

# Transport and Environment Committee

2.00pm, Tuesday, 29 April 2014

## George Street Experimental Traffic Regulation Order

<b>Item number</b>	4.1
<b>Report number</b>	
<b>Executive/routine</b>	
<b>Wards</b>	11 – City Centre

### Executive summary

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On 29 October 2013, the Transport and Environment Committee approved a year-long trial which includes the introduction of additional pedestrian space, a dedicated cycle route and a one way system for motor vehicles on George Street.

An Experimental Traffic Regulation Order was advertised on 21 March 2014 in support of the approved changes to road layout on George Street. This report advises the Committee of the representations made to the Council during the statutory consultation period and makes recommendations to address objections received.

### Links

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<b>Coalition pledges</b>	<a href="#">P24</a> , <a href="#">P28</a> , <a href="#">P31</a>
<b>Council outcomes</b>	<a href="#">CO19</a> , <a href="#">CO20</a>
<b>Single Outcome Agreement</b>	<a href="#">SO1</a> , <a href="#">SO4</a>

## Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 agrees that the necessary works to change signage and road layouts on George Street will commence on 16 June 2014, with the trial commencing in late July 2014 and running from the summer festival 2014 through to the summer festival in 2015;
  - 1.1.2 notes that the Council will procure a year-long monitoring and research package to analyse the impact of the trial on George Street, on the surrounding city centre neighbourhood, and on businesses, pedestrians, cyclists, and different modes of transport which currently use George Street;
  - 1.1.3 notes the responses to the objections and the steps that have been taken to address those objections, including the contents of the research package;
  - 1.1.4 agrees to set aside objections on the basis that, by implementing changes using an Experimental Traffic Regulation Order, objections will be further considered, tested and monitored throughout the trial period; and
  - 1.1.5 notes that a report will be brought to committee, in March 2015, analysing the trial's impact and making further recommendations based on the research outcomes.

## Background

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- 2.1 Consultation on proposed changes to Princes Street and George Street took place during March and April 2013. The outcome of the consultation was reported to this Committee on 29 October 2013, resulting in the following changes being agreed for the George Street trial project:
- Introduce a one way traffic system on George Street to allow the footway to be extended;
  - The location of the extended footway and direction of traffic will be agreed in consultation with key stakeholders;
  - Work with Essential Edinburgh to organise and promote additional activity on the street;

- Encourage retailers to open later and maximise the benefits of increased activity and footfall; and
  - Create a two way cycle route to connect the National Cycle network at the east and west end of the city centre.
- 2.2 George Street lies within the New Town Conservation Area and is a prominent and important street within Edinburgh's World Heritage Site. It is an important street for offices and retail, for the evening economy and for cultural events on both a local and national scale. It is also a residential street, and it supports a variety of road uses from residents' parking bays, to bus stops, taxi ranks, City Car Club parking bays, motor cycle bays, cycle parking, pedestrian use, emergency services' access, business loading, street cleaning and trade waste functions, disabled parking bays and public pay-and-display car parking.
- 2.3 The detailed design for the trial was developed in consultation with a wide variety of key stakeholders, listed in paragraph 9.1. It adheres to the design principles outlined in the report to Committee of 29 October 2013.
- 2.4 The design process also took into account the Scottish Government's Designing Places and Designing Streets policy statements, the Council's approved Public Realm Strategy, and the 2010 report by Gehl Architects "Edinburgh Revisited: Public Space, Public Life". This proposed changing the balance of priorities between pedestrians and vehicles by increasing public space and access for pedestrians as a way of improving the city centre environment.
- 2.5 The design and traffic flow diagram are attached to this report in Appendix 2.

## Main report

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### Street Layout and Design

- 3.1 The proposed design for the 12 month trial, described in Appendix 2, is similar to the one way arrangement that was in place during the summer Festival in August 2013.
- 3.2 There are three key differences between the August 2013 layout and the design proposed in the 12 month trial. In August 2013, one block of George Street (between Frederick and Hanover Streets) was entirely blocked off by the Spiegeltent. That will not be the case during the trial, which will have running traffic moving in one direction on each block. Secondly, there will be a dedicated two-way cycle lane during the trial, and thirdly the central reservation will be permeable. All three of these aspects were strongly supported by consultees.

## **Car Parking**

- 3.3 Car parking is being maintained at broadly the same levels as at present, though parking spaces will be tilted at a 45 degree angle instead of 90 degrees to provide easier access in a one-way street. Consideration was given to a reverse-in drive-out arrangement or to a drive-in reverse-out arrangement for parking, as currently happens elsewhere in the city such as at the foot of Easter Road.
- 3.4 Reversing into traffic was seen as unavoidable, whichever solution had been adopted. George Street is a slow-moving street and is not a widely-used through-route. Pedestrian crossings and traffic lights act to calm traffic entering the street. A drive-in reverse-out arrangement would provide less disruption to traffic flow. Car drivers looking for a parking space are more likely to be sympathetic to drivers looking to reverse out from a space, than they would be towards drivers who had to drive beyond a vacant space in order to reverse back into it. The experimental nature of the trial may allow the Council to trial both approaches at different times during the year ahead.
- 3.5 A further reason for choosing drive-in spaces is because car front gates tend to be a more standard size than tail-gates. Tail-gates, the part of the car which extends beyond the rear wheel arch, vary considerably from car to car. As car parking is located adjacent to the cycle lane a reverse-in arrangement would increase the risk of cars overhanging into the cycle lane. It is also much easier to insert a discreet and effective barrier between car parking and the cycle lane for drive-in parking spaces by using kerbs at street level.

