

Transport and Environment Committee

10.00am, Tuesday, 17 March 2015

Objections to Traffic Regulation Order TRO/13/06 Waverley Bridge and Market Street

Item number	7.14
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

Statutory procedures have been instigated, to introduce a Traffic Order for waiting and loading restrictions on Waverley Bridge and Market Street. This will manage the activities of vehicles displaced from within Waverley Station.

The Traffic Order provides new and rearranged on-street facilities at Waverley Bridge and Market Street. This includes:

Loading and unloading, pick up and drop off, taxi pick up, motorcycle parking, pay and display parking, bus stops and deliveries to all businesses on Waverley Bridge, Market Street and North Bridge.

Objections were received when the proposals were advertised to the public on 13 June 2014. The concerns of the objectors and the Council's response are set out in Appendix 1.

This report addresses the representations and recommends that the Traffic Order is made as advertised.

Links

Coalition pledges	P44
Council outcomes	CO19
Single Outcome Agreement	SO4

Objections to Traffic Regulation Order TRO/13/06 Waverley Bridge and Market Street

Recommendations

- 1.1 It is recommended that the Committee sets aside objections and makes the Traffic Regulation Order as advertised.

Background

- 2.1 In March 2009, a working group was set up with members from Network Rail, the Department for Transport, British Transport Police and the City of Edinburgh Council. The primary purpose of this meeting was to explore alternative locations for private and public vehicles both within and outside the footprint of Waverley Station.
- 2.2 Network Rail took the decision to remove all vehicles from Waverley Station with the exception of taxis in January 2014.
- 2.3 In response to Network Rail's decision, the City of Edinburgh Council commenced construction of the Waverley Bridge/Market Street Streetscape Improvement Project in May 2014.
- 2.4 Network Rail removed all remaining taxis from Waverley Station in June 2014.
- 2.5 In response to Network Rail's decision to remove all vehicles, the City of Edinburgh Council commenced the statutory consultation process for the Traffic Regulation Order on 13 June 2014.

Main report

- 3.1 Following the decision by Network Rail to remove vehicles from within Waverley Station, the City of Edinburgh Council began a project to make provision on Waverley Bridge, Market Street and Calton Road for the vehicles that had been displaced.

- 3.2 The project provided an opportunity to consider improvements to the surrounding streetscape. These include:
- a) widening and resurfacing the footways in natural stone paving;
 - b) installing new raised tables to improve pedestrian crossing points;
 - c) installing a new zebra crossing;
 - d) providing a new 10 bay taxi rank on Market Street;
 - e) creating new loading areas;
 - f) a new cycle lane;
 - g) new street lighting;
 - h) resurfacing the carriageway; and
 - i) reducing street clutter.
- 3.3 Waverley Bridge, Market Street and Calton Road already accommodated a large number of vehicle movements including:
- a) Tour buses and service buses including the Airlink service;
 - b) Taxi rank (Five spaces);
 - c) Motorcycle parking;
 - d) Pay and display parking;
 - e) Space for loading and unloading to various adjacent businesses; and
 - f) Vehicles moving North and South through the city centre.
- 3.4 In order to accommodate the additional vehicles previously managed within Waverley Station, space has had to be found to accommodate:
- a) Additional taxis;
 - b) Pick up and Drop off points; and
 - c) Disabled access close to the station entrances.
- 3.5 Discussions between the City of Edinburgh Council and Network Rail initially agreed that all vehicles excluding taxis would be removed from the station and this was implemented in January 2014.
- 3.6 The City of Edinburgh Council issued formal consultation letters on 16 April 2014 outlining streetscape proposals to local businesses, statutory bodies, Lothian Buses, taxi firms, Scottish Accessible Transport Alliance (SATA), Ecas (the Edinburgh based charity that provides practical help to physically disabled people), Mobility and Access Committee for Scotland (MACS), Royal National Institute of Blind People (RNIB), Spokes, Transform Scotland and Living Streets asking for feedback.

- 3.7 On 14 May 2014, construction work began on the streetscape improvements on the Market Street phase of the project.
- 3.8 Following an incident on the South access ramp into Waverley Station, Network Rail removed all vehicles including taxis from within the station. A temporary taxi rank was created outside number thirty nine Market Street in order to accommodate the taxis displaced from the station. The temporary taxi rank was then moved to another temporary position under North Bridge to accommodate the construction work.
- 3.9 The statutory consultation process for the Traffic Regulation Order began on 13 June 2014. Three people raised objections to the Traffic Regulation Order. See summary of objections and responses in Appendix 3.
- a) Five comments relate to the consultation process and the information provided within the consultation letter.
 - b) Three comments relate to the taxi rank and the taxi queue restricting access to premises on Market Street.
 - c) Four comments relate to poor driver behaviour by taxis.
 - d) One comment suggests an alternative location for the taxi rank.
 - e) One comment asks for additional controlled crossing facilities.
 - f) One comment asks for additional parking restrictions to be added.
 - g) One comment asks for the cycle lane to be extended.
 - h) One comment asks for better enforcement of the existing parking restrictions.
- 3.10 A number of alternative locations for taxi ranks have been considered but have been ruled out following consultation with councillors, disability groups, Network Rail and the Taxi Working Group.
- 3.11 Market Street is very limited in terms of road space and this limits the options available to accommodate all the vehicles that have been displaced from Waverley Station whilst maintaining adequate servicing opportunities for local businesses. The proposal set out in TRO/13/06 is the preferred option which aims to provide the best balance of use for the majority of road users.
- 3.12 The proposal set out in TRO/13/06 also provides the optimum road layout to accommodate a future taxi rank outside the Electric Circus venue, providing benefits for the travelling public, assisting in evening crowd dispersal outside the venue and controlling the behaviour of the taxi trade.

Measures of success

- 4.1 Improved access for all users around Waverley Bridge, Market Street and into Waverley Station.

Financial impact

- 5.1 The costs associated in making the Traffic Order, installing the new signage and line markings will be met by the Capital budget for Waverley Bridge and Market Street. A budget of £1,487,361 has been allocated to this project.
- 5.2 It is anticipated that the removal of 13 parking bays will lead to a loss of parking income of approximately £93,000 per year.

Risk, policy, compliance and governance impact

- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

Equalities impact

- 7.1 The access arrangements introduced by Network Rail could impact negatively on disabled people, families with young children, the elderly and passengers carrying heavy luggage.
- 7.2 The City of Edinburgh Council has no authority over access into Waverley Station. The works currently being carried out by the City of Edinburgh Council are aimed at mitigating any negative impact. Improvements to the streetscape and the removal of obstructions allows increased access to people with mobility issues and free access to public space without fear of antisocial behaviour or crime. New crossing points will be introduced with greater pedestrian priority and give improved access to DDA compliant routes into Waverley Station. This will advance equality of opportunity for people with mobility issues or caring responsibilities and have a positive impact on groups who may be more vulnerable to crime, or the fear of crime.

Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

Consultation and engagement

- 9.1 Initial consultation was started on 16 April 2014 for a period of 14 days (see Appendix 2).

- 9.2 The Traffic Regulation Order was the subject of a statutory procedure which involved consultations with bodies representing persons likely to be affected and was advertised in The Scotsman newspaper and by notices on-street. (See Appendix 3.)
- 9.3 In addition, the following organisations were contacted and invited to submit their views:
- a) Local elected members
 - b) Network Rail;
 - c) Lothian Buses;
 - d) Mobility and Access Committee for Scotland;
 - e) Royal National Institute of Blind People;
 - f) Ecas;
 - g) Living Streets;
 - h) Transform Scotland; and
 - i) Taxi Trade via the Taxi Working Group.
- 9.4 Local elected members were consulted. No comments were received.

Background reading/external references

None.

