

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Review of Infrastructure at the West End of Princes Street and Tram Infrastructure in the City Centre and at Edinburgh Park

Item number	7.7
Report number	
Executive/routine	
Wards	All
Council Commitments	C16

Executive Summary

To update Committee on work undertaken to date and to present a scoping report for future work on a review of infrastructure at the west end of Princes Street and tram infrastructure in the city centre and at Edinburgh Park to enhance pedestrian and cyclist safety and convenience.

Review of Infrastructure at the West End of Princes Street and Tram Infrastructure in the City Centre and at Edinburgh Park

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the work undertaken to date on the improvements;
 - 1.1.2 approves the scoping report for future works; and
 - 1.1.3 discharges Items 1) and 3) of the Motion "Action to Improve Conditions for Vulnerable Road Users", approved by The City of Edinburgh Council on 29 June 2017.

2. Background

- 2.1 Following the fatal collision involving Zhi Min Soh at Shandwick Place on 31 May 2017 the Council undertook to carry out a road safety assessment of the area, considering all users and aspects of the junction and its approaches.
- 2.2 A working group has since been set up and has met to discuss possible options and develop short term interventions. As part of this, the working group also considered interventions that were being developed by a consultant, engaged previously by the Council, to look at areas of potential conflict between cyclists and tramlines throughout the city centre. SPOKES and Sustrans had previously been consulted during the development of these interventions.
- 2.3 It is now proposed to implement some of these interventions alongside those that have been identified since June.
- 2.4 On 29 June 2017, the Council approved a motion calling for a number of actions to be undertaken to improve conditions for vulnerable road users in the city centre and at various locations along the tram route. These actions included undertaking reviews of infrastructure at the junction at the west end of Princes Street and of tram infrastructure in the city centre and at South Gyle/Edinburgh Park to enhance pedestrian and cyclist safety and convenience. The motion also called for the design of any future tram line extension to reflect Council policies to prioritise pedestrian and cyclist safety and convenience.

3. Main report

3.1 The levels of consultation, design and approvals required for the interventions that have been identified by the working group vary, depending on their scope, nature and impact. It is therefore proposed to adopt a multi-phased approach to the implementation of enhancements along the on-street section of the tramline in the city centre, as follows:

3.1.1 Phase 1 – Expected completion date end of October 2017

- Red screeded surfacing and road markings to guide cyclists crossing the tram tracks at five city centre locations, including Shandwick Place.
- Red screeded Advanced Stop Line for cyclists in right turn lane on Shandwick Place.
- Red screeded surfacing to two sections of existing cycle lane at Haymarket Yards.
- Warning signs, aimed at both cyclists and drivers, at locations along the on-road section of the tramline in the city centre (subject to Scottish Ministers approval of non-prescribed signs).
- Media/communications campaign, aimed at both cyclists and drivers, to highlight the risks of cyclists losing control at tram tracks, encourage drivers to leave extra space and explain the meaning of the new signs, road markings and red surfacing.

3.1.2 Phase 2 – Expected completion date end of March 2018

- Improvements to Advanced Stop Lines for cyclists and associated traffic signals apparatus at six city centre locations.
- Changes to existing short length of cycle lane and associated alterations to traffic signals apparatus outside entrance to Haymarket Station.
- Replacement of cycle symbol road markings on Princes Street at Lothian Road and at South Charlotte Street with worded “CYCLE” marking (subject to Scottish Ministers approval of non-prescribed marking).
- Refresh of media/communications campaign.

3.1.3 Phase 3 – Expected completion date Autumn 2018

- Short length of new segregated cycle lane on Princes Street and red screeded surfacing and road markings to guide cyclists crossing the tram tracks at South St Andrew Street.
- New shared use footway/cycleway and crossing points at Cultins Road.
- Phase 3 timescale is dependent on successful promotion of redetermination orders.

3.1.4 Phase 4 – Expected completion date dependent on scope of change

- Substantive changes to road layout at Princes Street/Lothian Road/Shandwick Place/Queensferry Street/Hope Street junction to improve road safety for all users and introduce a new pedestrian crossing facility on Queensferry Street (outside Ryan's Bar), delivered as part of a review of public realm in the wider city centre.
- 3.2 Phase 1 and Phase 2 measures will be installed overnight during tram non-running hours. The more extensive, longer term interventions may impact on tram services during their construction.
- 3.3 The red screeded surfacing and road markings described above will be introduced at angles between 45 and 90 degrees and cyclists should ensure they cross the rail within this range.
- 3.4 The working group has identified the need for there to be regular refreshes of the media/communications campaign in the future, perhaps in co-operation with the city's major tertiary education institutes, and timed to coincide with the start of a new academic year when a fresh intake of students, unfamiliar with the city's infrastructure, arrives in Edinburgh.
- 3.5 It is also intended to include the measures developed by the working group in a factsheet that will be incorporated into the Council's Edinburgh Street Design Guidance document and to undertake a review of the outline design that has been developed for a future tram extension to Newhaven against this Guidance.

4. Measures of success

- 4.1 To improve the safety for all users at cycle/tram interfaces along the on-street tram section by implementing various measures in a phased approach.

5. Financial impact

- 5.1 The cost of implementing the Phase 1 measures is expected to be in the region of £30,000. This will be covered by the Road Safety budget.
- 5.2 The cost of implementing the Phase 2 and 3 measures is expected to be in the region of £200,000. This will be covered by the Active Travel budget.
- 5.3 Any budgetary or resource implications for Phase 4 cannot be addressed until the scope of change is determined.

6. Risk, policy, compliance and governance impact

- 6.1 The Edinburgh Road Safety Plan puts forward the vision that the Council and its partners will work towards Vision Zero and provide a modern road network where all users are safe from the risk of being killed or seriously injured. These improvements aim to reduce conflict at key points.

7. Equalities impact

- 7.1 The improvements will take into account the road safety needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion and Belief) through the consultation and design process.

8. Sustainability impact

- 8.1 Potential for positive impact on the environment by providing improvements to the infrastructure. This should improve the safety for cyclists, encouraging a reduction in vehicle use and lower carbon emissions.

9. Consultation and engagement

- 9.1 Consultation on proposals has been carried out with Ward Councillors, Transport Spokespeople for each party, and key Stakeholder groups on all proposals. This will continue as proposals develop.

10. Background reading/external references

None.

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11. Appendices

Nil