## **Cycle Path**

- 3.6 The part of the street that was given most attention in the design phase was the Frederick Street junction. This involves a unique circumstance where a two-way cycle lane connects with a roundabout and then switches to the opposite side of the road.
- 3.7 The design of this junction, and the cycle lane in particular, has been scrutinised and tested in consultation with stakeholder groups. Cyclists have pointed out that they would not be compelled to switch lanes, as cycling will still be permitted on the traffic side of the road as well as on the cycle path. A cyclist will be entitled to choose to cycle straight over a roundabout, join in with moving traffic for a period then cross to the opposite carriageway further on. The street will remain permeable and the pedestrian crossings will remain as they are at present. The pattern of usage and desire lines at junctions will be an issue the year-long research package will closely monitor and report on during the trial.

## **Traffic Flow and Displacement**

- 3.8 There is very little impact on traffic flow or movement expected to arise from the implementation of this trial at the west end of the city. The more significant impact for traffic flow is expected to be at the east end of the street, where there will be no entry from St Andrew Square into George Street, and no entry westbound from Hanover Street. In each case, there will be signposts to redirect traffic via Queen Street back into the appropriate block of George Street.
- 3.9 During the pre-consultation design work, the local Community Council and a number of local residents' groups raised concerns about the impact the trial may have on traffic displacement. This is a sensitive issue locally in parts of the New Town, as in recent years some phases of tram works, notably during the closure of York Place, increased traffic volumes in the area. As George Street is used quite differently from Queen Street or York Place it is considered unlikely that these issues will arise during this trial.
- 3.10 Traffic displacement issues will all be captured and reported on monthly in the research package. Local residents have taken the opportunity offered by the Council to influence the research brief, setting out which locations should form part of the test. The experimental nature of the ETRO approach means if the Council's modelling and assumptions do not deliver the anticipated results, and traffic displacement does occur, this will be identified and remedial measures can be considered.

## **Buses and Taxis**

- 3.11 Maintaining bus and taxi access to all four blocks of George Street was raised as an important issue to improve disabled access during the consultation in 2013. This has been maintained in the proposed design.
- 3.12 At some pre-consultation meetings, questions were raised by New Town residents about the displacement of buses at the west end of the street. These concerns have been addressed, as there will be no change required to any bus service west of Frederick Street. Any re-routing that needs to take place will be concentrated at the east end, where national operators previously used a stop at the Dome after St Andrew Square bus station. These services will now use either Queen Street or Princes Street, rejoining George Street from Frederick Street then proceeding westbound exactly as they do at present.

- 3.13 There are two Lothian Bus services affected, the hourly number 42 and the number 41 which travels six times an hour. These westbound services have only relatively recently started using George Street, travelling in front of the Assembly Rooms before returning to Princes Street at Frederick Street. Discussions are ongoing with Lothian Buses to re-route these services onto Princes Street. The Council will work closely with all bus companies to communicate any changes to passengers and other users of George Street.

### **Animating the space, streetscape and Heritage issues – the City Centre Vision**

- 3.14 Discussions have taken place with Historic Scotland and Edinburgh World Heritage as the design has been progressed. The year long trial clearly allows a number of transport-related matters to be tested. However, it also presents an opportunity to consider wider streetscape questions about George Street, to ask people who live, visit, shop and work on George Street, what they would like the long-term future of the street to be. This longer-term vision for George Street will form a key aspect of the year-long research that will accompany the trial.
- 3.15 During the year-long trial, the Council will work closely with a range of bodies including Essential Edinburgh, National Galleries of Scotland, the summer and winter Festivals and others, to animate the new civic space created on George Street.
- 3.16 Some businesses may wish to apply for tables and chairs permits, and Essential Edinburgh has submitted a planning application seeking consent for outdoor decking and marquees. It has been made clear throughout the ETRO consultation process that those planning and licensing applications will be necessary, and they will generate separate consultation processes, but they are not part of the ETRO being promoted by the Council. Consequently the consultation process for the Council's ETRO related only to the proposal to open up road space for pedestrian and cyclist use, and did not extend to considering views on decking, marquees or any other plans local businesses may have.