John Bury

Acting Director Services for Communities

Contact: Chris McGarvey, Professional Officer

E-mail: chris.mcgarvey@edinburgh.gov.uk | Tel: 0131 529 3535

Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
Council outcomes	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.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Summary of objections and responses Appendix 2 – Consultation letter Appendix 3 – Traffic Regulation advert Appendix 4 – Previous Committee report

Summary of Objection	Response	Ref.
Lack of consultation prior to the 16 th of April 2014 Consultation letter being sent out.	This was down to circumstances out with the Councils control; discussions with Network Rail were ongoing about what provision would be available within Waverley Station. Following an incident on the South Ramp, Network Rail closed all vehicle access into the station. This meant that plans had to be accelerated to accommodate the additional vehicles on the road network.	Chester/Electric Circus
TRO Proposals differ to those provided in the January 2013 T&E Committee report.	The original Committee report (January 2013) was seeking permission to start the Traffic Regulation Order process. Since then the proposed layout has been amended on a number of occasions mainly due to circumstances out with the Councils control. The original report showed that taxis would still be permitted within Waverley Station, but because Network Rail changed the access to ban all vehicles the design had to be amended.	Chester/Electric Circus
No CEC response to Mr Chester's letter following the Consultation letter being sent on the 14 th of April.	<p>No letter was received with Mr Chester's comments to the consultation letter. The first email we received was on the 22/04/15 which followed on from a phone call to Mr Chester to explain the proposals the previous week.</p> <p>Mr Chester followed up with an email on the 18/06/14, which was replied to on the 24/06/14 and a meeting was held with Mr Chester to go over his concerns.</p>	Chester/Electric Circus
Advertised TRO does not refer to promotion of taxi rank.	Taxi ranks are promoted via the Civic Government (Scotland) Act 1982 and this is done separately, following the successful promotion of the TRO process. On the plan provided as part of the TRO consultation process, it showed that a taxi rank was planned on Market Street. This was shown to ensure a transparent process – ie. communicate to the public our future intentions.	Chester/Electric Circus
Statement of Reasons on TRO are not consistent with information provided as part of the Consultation.	Comments from the January 2013 committee report were mistakenly added to the Statement of Reasons. It refers to solutions that are not governed by a Traffic Regulation Order, specifically: "A controlled taxi stacking area will be created on Market Street (opposite No.6) which will be used to hold taxis with station permits." The drawings provided clearly show the correct location of the proposed taxi rank. The public will be given an opportunity to submit comments to the advertisement of the proposed Taxi Rank during a consultation process for this at a future date.	Chester/Electric Circus
Conflict on the public footway between queues for taxis and queues for Electric Circus.	Signage to direct queues waiting for a taxi would be installed to avoid conflicting with the queue entering Electric Circus. In addition, a short section of extended footway is to be constructed (as shown on the TRO consultation drawing) which will provide Taxi customers with an area to wait at off the main footway. This potential conflict will only be an issue when the Electric Circus venue is in operation – ie. after 1700hrs	Chester/Electric Circus
Concern about proposed taxi rank blocking emergency evacuation route from premises.	There is not evidence to demonstrate how this would differ to the existing setup if cars were parked in the pay and display bays?? The provision of the extended footway width adjacent to this evacuation route may in fact provide a safer solution and assist the evacuation plan.	Chester/Electric Circus

Taxi doors would block temporary disabled access ramp into Electric Circus.	The start of the taxi rank would be far enough away to avoid this from happening. If this was the case the disruption would only last the length of time for someone to enter the taxi or enter the premises. This issue could be addressed with the drivers through the taxi working group.	Chester/Electric Circus
Concern about taxis blocking the proposed zebra crossing whilst waiting to access the taxi rank.	This is a traffic offence and is a city wide issue which is enforced by the Police. Any instances of this occurring would also be reported at the taxi working group.	Cook/Edinburgh Tattoo
Concern with poor driver behaviour, specifically U-turns at the narrowest part of the road.	This manoeuvre is not illegal and it would be down to the individual to decide if the manoeuvre is safe to be carried out at this location.	Cook/Edinburgh Tattoo
Concern with taxis running engines constantly/pollution in dense public area.	This is an offence and any instances of this happening could be reported to the Environmental Wardens??	Cook/Edinburgh Tattoo
Suggestion that the Taxi Rank is better located East of Waverley Station's Market Street access.	This is where the taxis are currently operating as a temporary measure, however this taxi rank has now encroached onto the proposed loading bay/pick up/drop off bay on the south side of Market Street and onto Jeffrey Street. This is causing difficulties for people trying to drop off or make deliveries to businesses on the street. The majority of taxi customers approach this temporary rank from Waverley Station (Market Street) access and approach the rear of the taxi rank, leading to confusion and occasionally obstruction to the footway. Taxi drivers also feel unsafe at being approached from the rear by potential passengers.	Cook/Edinburgh Tattoo
Extend cycle lane to start at the junction of Cockburn Street.	This cycle lane has now been installed and did not require a TRO for its implementation. The extent of the cycle lane was considered as part of the our Cycle Team's original design brief and will be subject to a future review .	Scotland/Spokes
No U-turn restriction to be added to TRO if roundabouts are proposed at both ends of Market Street.	A roundabout at the junction of Jeffrey Street is no longer proposed due to feedback from the Road Safety Audit.	Scotland/Spokes
Request that double yellow lines are continued on North Side of Market Street at Junction of Jeffrey Street.	The existing parking restrictions will continue, these were not shown on the TRO drawing.	Scotland/Spokes
Removal of pedestrian crossing on Waverley Bridge.	Following comments received during the consultation process a zebra crossing will replace the existing controlled crossing.	Scotland/Spokes
Lack of enforcement of existing parking restrictions on Waverley Bridge.	This was raised as an issue from the start of the project and a number of previous solutions have not worked. As part of the plans on Waverley Bridge the footway width has been increased which will reduce the carriageway width and in turn remove the opportunity for vehicles to park on the double yellow lines.	Scotland/Spokes

16th April 2014

**FOOTWAY & CARRIAGEWAY IMPROVEMENTS &
PROPOSED TRAFFIC REGULATION ORDER
WAVERLEY BRIDGE, MARKET STREET, EAST MARKET STREET.**

Due to the recent changes to vehicular access into Waverley Station made by Network Rail, it is necessary for the City of Edinburgh Council to make major changes to the road layout in order to accommodate the increase in pedestrian and traffic movements on Waverley Bridge and Market Street.

The Council has been working with Network Rail and other stakeholders to improve pedestrian access on Waverley Bridge, Market Street and at the entrances into Waverley Station.

This has also provided the opportunity to improve the appearance of the streets.

The proposed design includes: widening and resurfacing the footways in natural stone paving, installing new raised tables to improve pedestrian crossing points, installing a new zebra crossing, providing a new 10 bay taxi rank on Market Street, creating new loading areas, a new cycle lane, new street lighting, resurfacing the carriageway and reducing street clutter.

Please see attached drawings for further information on the proposals.

For more information on the new access arrangements for Waverley Station implemented by Network Rail, please see the attached note or alternatively, contact Network Rail direct on 0845 711 4141.

These improvement works have been carefully planned to minimise disruption to businesses and associated tourism, with programming purposely avoiding the summer festival period.

The project is due to be carried out in two phases:

- Phase 1 Market Street - May to July
- Phase 2 Waverley Bridge - September to December

Chris McGarvey, Professional Officer, City Centre and Leith

Services for Communities, 1 Cockburn Street, Edinburgh EH1 1BJ

Tel 0131 529 3535 Fax 0131 529 7075 chris.mcgarvey@edinburgh.gov.uk

Access for pedestrians and deliveries will be maintained at all times and all shops and businesses will be open for business as usual.

Further detailed information will be provided on the traffic management arrangements once a contractor has been appointed.

We will continue to work with the local residents and businesses throughout the course of the project so that we can minimise disruption and inconvenience to all those affected by the works.

I welcome any comments you may have to offer. Please send feedback within 14 days of the above date.

Should you wish to discuss any aspect of the work, or require any further information or assistance, please do not hesitate to contact me on 0131 529 3535 or at chris.mcgarvey@edinburgh.gov.uk.

Yours sincerely

A handwritten signature in black ink that reads "C. McGarvey". The signature is written in a cursive style with a large, sweeping underline.

Chris McGarvey
Professional Officer
City Centre and Leith

Chris McGarvey, Professional Officer, City Centre and Leith

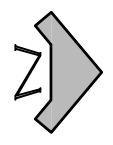
Services for Communities, 1 Cockburn Street, Edinburgh EH1 1BJ

Tel 0131 529 3535 Fax 0131 529 7075 chris.mcgarvey@edinburgh.gov.uk





This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller. Unauthorised reproduction is prohibited. Crown copyright and may be reproduced in whole or in part under the provisions of the Copyright, Designs and Patents Act 1988.



