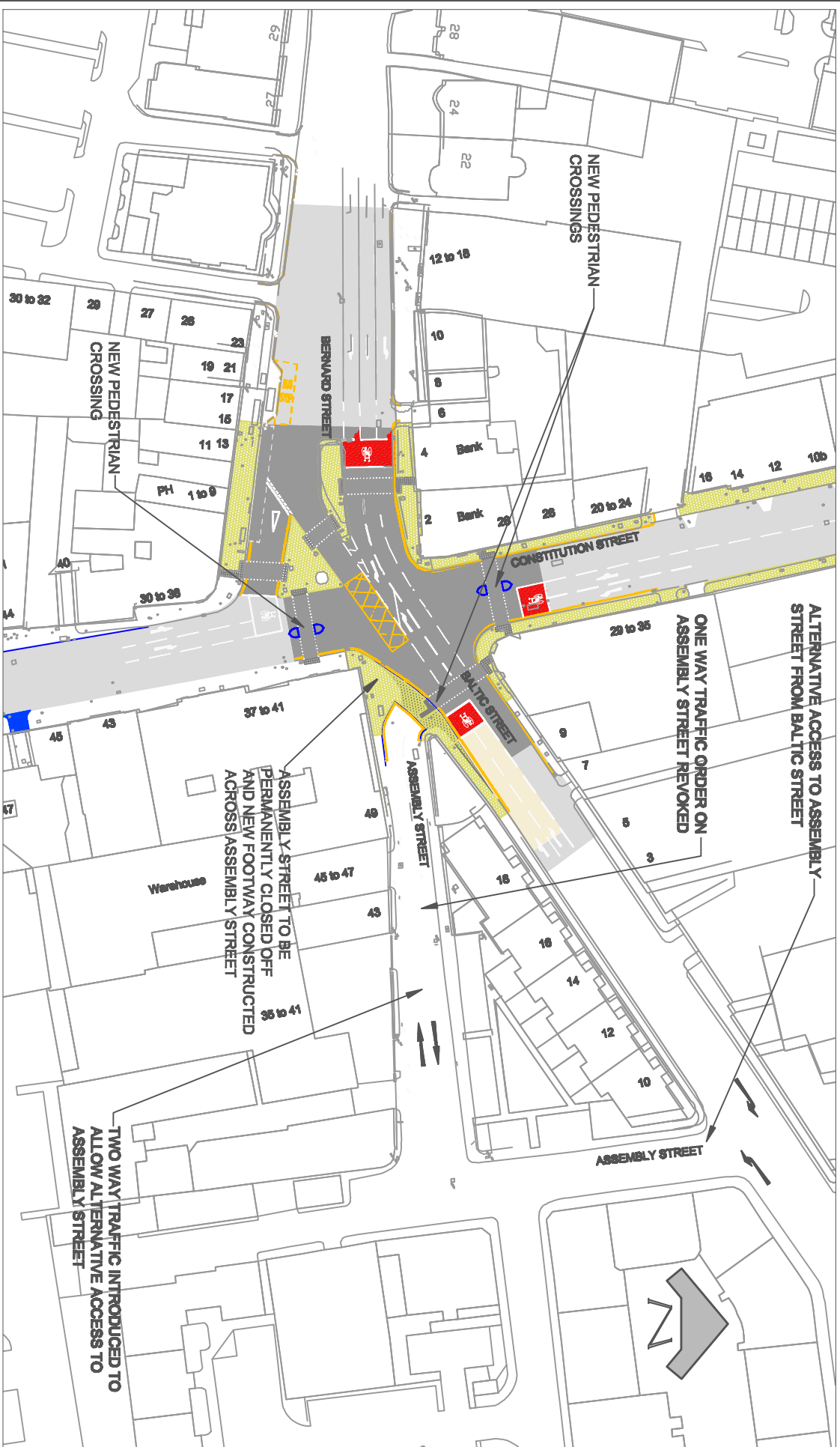
I note your concerns about the effect closing the entry to Assembly Street at the junction might have on your business. However, an alternative means of access would be available from the other end of Assembly Street, approximately 100 metres further along Baltic Street. Temporary signs would be erected to direct traffic to use this route and these would remain in place for several months to ensure that drivers would be aware of the new access arrangements. There are low numbers of vehicles entering Assembly Street at the junction and the street does not really function as a through route so there is unlikely to be any significant level of passing trade that could be affected.

Permanent signing will also be erected within Assembly Street in advance of your business to inform drivers that the road ahead is not a through route. There are a number of opportunities within the street for traffic to turn around prior to reaching your business. Therefore, while we cannot guarantee that no vehicles will use the entrance to your yard to assist in turning around, this is not likely to be a serious problem.

Should you wish to discuss the matter further, please contact Mr Mike Trotter on 0131 469 3628 or mike.trotter@edinburgh.gov.uk.

Yours faithfully

Mike Trotter
Consultant, Projects Development



© Crown Copyright. All rights reserved.
 See also: Ordnance Survey (OS)

EDINBURGH

THE CITY OF EDINBURGH COUNCIL

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

ASSEMBLY STREET PROPOSED LAYOUT

Date: Aug 2013
 Scale: 1:1000

Drawn by: SCM
 Checked by: DW

DRG NO. RTD/636045/C1 CLOSE