### **Environmental and amenity benefits of the proposed trial**

- 3.17 The proposed scheme will bring environmental and amenity benefits from the enhancements and changes to the layout of the street. It would:
- Increase pedestrian space with widened footways on each block;
  - Improve pedestrian movement by decluttering unnecessary street furniture;
  - Improve the permeability of the street for pedestrians, as there will be no metal barriers used in the central reservation;

- Increase cycle provision and improve the links for the national cycle route/family cycle network through the city centre. The two-way cycle path will be clearly signed and an unbroken line will provide clarity and certainty for all users of George Street as to where the pedestrian space is and where the cycle lane is;
- Improve the air quality in George Street, which is currently failing to meet acceptable standards of air pollution;
- Retain residents parking, disabled parking, City Car Club parking and motor cycle parking at their existing levels. Pay-and-display spaces will be maintained at 96% of existing levels. There will be a loss of just one space per block out of a total of 205 spaces on the street;
- Maintain bus and taxi access to all four blocks of the street, which was raised as an important issue for disabled access during last year's consultation; and
- Maintain access for businesses to load and unload, for emergency services to access the street and for trade waste and street cleaning functions to continue.

The proposed infrastructure improvements demonstrate a significant improvement to the quality and amenity of the space for users and wider benefits to the city centre.

### **Summary of Objections and Responses**

3.18 Of the 15 responses to the TRO six were objections and nine were either in favour or were responses indicating specific matters that consultees would like to see included in the ongoing monitoring and research package. Most objections were couched in general terms, and came from organisations which have also taken the opportunity to influence the research brief, to ensure their particular issue or concern will be captured during monitoring and evaluation. These organisations will also be involved in the analysis of research feedback.

3.19 Local residents' groups expressed concern that there may be traffic displacement into the northern part of the New Town, specifically about the number and speed of cars using the New Town, as well as attendant air quality concerns. This has been addressed in paragraphs 3.8, 3.9 and 3.10. Concerns about westbound bus services are addressed in paragraphs 3.12 and 3.13.

3.20 A number of respondents wrote in support of the proposed two-way cycle lane. A number of points were raised about the detail of the cycling provision which are all included in the research brief. These include constructive requests to:

- monitor the usage and safety of the Frederick Street roundabout design, which will also be subject to a Road Safety Audit;
- analyse City Centre cycle usage in a north/south direction as well as east/west;
- monitor existing cycle parking facilities to establish if they are sufficient; and
- monitor the safety of both cyclists and pedestrians on the non-traffic side of the street.

All of the above is included in the research brief.

3.21 A number of respondents wrote in support of the permeability of the street in the proposed scheme. They welcomed the low cost and the stakeholder involvement that comes with an experimental approach that has involved interested parties in the design, research and monitoring of the scheme. Respondents asked for the research brief to include questions about the long term vision for the street, about the materials that would be used in a more permanent scheme, and to address the asymmetrical nature of the trial. This is included in the research brief.

3.22 Some objections highlighted concerns about parking, questioning the need to maintain existing levels, and examining the fact that cars will be required to reverse into traffic. Paragraphs 3.3, 3.4 and 3.5 address these concerns. This issue will also be monitored through the research exercise.

3.23 All issues raised by the emergency services have been addressed. Police Scotland sought to ensure taxi ranks remain workable, and the fire service requested a space of 7.5m, at gaps of every 17m, in order to service any fire that could break out on George Street. These have all been included in the design.

3.24 The New Town and Broughton Community Council responded and referred to its long-standing view that no traffic regulation orders should be contemplated in the first year of Tram operations. Other responses:

- offered suggestions to ban lorries in the City Centre (which is not part of this ETRO);
- objected to decking and marquees in George Street (which is not part of this ETRO and which is addressed in paragraph 3.16 above);
- suggested trialling a contra-flow arrangement to maintain two-way bus services on George Street (which is not part of this ETRO, but which may be considered at a future stage); and



- proposed introducing belisha beacons or revised timings at the Hanover Street junction similar to the Castle and Frederick Street junctions.

While these last two suggestions are not part of this ETRO, they could be considered during the trial if the research and monitoring shows that the initial arrangement is unsuitable and needs to change.

### **Road Safety Audit**

- 3.25 A Stage 2 Road Safety Audit of the proposed scheme requires to be undertaken. As this could only be carried out once the design details were finalised, the Road Safety Audit process only began after the period of consultation closed so that consultee responses could inform the design. The auditor will check general design principals, junctions' layout and visibility, non-motorised user provision, road signs and carriageway markings.
- 3.26 Members are asked to note that the design may be required to address any concerns raised by the Auditor prior to implementation. The Auditor's comments should reflect the fact that the scheme is an experiment and that it will be monitored throughout its operation with any issues, including safety concerns, being dealt with as or when they arise.