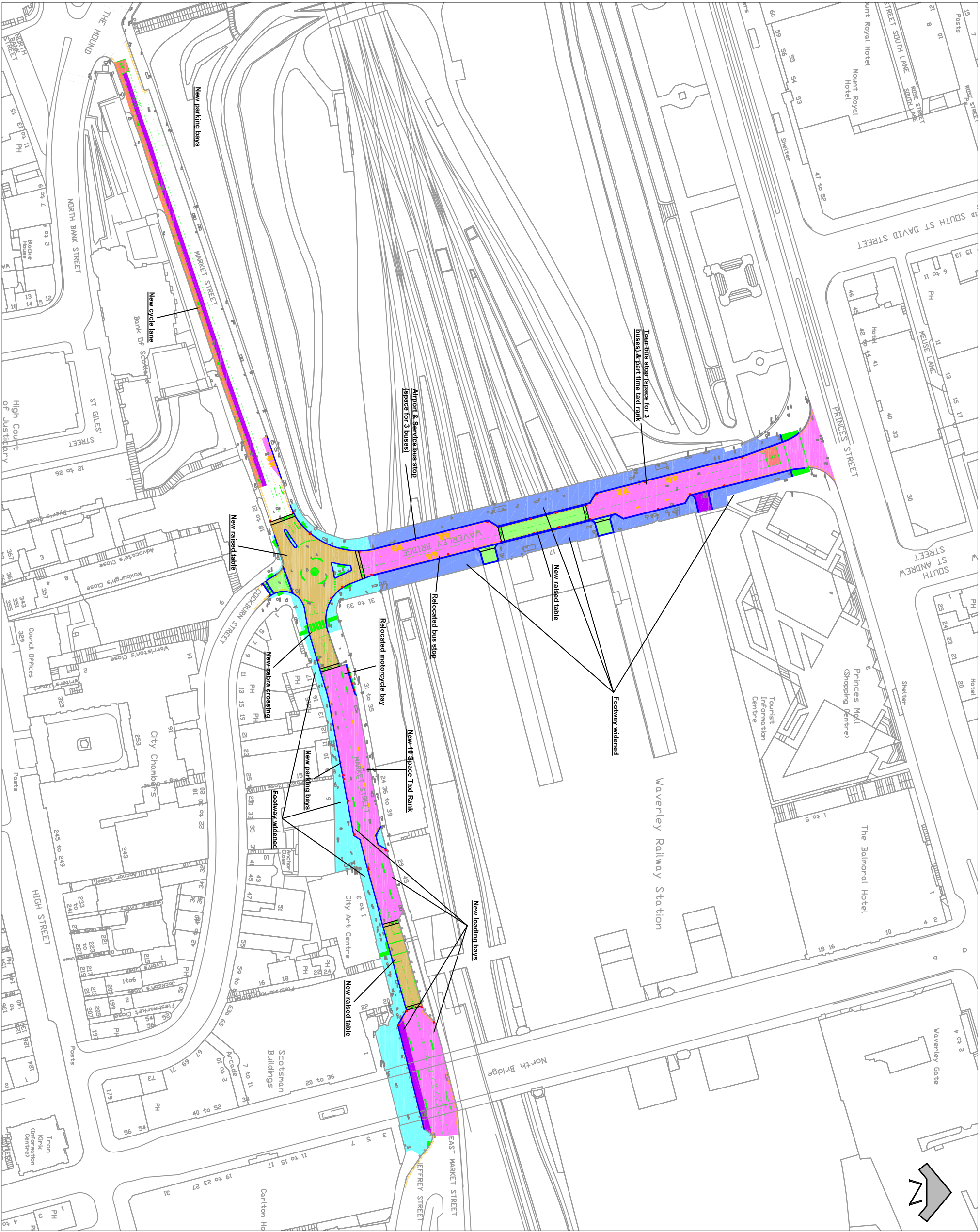
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
1 Cockburn Street
Edinburgh EH1 1BJ
Tel. No. 0131-200 2000

CCL Neighbourhood
Enforcement - ROADS

WAVERLEY BRIDGE PROJECT
EXISTING LAYOUT
WAVERLEY BRIDGE & MARKET STREET

Date: March 2014
Scale: 1:1250
Job No.
Drawn by: C. Mackenzie
Checked by: C. Mackenzie
DRG. NO. CCL/11/WB1



NOTES:

Road Markings as per the Traffic Signs Regulations & General Directions 2002 and all amendments to 2011, No.3041

LEGEND:

- Existing layout
- New kerb line
- New carterage gully location
- Scourmoo sandstone flag parking 70mm thick on 30mm thick bedding and 200mm thick DBM50 base
- Callness stone flag parking 70mm thick on 30mm thick bedding and 200mm thick DBM50 base
- HRA surface course 40mm thick
- HRA surface course 40mm thick with red chippings
- HRA surface course 40mm thick and DBM50 under course 60mm thick
- HRA surface course 40mm thick and DBM50 under course regulating for raised table
- Natural stone set paving (square cut on Market Street, rectangular on other streets) on 35mm thick bedding and 200mm thick DBM50 base for raised table
- Granite tactile paving on sand bed and DBM50 base
- Relocated motorcycle guardrail from Waverley Bridge
- New / renewed white markings
- New / renewed yellow markings

This plan is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Copyright and any other rights reserved. 100028423 (0/13)

REVISION	DETAILS	BY	DATE	CHECKED

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

WAVERLEY BRIDGE PROJECT
PROPOSED LAYOUT
WAVERLEY BRIDGE & MARKET STREET

Date: 3 April 2014 Job No. Drawn By: MRW Checked By: CMCG
DRG. NO. CCL/11WB2

Edinburgh City Council
City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

WAVERLEY STATION

CHANGES TO ACCESS ARRANGEMENTS

FOR PUBLIC USE:

Summary:

From Monday 13, January 2014, Network Rail will begin enforcing restrictions on vehicles entering Waverley Station.

No private vehicles will be permitted access. Only taxis with security clearance and an electronic permit will be able to proceed beyond the security measures which will be active from this date.

A number of dedicated disabled travel service vehicles will also be granted access.

Why is this being implemented?:

The station has seen the number of vehicles using the south ramp access road increase steadily in recent years, resulting in regular congestion within the station and an increasing level of risk to passengers crossing from the concourse to Platform 11.

The changes which are now being implemented will help reduce congestion, reduce the risk to passengers circulating on the south side of the station and improve air quality for all station users and staff.

The changes will also increase capacity for the forecast growth of the station and enable the station to comply with security guidance provided by the DFT.

What are the new arrangements for private vehicle drop-offs?

Drop-offs for private vehicles will be moved to Market Street, with a smaller drop-off facility created at Calton Road. Free short term parking for up to 30 minutes is also available in New Street car park to the south of the station.

Why is this being done now?

Waverley Station is the last major station to allow vehicles access to the concourse. The reason that is the case is because we recognise that Waverley is situated in a location which makes access challenging.

Waverley now has three entrances to the station which are fully accessible. Lifts permit step free access to and from Princes Street, Market Street and, from early January, Calton Road.

As well as creating a more secure station, these measures will have a multitude of benefits, including a safer interface between passengers and vehicles, improved air quality and improved station capacity.

What measures are you taking to ensure that passengers with restricted movement / heavy luggage / young children are not adversely impacted by these changes?

We understand that removing private vehicles from the station will do away with a convenience that people have become used to, however; it is our job to balance convenience with the safety and best interests of all of our station users.

As well as creating fully accessible entrances from Princes Street, Market Street and Calton Road we will implement several measures which will help to ease the transition to the new pick up and drop off arrangements:

- **Taxi pick-up and drop-offs remain in place:**
Taxis with the requisite permits will still be able to pick-up and drop off at the designated area within the station. These will be reduced in number, however, passengers can also use taxi ranks outside the station.
- **New Street Car Park:**
New Street car park is within the confines of the station boundary to the south of the station. New Street car park is equipped with disabled parking bays close to the new lift providing step free access to the station's Market Street entrance.

Free 30 minute parking is also available for passengers requiring drop-off or pick up using a private vehicle. This will allow adequate time to reach any part of the station and return to the car.
- **Dedicated mobility access vehicles:**
We are committed to retaining access for organisations which provide transport to people with disabilities. Organisations and drivers which provide this service will have to be registered with the station in order for us to permit secure access.
- **Blind passengers:**
We are working with RNIB and Guide Dogs to improve the station's provision for blind passengers. We have discussed a number of measures which will improve communication and accessibility and will implement those deemed to be most beneficial and efficient.
- **Passenger assistance location:**
We would encourage any passengers requiring assistance from station staff to use the newly created Calton Road drop-off point. This drop off will be equipped with a phone manned by staff who can offer help to passengers looking to access the station.

The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No _) Order 201_ - TRO/13/06

The Council proposes to make an Order under the Road Traffic Regulation Act 1984 as amended to alter the waiting restrictions and/or loading prohibitions on Cockburn St, Jeffrey St, Market St and Waverley Br. Additional parking places and loading bays will be introduced on Market St and the motorcycle parking place on Waverley Br will be relocated to Market St too.

Details of the draft Order and related documents can be viewed 9:30am to 3.30pm, Mon-Fri, from 13/6/14 to 4/7/14 at City Chambers Reception or online at

www.edinburgh.gov.uk/trafficorders and www.tellmesotland.gov.uk.

Objectors must state their reasons in writing, with reference TRO/13/06 to Traffic Orders, Services for Communities, City Chambers, High St, Edinburgh, EH1 1YJ, not later than 4/7/14.

STATEMENT OF REASONS

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING, AND PARKING PLACES) (VARIATION NO _) ORDER 201_ - TRO/13/06

The Department for Transport (DfT) has been working with Network Rail to mitigate the risk of any vehicle borne terrorist attack against crowded railway station concourses.

Following discussions between Network Rail and the City of Edinburgh Council (CEC) the proposed solution is to allow access into Waverley Station for taxis and specialised disabled organisation vehicles via a controlled entry system.

Works on Waverley Bridge and Market Street are being proposed to provide replacement facilities for those previously provided within Waverley Station, mainly taxi and passenger drop-off points. This is a direct consequence of Network Rail and the DfT's proposal to manage vehicular access to Waverley Station.

