

# Transport and Environment Committee

10.00am, Thursday, 7 December 2017

## Traffic Regulation Orders at West Crosscauseway, Chapel Street, Quarry Close and Buccleuch Street

<b>Item number</b>	7.3
<b>Report number</b>	
<b>Executive/routine</b>	Executive
<b>Wards</b>	15 – Southside Newington
<b>Council Commitments</b>	None

### Executive Summary

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The original proposals, shown on the plan in Appendix 1, were advertised to the public from 16 September to 7 October 2016 under Traffic Regulation Order (TRO/16/44) and Redetermination Order (RSO 16/12). Many objections were received during this period and it is considered that these proposals should be abandoned.

The design proposals have since been developed into a new proposal, as shown in Appendix 2, following consultation with residents and stakeholders. These proposals form the basis of promoting a new TRO.

# Transport and Environment Committee

## Traffic Regulation Orders at West Crosscauseway, Chapel Street, Quarry Close and Buccleuch Street

### 1. Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
  - 1.1.1 abandon the proposal contained in the Traffic Regulation Order (TRO 16/44) and Redetermination Order (RSO 16/12), as advertised, considering the objections received.
  - 1.1.2 give approval to commence the statutory procedures to make the necessary TRO and RSO as described in this report.

### 2. Background

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- 2.1 The Causey Project proposes to transform the quality of the area around West Crosscauseway to re-establish it as an important everyday route and improve the area as a people place. The project is community led through the Causey Development Trust (CDT), set up specifically to develop this project with considerable local support and public interest following a successful three-day event in 2007 that transformed the space into a people-friendly “tropical island”.
- 2.2 The CDT established a concept for the project back in 2013. With a funding contribution from Sustrans, the Council commissioned design consultants to develop the detailed design. Consultation has been ongoing since 2015 to seek community and stakeholder support for the proposals. This has continued to shape and develop the detailed management and operation of the scheme.
- 2.3 Council officers, project supporters (Sustrans, Edinburgh World Heritage, Living Streets), CDT, local community representatives and the design consultants make up the client group. The client group have developed the design proposals required for the TRO application.
- 2.4 TRO 16/44 was advertised and several objections were received in October 2016. The client group has reviewed the objections and revisited the design.
- 2.5 Further consultation has taken place during 2017, and it is now proposed that a new scheme should be taken forward as outlined in the report.

### 3. Main report

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3.1 The Causey Project proposes to improve West Crosscauseway and involve several improvements:

- Creating more space for pedestrians and opportunities for activity by creating shared spaces, including a pedestrian zone and a restricted zone, that will reduce the dominance of vehicles and create a unique public space;
- Introduce new and improved pedestrian crossing facilities;
- Relaying all of the surfaces with natural materials commensurate with the quality of the surrounding buildings;
- Improving cycle facilities and priorities;
- Reducing the vehicle carriageway and introducing raised tables to reduce speeds and benefit all users; and
- Providing a more attractive environment with reduced permanent parking, improved waste management facilities, new community facilities and public space features (including trees and seating).

3.2 Further consultation has taken place with businesses, residents, and other users of the street, such as Greyfriars and Buccleuch Church and the Greek Church. Discussions with SPOKES, Sustrans, Living Streets and Council services have also been central to the review.

3.3 Several amendments to the existing street layout are necessary, for which a TRO and a RSO are required. Promoting these Orders requires including changes to waiting and loading restrictions, pedestrian crossing facilities, restricted parking and restricted loading. Details of these are provided below (and Appendix 2).

#### **Restricted Zones**

3.4 A review of all existing waiting and loading facilities around West Crosscauseway and its approaches has been undertaken and several changes to waiting and loading restrictions are proposed.

3.5 The Council recognises that it is essential for businesses and residents to have access to parking and loading facilities, and has sought to ensure that these are provided at the most suitable locations to meet local demand.

3.6 Vehicular access to West Crosscauseway will be restricted to one-way access from west to east from Chapel Street.

3.7 Cycle movements will be changed to allow for two-way movements with specific access/egress provided from Chapel Street and Nicolson Street into West Crosscauseway.

3.8 Restricted Zones will be established on West Crosscauseway and on Chapel Street. 'Loading at any time' will be available in specific on-street bays provided on West Crosscauseway, and general parking removed. Sites for communal refuse

and recycling bins will be provided. On Chapel Street, the restrictions will be changed to remove all loading and parking except in designated bays.

### **Pedestrian Zone**

- 3.9 A Pedestrian Zone will be established restricting general access to the street in front of Buccleuch and Greyfriars Church. Loading will be available on-street in designated bays.

### **Pedestrian Crossing Facilities**

- 3.10 Improving pedestrian and cycle crossing facilities remain integral to the improvements.
- 3.11 The existing signal controlled crossing on Chapel Street will be retained and restrictions maintained.
- 3.12 On Nicolson Street, the existing pedestrian crossing will be upgraded to a toucan crossing providing for cycle facilities. The loading and waiting restrictions will remain unchanged.
- 3.13 New informal crossings will be introduced on Chapel Street and the junction with West Nicolson Street.
- 3.14 Chapel Street and West Crosscauseway will be established as a raised table/shared surface thereby improving pedestrian circulation, but retaining a defined edge and reduced upstand to ensure blind and partially sighted pedestrians are not disadvantaged.