### **Monitoring, Research and Measures of Success**

- 3.27 As this project is being taken forward as a time-limited experiment, the impact and results of the trial project will be closely monitored and reported. Stakeholder groups have had an opportunity to influence the remit of the research package, to ensure that all key issues and concerns are captured.
- 3.28 The research brief will examine three areas, asking what has been a success, what has not, and what ought to change if a more permanent scheme was to be promoted at the conclusion of the trial. It will include monitoring and analysis of:
- Traffic volumes and speeds in George Street and surrounding New Town streets, including Queen Street, Heriot Row, Abercromby Place, Albany Street, Great King Street, Drummond Place and Great Stuart Street.
  - Parking levels and parking issues in different blocks of George Street.
  - Use of the cycling lanes, including close monitoring of the working of the junctions and how cyclists cross carriageways.
  - Use and positioning of taxi ranks.
  - Bus passenger usage, particularly of new stops at the east end.
  - Footfall and retail spend.
  - Numbers of visitors to George Street and surrounding streets.

- Air quality and community safety statistics in George Street and surrounding New Town streets.
  - Opinions on the longer term design, materials and use of the street.
- 3.29 This research will be reported quarterly to a steering group of interested stakeholders which were involved in designing the research brief. A report will be prepared for March 2015 Transport and Environment Committee, outlining initial findings from the first six months' research and analysis.

### **The ETRO Process and Statutory Consultation**

- 3.30 An Experimental Traffic Regulation Order can last for a maximum period of 18 months. The intention with this ETRO application is to commence the necessary works to change signage and road layouts on George Street on 16 June 2014. The trial itself would commence once those necessary works have completed. The trial would then run continuously through to the Festival in 2015. The trial will conclude before the 18 month ETRO period has expired.
- 3.31 The ETRO was advertised on 21 March 2014 and the public consultation lasted for three weeks and concluded on 11 April 2014.
- 3.32 Should the trial be considered a success, a permanent Traffic Regulation Order would be required to implement a more permanent scheme. The design of a permanent TRO would be informed by the research and analysis outcomes, particularly with regard to streetscape and design matters, and the use of more permanent materials. A more permanent proposal would be subject to public consultation at that time. Should the desired outcomes not be achieved during the trial, the street would revert back to how it is today, with all temporary materials being removed.

### **Conclusion**

- 3.33 The George Street trial was approved by the Transport and Environment Committee on 29 October 2013. A detailed design was subsequently agreed, working closely with a range of stakeholder groups. The design has been put on public deposit. Any objections, supportive comments and issues to be included in the research package have been summarised in this report and appendices. All relevant issues raised by objectors will be addressed through their inclusion in the research and monitoring of the trial. The results and analysis will be reported to Committee in March 2015 and to stakeholders through meetings of a quarterly steering group.

## Measures of success

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- 4.1 Increased footfall and spend within the city centre.
- 4.2 An improved position in the UK retail rankings.
- 4.3 The delivery of a project within agreed timescales and budget.
- 4.4 Resolution of objections and determining the success of the trial will be monitored through a research package, which will accompany the ETRO and report regularly. Local businesses, Community Councils, transport groups and heritage bodies have all been included in the development, supervision and analysis of the research package.
- 4.5 The introduction of a one-way traffic system on George Street will result in a more attractive city centre environment for those travelling to, living in, working and visiting the area delivered in line with a long term strategic vision.

## Financial impact

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- 5.1 The cost for implementing the proposal will be contained within the Services for Communities budget.
- 5.2 Careful consideration has been given to the procurement of materials, given that this trial is being taken forward as a time-limited experiment where only temporary materials are to be used. It was identified early on in the project that there is a risk any materials used would only be required on George Street for the duration of the trial, whether it is considered to be a success or not, as a more permanent scheme would propose a different palette of materials.
- 5.3 The materials required to undertake the trial have been selected so that they will be able to form a future revenue stream for the Council, should they no longer be required on George Street following the trial. This could be through renting materials to other local authorities, as there is a strong rental market for planters and rubber kerbs, or such materials could be re-used by the Council, reducing the financial impact on future developments elsewhere in the city.
- 5.4 Aside from the direct financial impact for the Council incurred in purchasing the materials for the experimental scheme, one of the key objectives of the trial is to improve the pedestrian experience in George Street, to accommodate events, increase footfall, and improve retail performance in the city centre.

## Risk, policy, compliance and governance impact

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- 6.1 The proposals emerged from a report to the Transport and Environment Committee on 29 October 2013 “Building a Vision for the City Centre- Consultation Outcome”.
- 6.2 The proposals have been developed in consultation with stakeholders in line with the design brief and recommendations laid out in that report.