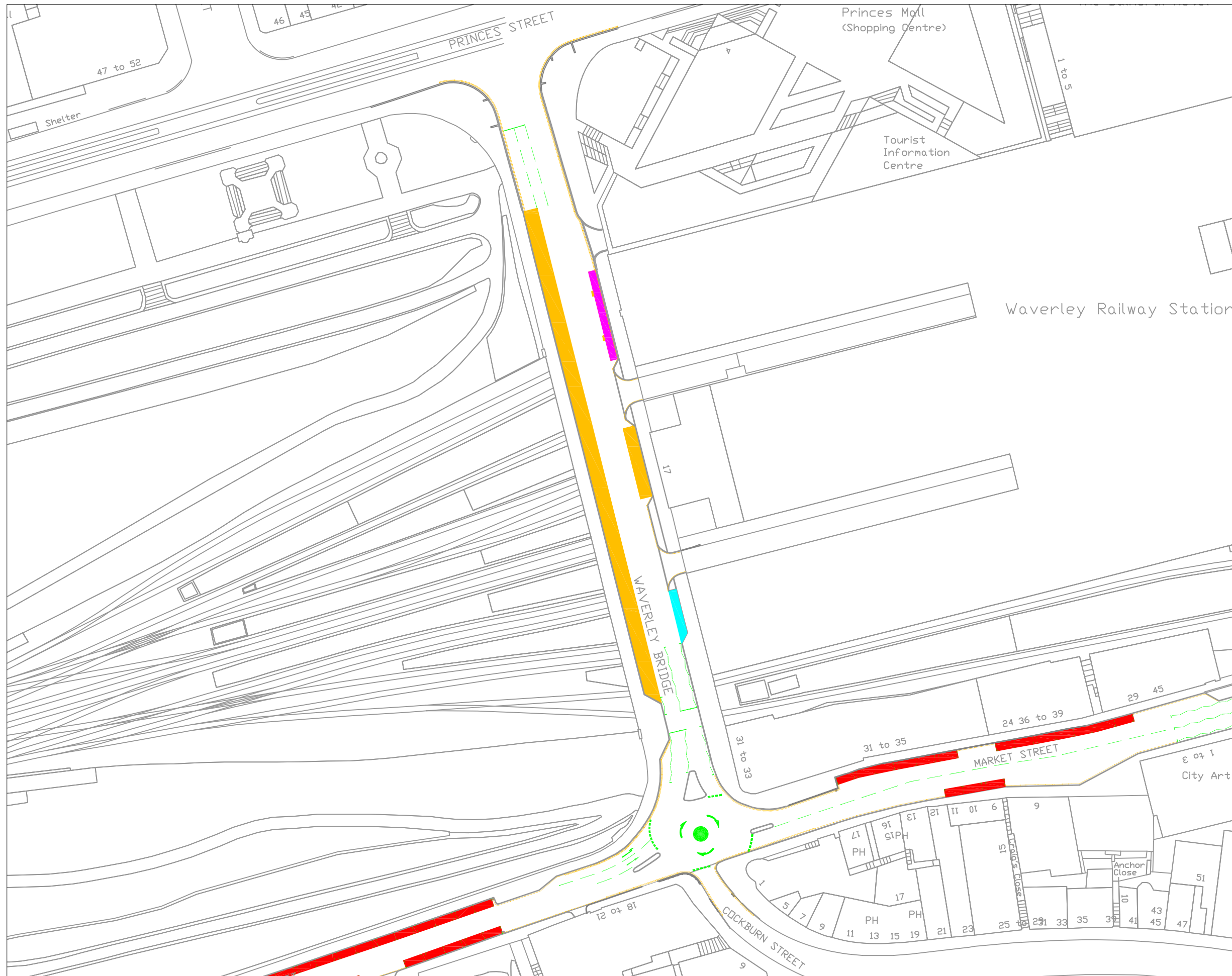
CEC and Network Rail have continued to discuss the proposals listed above in detail; however the biggest challenge remains developing a workable solution which allows controlled taxi access to the station.

To avoid the potential of vehicles stacking onto Waverley Bridge, loading/unloading bays will be available on Market Street which will be accommodated by amending the existing Traffic Regulation Order to:-









- Amend waiting restrictions and/or loading prohibitions on Cockburn Street, Jeffrey Street, Market Street and Waverley Bridge.
- Relocate the motorcycle parking place on Waverley Bridge to Market Street.
- Introduce additional parking places and loading bays in Market Street.

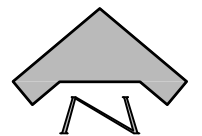
However, the following solutions (which are not governed by a Traffic Regulation Order) shall also be introduced:-

- A controlled taxi stacking area will be created on Market Street (opposite No 6), which will be used to hold taxis with station permits until space is available within Waverley Station. Further investigation will be required into how this will be achieved;
- 30 minute free drop off/pick up facility will be available within Waverley Car Park;
- Specialised disabled organisation vehicles will be able to drop off via the South Ramp;
- Further consultation will be held with the various disabled groups, Network Rail and all affected businesses;
- The existing taxi rank on Waverley Bridge will remain in its current location and an additional nine taxi spaces will be available after 8pm at the Edinburgh Tour bus stop on the west side.



NOTES:

-  Existing road layout
-  Bus Stop Clearway
-  "Pay & Display" Parking Bay on Mondays to Saturdays from 8.30am to 6.30pm, maximum stay 3 hours
-  Motor Cycles Only Parking Bay
-  Taxis Only Bay
-  Waiting Prohibited
-  Waiting Prohibited on Mondays to Fridays from 7.30am to 6.30pm and on Saturdays from 8.00am to 6.30pm.
-  White Road Markings



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2014)

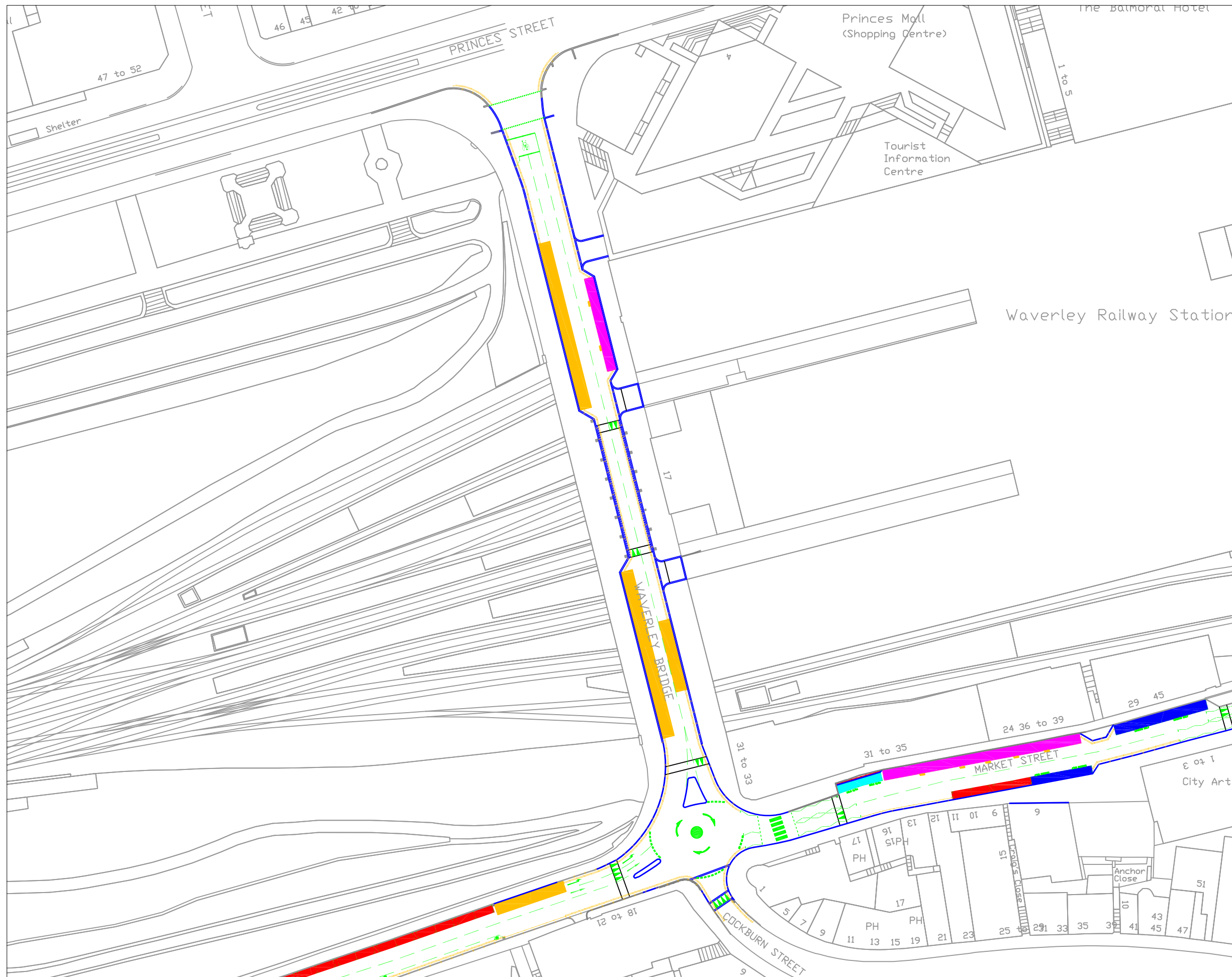
REV	DETAILS	BY	DATE	CHECK

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL












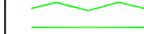
SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design
---	---