### **Redetermination Order**

- 3.15 To deliver these improvements a RSO is required along with a TRO. This Order will redetermine sections of the road to footway and to cycle track where the footway is being widened and priorities for cycling made. Details of these changes are shown on the enclosed plans.

### **Design Consultancy**

- 3.16 The Council commissioned a design consultancy in 2014 to take the project to Stage G, as set by the Royal Institute of British Architects (RIBA), which sees the project through to the development of a detailed design and tender document stage.

## 4. Measures of success

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- 4.1 The Causey Project will deliver a more 'people' friendly place. Improving the operation of the street will bring the following benefits;
- improve the circulation and movements for pedestrians and cyclists across the south side of Edinburgh's city centre to the University;
  - reduce traffic speeds to complement the 20mph zone;
  - bring improvements to air quality;
  - provide a community space;
  - develop facilities for residents and other neighbours.
- 4.2 The proposals set out in this report aims to meet the needs of all road users.

## 5. Financial impact

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- 5.1 The costs associated with the TRO and RSO process are estimated at £3,000 in total.
- 5.2 The costs to implement the proposed improvements for the Causey Project will be approximately £1.7m. Finalising the statutory processes and detailed design are required to seek further funding from Sustrans and other agencies.
- 5.3 Sustrans continues to support the project; however, due to the ongoing consultation over the design proposals, no funding allocation is available this financial year. However an application for a contribution towards the construction costs once a TRO has been approved from the next round of Community Links funding (2018/19) will be submitted.
- 5.4 The Council has set aside funding for the repositioning of the pedestrian crossing at Buccleuch Street (£20,000); the creation of a new zebra crossing (£15k); and resurfacing on Nicolson Street (£20,000). A further £150,000 has been secured from the Roads Capital Programme.
- 5.5 Funding for the delivery of the project is being sought by the CDT, supported by the Council, as appropriate.
- 5.6 The TRO proposal includes the relocation of residents' parking to Buccleuch Place, which results in the removal of six existing Pay and Display bays. The estimated maximum loss of income is £46,800 per annum.

## 6. Risk, policy, compliance and governance impact

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- 6.1 The operation of this part of Edinburgh has been considered in detail by the design team with the considerable involvement of all Council functions. The changes will allow residents and businesses to park/load etc in the local area.

- 6.2 The Council has worked with the CDT in developing the scheme and the revised operation of the area. However, there may be a risk of objection to the new proposal that could delay the final design. As delivery of the project is not bound by the outcome of the changes, the risk is minimised.
- 6.3 A TRO and RSO will need to be agreed before funding can be secured or approved.

## **7. Equalities impact**

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the Causey Project commenced during the design development and consultation stages of the scheme and will be in effect throughout the delivery of the project.
- 7.2 It is likely that improvements to vehicular access and improvements in pedestrian and cycle movements and the creation of a new public space will have a positive impact on safety, freedom of movement and access for all who live in or use the area. This considers many people whose characteristics are protected under the Equalities Act 2010.
- 7.3 The Access Panel were consulted in July 2017 and their feedback was useful in developing the design.

## **8. Sustainability impact**

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- 8.1 A Sustainability Impact Worksheet has been completed for this project, which concluded that there are unlikely to be significant adverse sustainable impacts arising from its implementation. Positive outcomes will result from the introduction of new sustainable materials, new landscaping and from creating a shared space with access for all and that can be used by the community. Improved access and amenity for cyclists and pedestrians will assist towards the Council's commitments in the Active Travel Action Plan.

## **9. Consultation and engagement**

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- 9.1 Public and community engagement has been central to the development of The Causey Project.
- 9.2 The original proposals were advertised to the public from 16 September to 7 October 2016 under TRO/16/44 and RSO 16/12 and many objections were received. Following this, further public and stakeholder engagement was undertaken during 2017 to review and develop the current proposals for the scheme.
- 9.3 Comments received relating to the original proposal included; general objections to any changes, the prioritisation of pedestrians and cyclists and potential risk of

conflict, removal of bus stops, perceived loss of defensible space in front of residential property, the impact of change on the wider road network, and loss of loading (especially for the churches). This information was used to develop the new TRO proposals.

- 9.4 Feedback from the consultation during 2017 sought to retain one way access through West Crosscauseway (but in the opposite direction to reduce traffic flow); provide contraflow cycling space through West Crosscauseway and retain cycle lanes through Chapel Street; relocate residents parking (with increased provision); define footways and roadways throughout the scheme (to aid the creation of defensible space); and continue to provide loading for both churches.
- 9.5 Consultation is ongoing with public transport regarding the position of the bus stops.
- 9.6 A statutory consultation will be carried out as part of the TRO and RSO processes.

## 10. Background reading/external references

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- 10.1 Transport and Environment Committee - [26 August 2014](#) – Report - provision of consultancy services, The Causey Project.

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## 11. Appendices

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Appendix 1 – Plan showing the Causey Project Scheme Design

Appendix 2 – Current proposal

Appendix 1





Appendix 2 – Current Proposal