## Equalities impact

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the project and throughout the implementation of the trial.
- 7.2 The layout of the one way traffic system being proposed in the trial has been influenced by consultation feedback from a wide variety of equalities groups, to ensure ease of access could be maintained for all equalities groups. This was previously reported to Committee on 29 October 2013.
- 7.3 In the proposed layout, buses and taxis continue to run on George Street, street crossings remain unchanged for pedestrians, and all existing types of parking have been maintained on each block of the street. There are still the same numbers of disabled parking bays, residents’ parking bays, motor cycle bays and city car club bays. Cycling parking has recently been increased on the street and this will be maintained. Pay-and-display bays have been retained at broadly existing levels along all four blocks of the street.
- 7.4 The ERIA also notes that any consequential traffic displacement onto alternative routes would impact on the general environment and on the health and safety of the public and local residents on these routes. Air quality levels and vehicle numbers and speeds on George Street and surrounding streets are being monitored as part of the research package which will run for a year alongside the proposed George Street trial. Local residents’ groups have been included in specifying the research package, to help ensure the right information is captured, recorded and analysed.
- 7.5 Apprentices employed through the Edinburgh Guarantee at Inch Nursery will be involved in the design and delivery of some of the planters procured for the project.

## Sustainability impact

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- 8.1 The delivery of improvements in the city centre will help improve pedestrian and cycling activity in the area. The George Street trial should reduce carbon emissions in the street. Sustainability impacts, including air quality and traffic movement in the street and the surrounding area, will be assessed as part of the evaluation of the trial project.
- 8.2 The time-limited and experimental nature of the trial means that only temporary materials are allowed to be used. It was identified early on in the project that there is a risk these materials will only be required on George Street for the duration of the trial. The materials have been chosen carefully so that they could be reused or recycled, reducing the financial and environmental impact on future developments elsewhere in the city.

## Consultation and engagement

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- 9.1 An Experimental Traffic Regulation Order has so far proved to be an effective means of engaging interested groups in the policy-making process. An extensive pre-consultation design exercise took place in January, February and March 2014. This included meetings with a wide range of stakeholder groups including:
- the New Town & Broughton Community Council and West End Community Council;
  - residents' groups from the local neighbourhood including Heriot Row, Albany Street, Drummond Place, Great King Street, Great Stuart Street and others;
  - transport bodies such as Spokes, SusTrans and Living Streets;
  - heritage bodies Historic Scotland and Edinburgh World Heritage Trust;
  - the emergency services; and
  - local and national bus operators, taxi operators, and local businesses, which were contacted through Essential Edinburgh.

A variety of Council departments have also been included in the pre-consultation and design process.

- 9.2 A three-week period of statutory consultation took place from 17 February to 7 March. During this time meetings were held with Heritage bodies and the emergency services. The fire service ran a test drive of their largest engine on George Street during this period to inform their response regarding the amount of space they would require.

- 9.3 The statutory consultation feedback informed a revised draft order that was then put out to public consultation on 21 March 2014, having been advertised in the Scotsman. The public consultation ran for three weeks, until Friday 11 April 2014, gathering 15 responses. Six of these were objections and nine were either supportive or were constructive comments highlighting issues that the respondent would like to see included in the ongoing monitoring and research brief that will accompany the ETRO. The responses are summarised within this report.
- 9.4 Stakeholders have had the opportunity to influence three aspects of the ETRO. Firstly they have had the opportunity to influence the design, allowing many potential issues to be addressed during the design process. Secondly, the design that was put out to consultation is a preferred starting point. With an ETRO the design can be adapted during the trial period to address any unforeseen impacts that the research brief sheds light on. Thirdly, stakeholders were offered the opportunity to help design the brief for the accompanying research package, ensuring that all key issues and objections will be captured and analysed.
- 9.5 The ETRO approach has allowed the Council to include a variety of interested groups in the policy process, encouraged their views to be heard, and allowed a process to emerge where any concerns, objections or suggested developments can be considered and satisfactorily addressed.

## **Background reading/external references**

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[Building a Vision for the City Centre, Transport and Environment Committee, 19 March 2013](#)

[Building a Vision for the City Centre- Consultation Outcome, Transport and Environment Committee, 29 October 2013](#)

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## Links

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<b>Coalition pledges</b>	<p>P24 – Maintain and embrace support for our world-famous festivals and events.</p> <p>P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P31 - Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.</p>
<b>Council outcomes</b>	<p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO20 – Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens.</p>
<b>Single Outcome Agreement</b>	<p>SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all.</p> <p>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	<p>Appendix 1 – Summary of Comments and Objections</p> <p>Appendix 2 – Proposed Design and Traffic Flow during the year-long ETRO trial Period</p> <p>Appendix 3 – Plan – George Street – One Way Traffic Proposal: Traffic Flow</p>