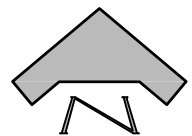
**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO EXISTING LAYOUT
WAVERLEY BRIDGE**

Date: 29 May 2014	Job No. 636213	Drawn by: MRW
Scale: 1:1000		Checked by: JR



NOTES:

-  Existing road layout
-  New kerb layout
-  Bus Stop Clearway
-  "Pay & Display" Parking Bay on Mondays to Saturdays from 8.30am to 6.30pm, maximum stay 3 hours
-  Loading Only Bay
-  Loading Only Bay from 7.30am to 8.00pm
-  Motor Cycles Only Parking Bay
-  Taxis Only Bay
-  Waiting Prohibited. Loading and Unloading Prohibited
-  Waiting Prohibited on Mondays to Fridays from 7.30am to 6.30pm and on Saturdays from 8.00am to 6.30pm.
-  Loading and Unloading Prohibited on Mondays to Fridays from 7.30am to 9.30am and from 4.00pm to 6.30pm
-  White Road Markings



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2014)

REV	DETAILS	BY	DATE	CHECK

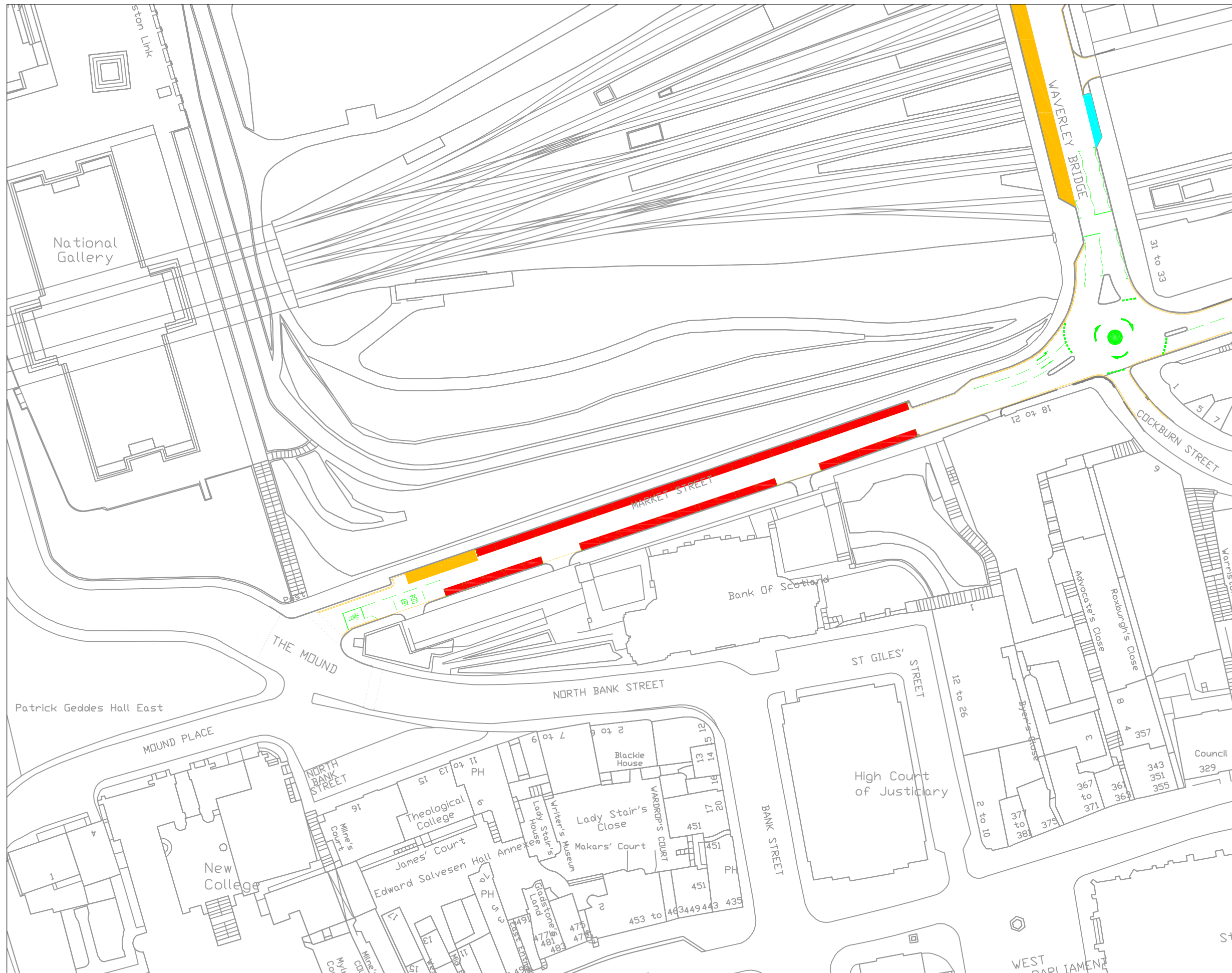
• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL









SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Waverley Court, 4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

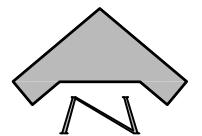
TRANSPORT
TRAFFIC & ENGINEERING
NEW WORKS
Roads & Transport Design

**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO PROPOSED LAYOUT
WAVERLEY BRIDGE**

Date: 29 May 2014 Job No. 636213 Drawn by: MRW
Scale: 1:1000 Checked by: JR



- NOTES:
-  Existing road layout
 -  Bus Stop Clearway
 -  "Pay & Display" Parking Bay on Mondays to Saturdays from 8.30am to 6.30pm, maximum stay 3 hours
 -  Motor Cycles Only Parking Bay
 -  Taxis Only Bay
 -  Waiting Prohibited
 -  Waiting Prohibited on Mondays to Fridays from 7.30am to 6.30pm and on Saturdays from 8.00am to 6.30pm.
 -  White Road Markings



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2014)