Number	Comment or Objection
1	<p>A comment that this is not a formal objection but a list of concerns that the respondent would like to see captured in the research brief. These include a commitment to monitoring traffic volumes and speeds and car parking in New Town streets to track any traffic displacement. The respondent welcomed prior engagement with officials about the George Street proposals and the reassurance that early problems may be dealt with during rather than waiting until after the trial.</p>
2	<p>Responds by highlighting a consistently-held view by the local Community Council that no significant changes to traffic in the city centre should be made for at least a year after the trams are fully operational, generally, before highlighting some specific concerns. There is a concern about the impact of any traffic displacement onto Queen Street, which may have knock-on effects for more northerly New Town streets, particularly because the proposed layout does not run one-way on one side of George Street for the length of the street. It is acknowledged this would assist in reducing traffic displacement in one direction, though not the other, but expresses a concern that the preferred layout is being driven by commercial interests, which risks subverting public spaces for private gain. There is a concern around the drive-in reverse-out parking arrangement, which is dangerous, and a wish to see the disabled parking space outside St George and St Andrew's Church located nearer to the church than it is on the plan. There is a concern about the use of spaces, as outdoor decking and semi-permanent gazebos did little to improve pedestrian flow and are hardly in keeping with the stunning Georgian architecture. The final comment is that current traffic flows should be monitored before any changes are made, in the streets immediately affected but also in those which may suffer displacement in the second new town.</p>
3	<p>Supports the experiment and the increased and improved cycle provision, though George Street was not our first choice for how the city centre should develop in terms of encouraging and catering for cycle use, which were laid out in a response to the City Centre Vision consultation on 26.4.13. The current TRO in its experimental form, is a compromise which does improve the situation in George Street for pedestrians, cyclists and the local economy whilst not worsening conditions for cycling and walking in Princes Street. However an east-west route is insufficient and needs permeability as not all trips are long-distance, through the city centre, on the Sustrans national route. Many cycle trips will only use part of the route. A north-south route and maintaining and improving cycling on Princes Street are vital. All evidence points to Princes Street being even more important than George Street for east-west cycling connections and permeability. 5 comments on the specifics of the ETRO. (1) concern about the</p>



Frederick Street crossing point, and how this can be compatible with a Family Network route suitable for an unaccompanied 12 year old. It is vital that this difficult crossing is made to look and feel as safe as possible and we urge the Council to consider a straight-across crossing with light control. Immediately after the junction the cycle route would then cross the central reservation. (2) At Castle & Hanover Street the cycle route continues straight across which is less problematic. It needs to be marked carefully and monitored throughout the experiment. (3) connecting George Street to the surrounding streets (Lothian Road & the Bridges) will need to develop, and the exit points from George St the inclusion of a short cycle lane across the central reservation is important for safety. (4) The design of the cycle route itself seems very sensible with a physical barrier from the car area (rubber kerb/planters) and a white line separating the cycle lane from pedestrians with frequent cycle logos. The barrier must be monitored to ensure it works and to ensure it is not damaged over time, becoming a hazard in itself. (5) Disappointed at the extent of car parking that remains.

- 4 Broadly support the proposals, will make conditions better for cyclists and encourage more people into the city centre, to visit George Street shops, use the car less and see George Street as an east-west route. We would like to see increased cycle parking along the street and care should be taken at each end of the street to ensure smooth transitions to St Andrew Square and Charlotte Sq. Noting the experimental nature and the 'willingness to learn' in the trial approach we hope any cycle-related problems that come up will be dealt with promptly. Counts of cycle usage along the street and surrounding streets should be made before, during and after the experiment in order to monitor its effects, and what type of cyclist (and bike) use the street. Volunteers from the cycling organisations could help with this.
- 5 Objects on the grounds that traffic volume in the new town is already significant, the George Street trial will impact on Queen Street which in turn will add to the burden of traffic in the new town. This proposal will not improve that situation. Safety concerns were expressed about the existing car parking and road-crossing situation in Drummond Place. The level of traffic in Drummond Place and its impact on the fabric of properties there should be a higher priority than an experiment on George Street, the Council has now shown any concern for Drummond Place. Our requests: would prefer the Council to focus its energies on securing a 20 MPH speed limit in residential areas. Traffic calming measures have been introduced elsewhere in the city but not in the new town, why is that? Request that traffic volume and speed is monitored on Drummond Place throughout the experiment, at a number of specified locations and at peak times. Request to be included in the monitoring of the analysis and to know when this will take place. If the Council is going to react to any changes what will that reaction be? A request that the Council chooses materials carefully, in keeping with the beautiful Georgian streets, keeping costs down. A request for an explanation of what would follow if the temporary proposals were to be

made permanent, how this would happen and what opportunities to object there would be.

- 6 Supportive of the proposal to include a dedicated two way cycle route. Provides analysis of a model layout that is found in Vancouver where there are two way cycle lanes. Notes that these can be confusing at junctions and expresses a preference for the European model where cyclists travel in the direction of traffic. Suggests generally slowing the whole street, with pedestrian-textured surface and narrowing, before separating a two-way cycle path. This cycle lane will more likely be used by people dipping in and out, rather than travelling a full length east to west route. Portray the changes as a pavement-extension, not a car space deduction. Design is important, add a kerb to the bikelane.
- 7 Objects on the grounds removing traffic from part of George Street will exacerbate traffic elsewhere. A comprehensive management plan for the whole world heritage site is needed. Heavy lorries should be banned from the centre unless they have legitimate business, where a pass system could be created. Buses and cars should be allowed back onto Princes Street to alleviate pressure on the New Town. As things stand traffic is being pushed further north into residential areas and Stockbridge is almost at a standstill.
- 8 Expresses no concerns with the TRO itself, from a heritage perspective, as the very nature of an Experimental TRO is that it should be temporary and that fittings will be able to be easily and quickly removed. This should have little effect on the character and setting of listed buildings. The locus for our consultation is likely to consist of planning applications which may follow from businesses, for temporary structures located outside listed buildings, rather than the ETRO. We recommend that if the ETRO and 12 month pilot project is successful then a longer term strategy to provide outdoor accommodation should be discussed. A more substantial project which involved the redesign of streetscape, rather than the installation of timber decking, would be preferable. Such a long term approach could address the asymmetrical nature of the proposals and provide for high quality materials, regularisation of design, proper servicing and a declutter of street furniture.
- 9 Recognises this will increase the amenity and attraction of the city, but amenity and safety concerns in a residential area if traffic is displaced. Car speed and traffic volumes need to be monitored, as is the impact on parking in the area. A final concern is anti-social behaviour that may develop as George Street is pedestrianised and encouraging outdoor drinking.
- 10 On the whole welcomes the ETRO proposal, the effort of which will be to improve conditions for cyclists in the city centre. Welcomes the segregation from traffic, which is the biggest danger as George Street is currently used mainly for parking, where cars, looking for parking spaces, can change direction suddenly. Welcomes the low key low cost

approach, using rubber kerbs supported by planters for the barrier. Welcomes the idea of permeability without barriers, allowing for crossing to take place. Other good points include white lines to segregate cyclists from pedestrians, and regular painted cycle signs. Some reservations about the crossover at Frederick Street crossing. Advance signage and constant monitoring will be important. Points out that George Street is used as a destination, not solely a through route so provision of cycle parking must be monitored. Would like to see 20 MPH speed limits and altered priorities at Hanover Street junction. Does not want to see this trial used to ban cyclists from Princes Street.

- 11 Objects in strongest possible terms, Edinburgh needs more road space not less. Closing half of George Street is bizarre and retrograde.
1. Pavements are already wide enough for pedestrian use, more space for pedestrians is not needed.
  2. Insufficient through routes already in the city centre, and this trial will worsen the situation.
  3. There will be disruption to westbound buses, including Lothian and minority bus providers.
  4. Does not accept this is temporary and suspects this will be a permanent measure. It is however an improvement on the plan that was consulted upon in 2013.
- 12 Makes the following observations on the proposals, following a consultee meeting: 1. commercial rather than residential streets should be used to take the bulk of traffic flows, and notes that Queen Street is already pressurised. Recommends George Street is not further restricted as a through route, and that Princes St, Shandwick Place and St Colme Street should all accommodate westbound traffic. 2. The proposals may make George Street congested, as it is during Festival times, and do not approve of permanent decking, which will change the character of the street, not enhance the streetscape or World Heritage status of George Street. The overall rationale is not immediately clear. Strongly oppose pavement widening and additional street clutter, concerned at impact of heaters, umbrellas, huts and tents. Suggest outdoor dining facilities be moved to St Andrew Square. 3. Risk of collision between cyclists and pedestrians, and risks to cyclists when changing carriageways. Recommendation: cycle path should be on Princes Street not George Street. 4. Will wheelchair ramps onto the decking be included? 5. Notes a number of redundant posts and street furniture, especially at the Hanover Street crossing point. Declutter. 6. Asks that the street is not fully pedestrianised as some traffic at night can be reassuring for pedestrians.
- 13 Notes the data gathered in the research project will be useful for bus companies, and welcomes approach to work closely with bus operators. Keen to support changes that will make Edinburgh more desirable as a destination, but notes a number of concerns to address during the trial. Removing westbound traffic from St Andrew Square to Frederick Street will increase use of Queen Street, which may add to journey times. Some bus firms bring 1000 passengers an hour into Edinburgh, seeking to increase this, in line with Council policy to promote and encourage

the use of public transport. Any permanent order would need to give greater priority to buses, possibly introducing a contraflow system for westbound buses at the 2 eastern blocks of George Street using the central reservation in place of car parking. Suggests removal of car parking spaces in Queen Street to create a bus and taxi lane between North St David Street and Frederick Street and revised timings of traffic signals. Interested to understand the rationale for drive-in reverse-out parking as this may cause accidents.

- 14 Supportive of the proposal from a Fire Service perspective, noting that a 4m running lane for emergency services vehicles is included on the pedestrianised side of the road, that this will not be chained off but will be signed as a No Entry to regular vehicles, supported by large planters at the entry points to the pedestrianised blocks, and that sufficient space will be provided for the Fire Service's largest vehicles to still gain access to address any fire in any upper storey location along the street. There have been a number of upper storey fires near George Street in recent years. The Fire Service will need a gap of 7.5m within every 25m, meaning any animation of the street can extend to a max. of 17.5m in length before a 7m gap is provided.
- 15 The Police will monitor the impact of the trial through local officers and roads policing officers, in terms of any crime and disorder and public safety, and this will be fed back through the ongoing monitoring. Licensing applications will be considered through a different process and the Police will discuss and debate those as they come forward. Principal concern relating the ETRO relates to positioning of taxi ranks.