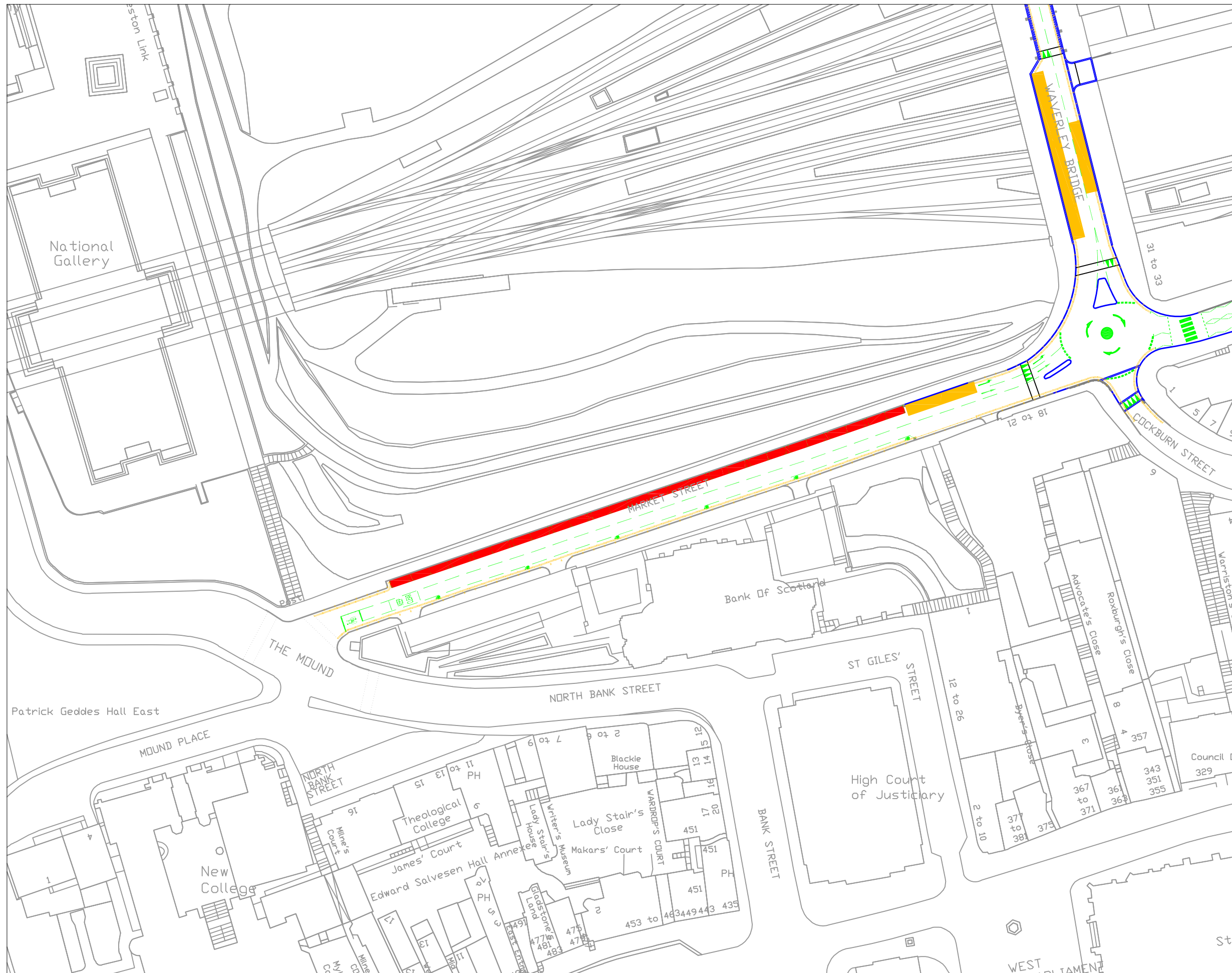
REV	DETAILS	BY	DATE	CHECK

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL





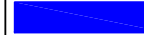






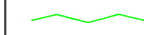


SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design
---	---

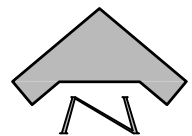
**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO EXISTING LAYOUT
MARKET STREET, FROM
THE MOUND TO COCKBURN STREET**

Date: 29 May 2014	Job No. 636213	Drawn by: MRW
Scale: 1:1000		Checked by: JR



NOTES:

-  Existing road layout
-  New kerb layout
-  Bus Stop Clearway
-  "Pay & Display" Parking Bay on Mondays to Saturdays from 8.30am to 6.30pm, maximum stay 3 hours
-  Loading Only Bay
-  Loading Only Bay from 7.30am to 8.00pm
-  Motor Cycles Only Parking Bay
-  Taxis Only Bay
-  Waiting Prohibited. Loading and Unloading Prohibited
-  Waiting Prohibited on Mondays to Fridays from 7.30am to 6.30pm and on Saturdays from 8.00am to 6.30pm.
-  Loading and Unloading Prohibited on Mondays to Fridays from 7.30am to 9.30am and from 4.00pm to 6.30pm
-  White Road Markings
-  White Road Markings
-  White Road Markings



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2014)

REV	DETAILS	BY	DATE	CHECK

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

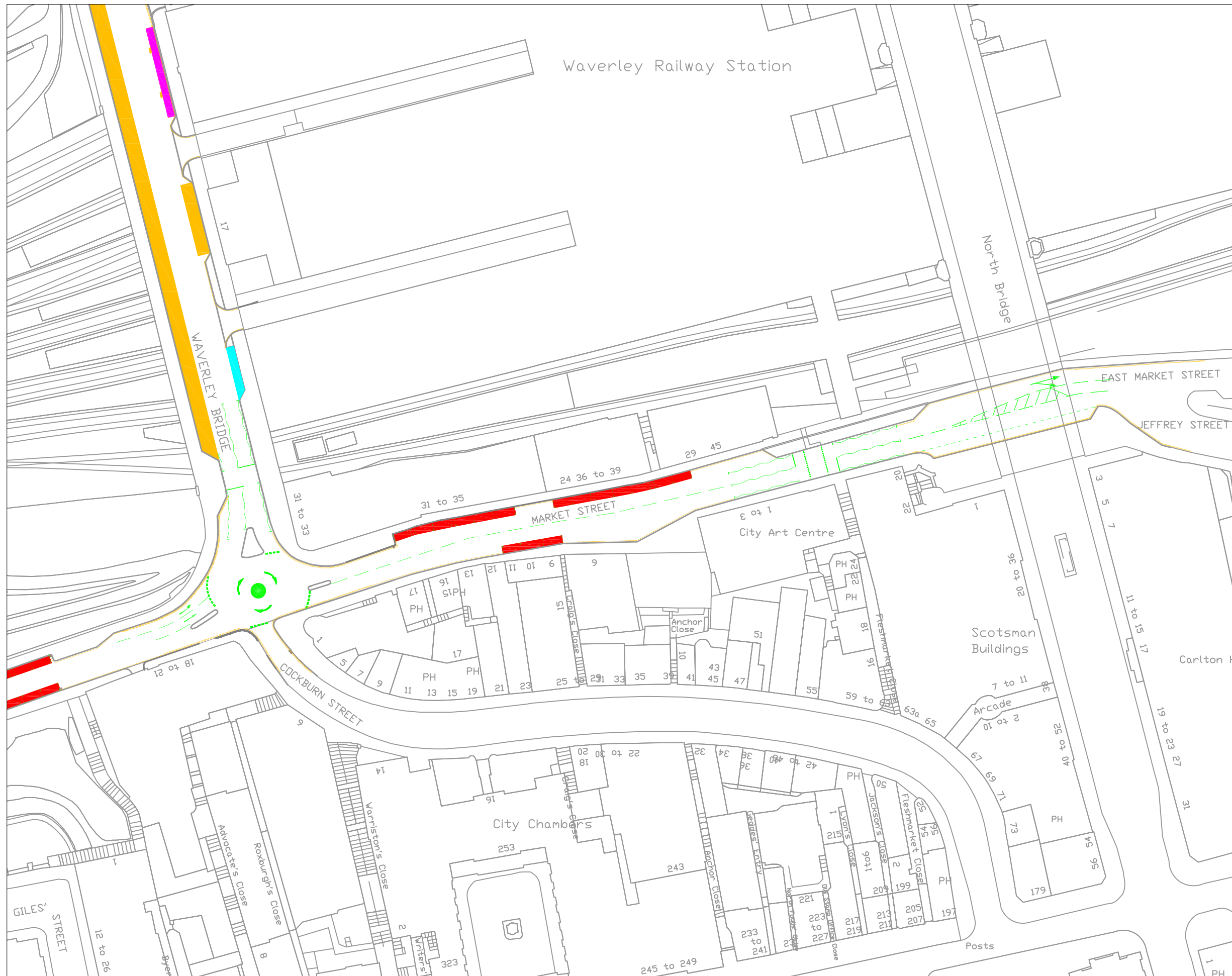
SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Waverley Court, 4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

TRANSPORT
TRAFFIC & ENGINEERING

NEW WORKS
Roads & Transport Design

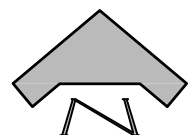
**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO PROPOSED LAYOUT
MARKET STREET, FROM
THE MOUND TO COCKBURN STREET**

Date: 29 May 2014 Job No: 636213 Drawn by: MRW
Scale: 1:1000 Checked by: JR



NOTES:

-  Existing road layout
-  Bus Stop Clearway
-  "Pay & Display" Parking Bay on Mondays to Saturdays from 8.30am to 6.30pm, maximum stay 3 hours
-  Motor Cycles Only Parking Bay
-  Taxis Only Bay
-  Waiting Prohibited
-  Waiting Prohibited on Mondays to Fridays from 7.30am to 6.30pm and on Saturdays from 8.00am to 6.30pm.
-  White Road Markings



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2014)

REV	DETAILS	BY	DATE	CHECK

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

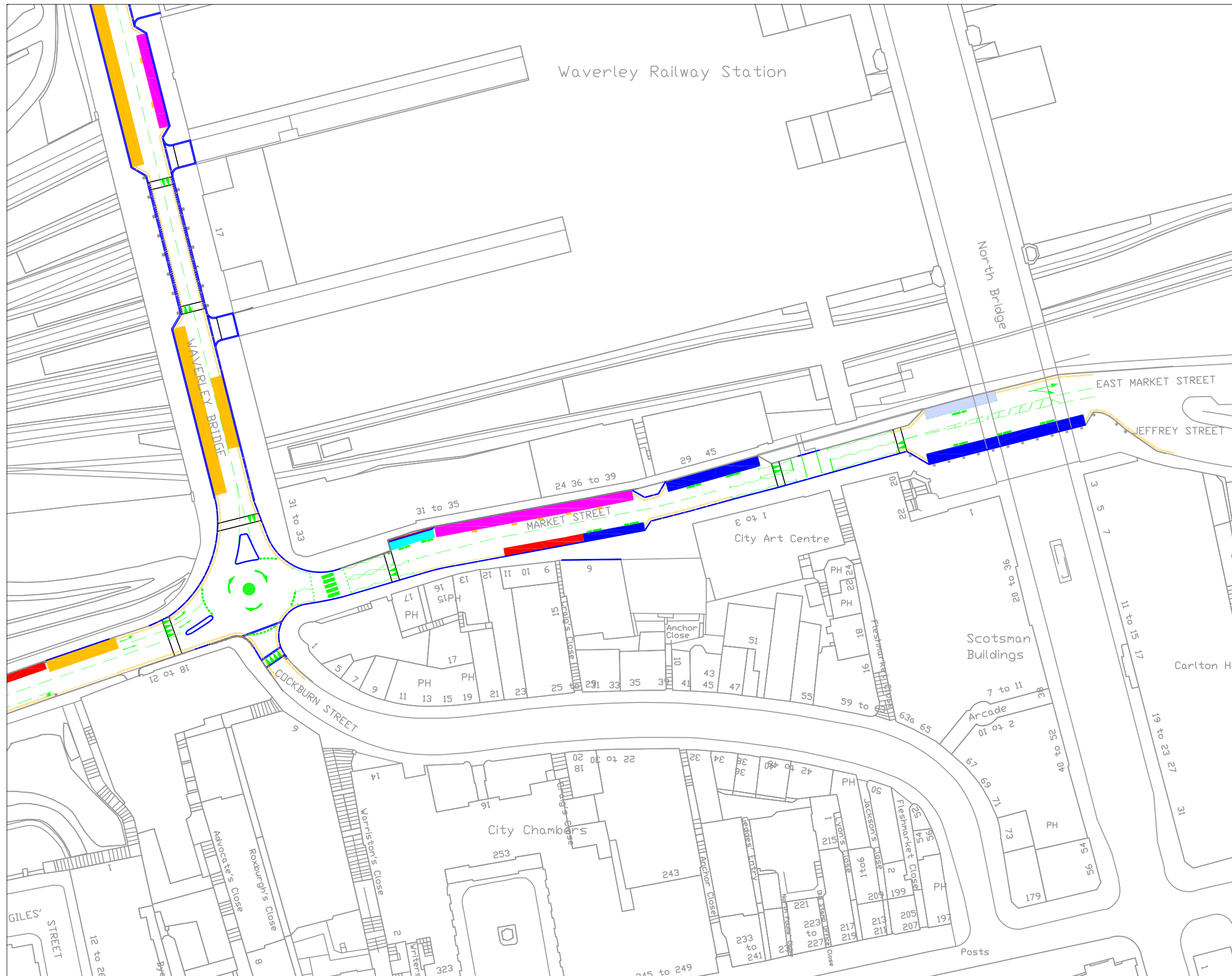
SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Waverley Court, 4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

TRANSPORT
TRAFFIC & ENGINEERING













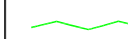

NEW WORKS
Roads & Transport Design

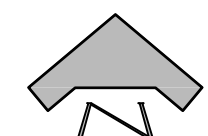
**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO EXISTING LAYOUT
MARKET STREET, FROM
COCKBURN STREET TO JEFFREY STREET**

Date: 29 May 2014 Job No. 636213 Drawn by: MRW
Scale: 1:1000 Checked by: JR



NOTES:

-  Existing road layout
-  New kerb layout
-  Bus Stop Clearway
-  "Pay & Display" Parking Bay on Mondays to Saturdays from 8.30am to 6.30pm, maximum stay 3 hours
-  Loading Only Bay
-  Loading Only Bay from 7.30am to 8.00pm
-  Motor Cycles Only Parking Bay
-  Taxis Only Bay
-  Waiting Prohibited, Loading and Unloading Prohibited
-  Waiting Prohibited on Mondays to Fridays from 7.30am to 6.30pm and on Saturdays from 8.00am to 6.30pm.
-  Loading and Unloading Prohibited on Mondays to Fridays from 7.30am to 9.30am and from 4.00pm to 6.30pm
-  White Road Markings
-  White Road Markings
-  White Road Markings



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
100023420 (2014)

REV	DETAILS	BY	DATE	CHECK

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Waverley Court, 4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

TRANSPORT
TRAFFIC & ENGINEERING
NEW WORKS
Roads & Transport Design

**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO PROPOSED LAYOUT
MARKET STREET, FROM
COCKBURN STREET TO JEFFREY STREET**

Date: 29 May 2014 Job No. 636213 Drawn by: MRW
Scale: 1:1000 Checked by: JR

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Access To Waverley Station

Item number	7.7
Report number	
Wards	11 – City Centre

Links

Coalition pledges	P44
Council outcomes	CO19
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Chris McGarvey, Professional Officer, City Centre & Leith Neighbourhood Roads Team

E-mail: chris.mcgarvey@edinburgh.gov.uk | Tel: 0131 529 7447

Executive summary

Access To Waverley Station

Summary

The Department for Transport (DfT) has been working with Network Rail to mitigate the risk of any vehicle borne terrorist attack against crowded railway station concourses.

Following discussions between Network Rail and the City of Edinburgh Council (CEC) the proposed solution is to allow access into Waverley Station for taxis and specialised disabled organisation vehicles via a controlled entry system.

Works on Waverley Bridge and Market Street are being proposed to provide replacement facilities for those previously provided within Waverley Station, mainly taxi and passenger drop-off points. This is a direct consequence of Network Rail and the DfT's proposal to manage vehicular access to Waverley Station.

Recommendations

It is recommended that the Transport and Environment Committee:

- agrees to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- agrees to commence the statutory procedures to make the necessary Redetermination Order.

Measures of success

Enhancements to Waverley Bridge and Market Street should result in a more attractive environment and better links to and from Waverley Station. The proposals will also improve facilities for cyclists and pedestrians.

Financial impact

Total costs to this project amount to an estimated £1.05M. The costs associated with the taxi rank provision and all measures required to accommodate associated vehicle movements are estimated at £541,000.

The footway, kerb alignment and general pedestrian improvement works costs are estimated at £414,000.

Carriageway resurfacing works on Market Street costs are estimated at £95,000.

Discussions are progressing with Network Rail on the apportionment of cost. Network rail has indicated that the Department for Transport may contribute towards the taxi rank provision and associated works. There is currently no budget provision for the carriageway resurfacing and footway and general pedestrian improvement works. The shortfall in funding will be considered as part of future budget setting processes.

Equalities impact

The new access arrangements proposed by Network Rail could impact negatively on disabled people, the elderly, families with young children and passengers carrying heavy luggage.

However, measures to mitigate negative impacts have already been introduced including:

- Entrances from Princes Street and Market Street into the station are fully DDA compliant. Lifts permit step free access to and from Princes Street while a rebuilt Market Street entrance offers similar facilities on the south side of the station.

Following discussions with Network Rail, additional proposals to improve access as part of the Waverley Station Improvement Project have been identified:

- New DDA compliant access at the Calton Road entrance.
- Disabled parking bays or pick up/drop off point from within the Network Rail's compound on Calton Road.
- New lifts and escalators will also be installed within Waverley Station improving access to and from Princes Street and Market Street.
- Specialised disabled organisation vehicles will be able to drop off via the South Ramp.
- 30 minute free drop off/pick up facility will be available within Waverley Car Park.

Sustainability impact

The proposals in this report should reduce carbon emissions by improving facilities for cyclists and pedestrians.

Consultation and engagement

The Traffic Regulation Order and the Redetermination Order will be the subject of a statutory procedure which will involve consultations with bodies representing persons likely to be affected. This will necessitate the advertising of the proposal in The Scotsman newspaper and by notices on-street.

Additional consultees:

- Network Rail
- ECAS
- Lothian Buses
- Department for Transport
- Transform Scotland
- Living Streets

Background reading/external references

The following drawing is available for reference:

- Drawing RTD-636213-02-03 showing the proposed road layout for Waverley Bridge and Market Street.

Access To Waverley Station

1. Background

- 1.1. In March 2009 a working group was set up with members from Network Rail, DfT, British Transport Police and CEC. The context was the protection of the station concourse from attack by a Vehicle Borne Improvised Explosive Device. The primary purpose of this meeting was to explore alternative locations for private and public vehicles both within and outside the station.
- 1.2. CEC has held discussions with Network Rail regarding its proposals and the mitigation measures required to be put in place in order to accommodate general traffic and taxi stacking on-street. These discussions are ongoing and detailed designs are currently being worked on by CEC.
- 1.3. Design work includes a number of mitigation measures as well as some general improvement works within the surrounding area and is summarised below:
 - Provision for taxi stacking on Market Street to allow controlled access into Waverley Station;
 - A new roundabout at the junction of East Market Street and Jeffrey Street to improve access to the new pick up/drop off bays;
 - Improvements to footways, kerb alignment and pedestrian crossings in order to enhance the pedestrian environment on Waverley Bridge; and
 - Improvements to footways, surfacing and drainage on Market Street.
- 1.4. A meeting was held on 10 August 2012 with Councillor Hinds, CEC and Network Rail; the following main points were agreed in principal:
 - Agreement to allow access for taxis and specialised disabled organisation vehicles via a controlled entry system;
 - Drop off for private vehicles to be located on Market Street in the designated bays and New Street car park, which will extend free access for up to 30 minutes; and

- Discussions to take place involving Network Rail, ECAS and other appropriate organisations on questions relating to access and signage and other associated issues.