## **Appendix Two – Proposed Design and Traffic Flow during the year-long ETRO trial period.**

General traffic can travel westbound between Frederick Street and Charlotte Square and eastbound between Hanover Street and St Andrew Square.

On the pedestrianised side of the street, moving from the existing building line towards the centre of the street, the layout is as follows:

There is the existing public pavement, which will be unchanged; the first traffic lane will become pedestrianised, the second traffic lane will become a two-way cycle lane, as well as offering a four metre wide access lane to the emergency services. Car parking is being maintained in the cobbled central reservation area, then the two lanes on the opposite side of the street will remain as traffic running lanes.

### **Separation of different road users on George Street, Signage and Streetscape Issues**

During the trial period the parking area will be separated from the cycle lane by using temporary materials: rubber kerbs at every space, and attractive planters positioned at every fifth parking space. During the month-long trial in George Street in 2013, the central barrier had been formed by a row of metal Mills Barriers. Many consultees, including local businesses and residents, reported the main change they wanted to see from the 2013 Festival trial was the removal of metal barriers. The attractive planters at every fifth parking space and rubber kerbs will help to make the street safe and attractive, providing a consistent visual barrier between the parking area and pedestrian space, without requiring the metal barriers that were widely-held to be incongruous for George Street.

Consultation responses from agencies such as Living Streets, Spokes and SusTrans provided a similar steer regarding the separation of the pedestrian and cycle spaces. All groups were in agreement that the street should be made as safe and attractive as possible. These groups reported experience elsewhere shows a shared space arrangement, which does not clearly delineate space for different road users, can lead to a higher rate of accidents. All groups expressed a preference for the cycle lane to be clearly lined and signed. The cycle lane will be separated by an unbroken painted line, with a cycle image painted every 20m, facing in alternate directions to indicate the cycle path is two-way.

Taking into account streetscape concerns, on-street paint and new signage will be kept to a minimum that still achieves a balance of making George Street safe as well as attractive. The on-street paint will be restricted to the unbroken painted line and cycle images placed at distances of every 20m in the four blocks, but the on-street paint will increase in the 10m leading up to each junction, and across each roundabout or junction, as that is where traffic and cyclists will interact and safety considerations become paramount. There will be new road signs to alert vehicular traffic on George Street and on its approach that there are four areas which are now pedestrianised and which include a two-way cycle lane. Pedestrian crossings will remain as they are at present.

There are relatively few implications for traffic signalling and road signage arising out of the proposed trial, as the entry and exit points to the street do not change at most junctions. Signalling changes will take place at Hanover Street, where vehicular traffic flows may be

improved moving north to south as there will be two fewer traffic movements to be signalised. The junctions at Frederick Street and Castle Street are already traffic-calmed by use of pedestrian crossings. These will remain unchanged. The junction at Charlotte Square will become for all traffic as it currently is just now for car traffic: a west-bound route to exit George Street, with no entry to eastbound traffic, except for emergency services.

In addition to street signage, the project recognised that a large number of people who visit, stay and shop on George Street will be tourists or others who come from outwith Edinburgh. Many of these groups will drive into Edinburgh and rely on Sat Nav devices for navigation. The Council will contact Sat Nav firms to inform them of the street closures and the routes that remain open.

### **Businesses' Loading Arrangements**

The Council has worked closely with Essential Edinburgh to ensure that the proposed changes to loading arrangements were articulated to Essential Edinburgh's members. Two meetings were convened to outline the plans. It appears very few George Street businesses will be affected by the proposed loading arrangements. Businesses that operate on the running lane side of George Street will have no change to their present arrangements. Similarly, businesses who load in from the rear lanes via Rose Street and Thistle Street will have no change to their present arrangements.

Only a handful of businesses located on the pedestrianised non-traffic side of the street currently load in from the kerbside. For those businesses, loading will take place from an area within the central reservation on each block, which is the size of seven car parking spaces. This area will be clearly signed. It will be a loading area for deliveries until 10.00am, then become pay-and-display parking from 10am till 6.30pm. This 'dual purpose' use of space is an efficient response to the many competing priorities on George Street. It will include sufficient space between the angled rubber kerbs to transport a standard industrial 2.2m palette, and its dual purpose nature is similar to some parking spaces at Causewayside.

### **Trade Waste and Street Cleaning**

Trade waste arrangements and street cleaning will be relatively unaffected. Most business trade waste is collected via the rear lanes, with a small proportion by bag collection. This will continue, with the only difference being that waste collection lorries will stop in the central reservation not the current kerbside.

# George Street – One Way Traffic Proposal : Traffic flow