2. Main report

- 2.1 CEC and Network Rail have continued to discuss the proposals listed above in detail; however the biggest challenge remains developing a workable solution which allows controlled taxi access to the station concourse.
- 2.2 The security barrier position at the top of the south ramp is fixed due to the potential blast radius; this leaves minimal space for taxis to stack on the south ramp, approximately five spaces.
- 2.3 Due to the high volume of taxis entering the station (approximately three vehicles per minute, during peak hours) and the barrier processing time required to avoid tailgating (approximately 80 seconds per vehicle) there is insufficient space to meet the demand for access without causing vehicles to stack onto Waverley Bridge.
- 2.4 To avoid the potential of vehicles stacking onto Waverley Bridge the following solutions are being proposed:
 - A controlled taxi stacking area will be created on Market Street (opposite No 6), which will be used to hold taxis with station permits until space is available within Waverley Station. Further investigation will be required into how this will be achieved;
 - 30 minute free drop off/pick up facility will be available within Waverley Car Park;
 - 84m of drop off/pick up bays will be available on Market Street;
 - Specialised disabled organisation vehicles will be able to drop off via the South Ramp;
 - Further consultation will be held with the various disabled groups, Network Rail and all affected businesses;
 - The existing taxi rank on Waverley Bridge will remain in its current location and an additional nine taxi spaces will be available after 8pm at the Edinburgh Tour bus stop on the west side;
 - A new cycle lane on Market Street will be installed in a westbound direction from the junction of Waverley Bridge to the junction of the Mound; and

- Relocate the existing pedestrian crossing on Waverley Bridge to outside Jimmy Chung's and install a new pedestrian crossing on Market Street opposite the Lothian Buses office.

2.5 A pedestrian and cycle audit will also be carried out and the results will be available by the end of February 2013. The audit will include:

- Review of passenger access by bus, taxi, foot, cycle and tram to/from Edinburgh Waverley station.
- Identify from the passenger's perspective, gaps in provision for inbound and outbound travel, taking account of projected future growth.
- Outline appropriate improvements that are **a)** essential and **b)** desirable over the following periods:
 - 2012-2015
 - 2015-2023
 - 2023-2035
- Review existing signing to, from and within the station and develop a signing strategy integrating with the recommendations on access/egress arrangements for different groups of users.
- Undertake a detailed audit of the plans to improve roads in the vicinity of Waverley station taking cognisance of all users' need; in particular pedestrians and cyclists.
- Identify order of magnitude costs of these improvements.

2.6 Network Rail are currently developing a Travel Plan for Waverley Station.

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee:

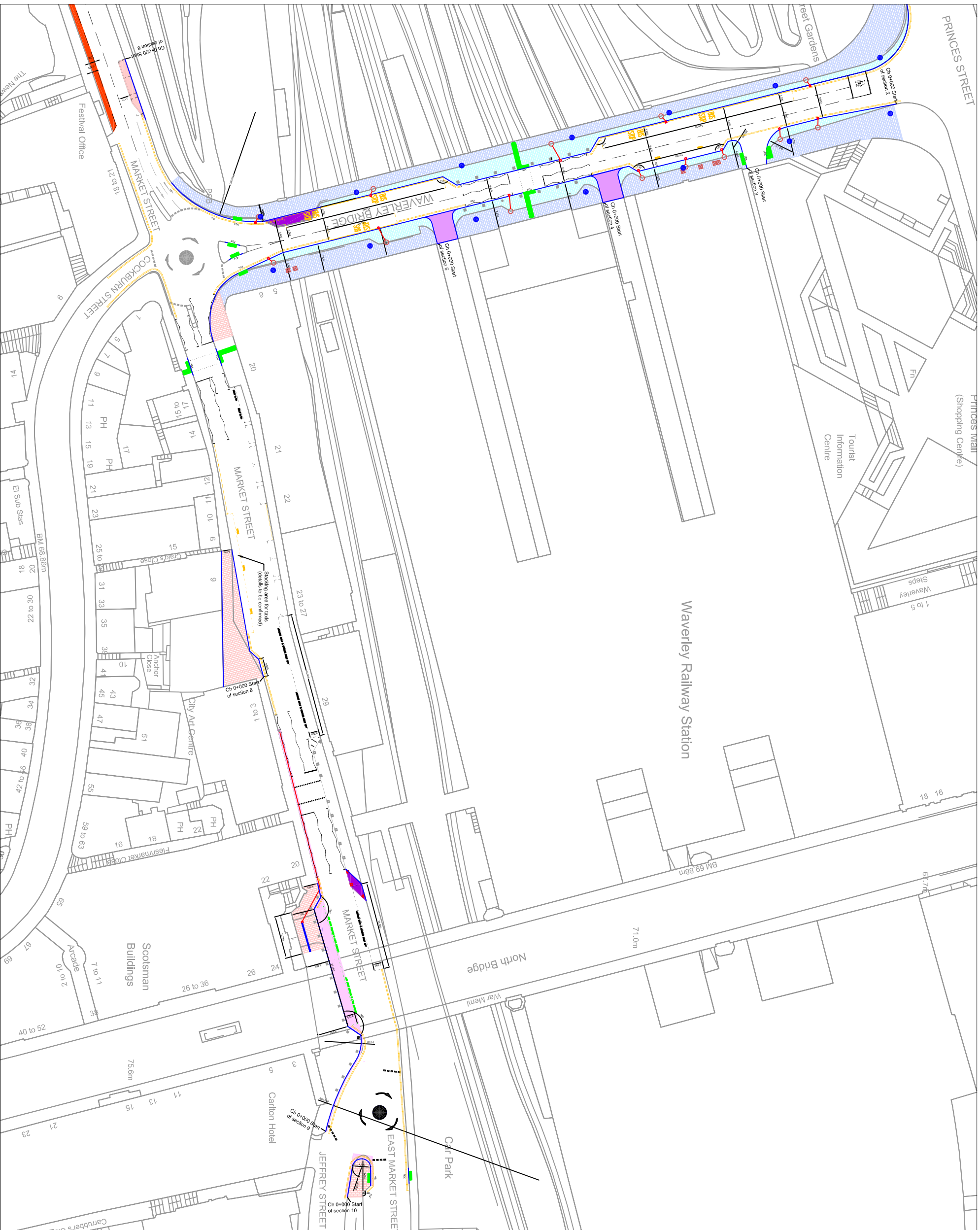
- agrees to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- agrees to commence the statutory procedures to make the necessary Redetermination Order.

Mark Turley

Director of Services for Communities

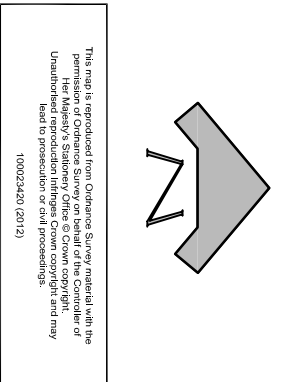
Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive.
Council outcomes	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.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Drawing RTD-636213-02-03



- NOTES:**
1. All changes are in meters.
 2. Changes are to be signed on site with the Services Manager prior to commencement of construction.
 3. The drawings are to be read in conjunction with 'Draw Order'.
 4. This drawing is to be read in conjunction with 'Draw Order'.
 5. The Contractor is required to record the position of all ironwork and rebar as required.

- Existing Layout
- Lift existing with kerb and relay to Std Drg 11604.
- Excavate Footpath to a depth of 150mm below new finished level. Retain with 150mm DBM and 40mm HFA surface course.
- Remove existing Footpath bulk out and substitute original kerbs. Excavate to a depth of 150mm below new finished level. Retain with 150mm DBM and 40mm HFA surface course.
- Remove slabs and excavate to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Scoutmoor flags to Std Drg 11506.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Scoutmoor flags to Std Drg 11506.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Calibness flags to Std Drg 11507.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 200mm DBM base, 50mm bedding & 150mm setts to Std Drg 11507.
- Install new precast concrete channel to match existing to Std Drg 11294.
- Remove existing gully.
- Install new gully.
- New drop kerb crossing to Std Drg 11313 with granite coloured tactile paving to Std Drg 11506/11507.
- FDK Install footway drop kerb.
- VDK Install vehicle drop kerb.
- Gully bollard to be installed as per Drg 02211 with 450mm offset from the kerb face.
- Remove existing footpath bulk out (and bollards as required). Retain to original carriageway level. Relocate existing with kerb to new position.
- New red clipped cycleway
- Existing phonebox location
- Proposed lighting column position



This plan is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction is prohibited. Ordnance Survey and any other copyright notices are shown as they appear on the original material. 100023420 (2012)

REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH

THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
 TRANSPORT
 The City of Edinburgh Council
 City Chambers, High Street
 Edinburgh EH1 1YJ
 Tel No 0131 200 2000

WAVERLEY BRIDGE AND
 MARKET STREET

FOOTPATH ALTERATIONS
 OPTION A

Date: 22 November 2012
 Scale: 1:1000 A1
 Job No.: 09273
 Drawn by: MW
 Checked by: DM