

# Notice of meeting and agenda

## Licensing Sub-Committee

**9.30am, Tuesday, 12th December, 2023**

Hybrid Meeting - Dean of Guild Court Room - City Chambers / Microsoft Teams

The law allows the Council to consider some issues in private. Any items under “Private Business” will not be published, although the decisions will be recorded in the minute.

### Contacts

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## **1. Order of Business**

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- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

## **2. Declaration of Interests**

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- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

## **3. Resolution to Consider in Private**

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- 3.1 The Sub-Committee is requested, under Section 50(A)(4) of the Local Government (Scotland) Act 1973, to exclude the public from the meeting for the following items of business (item 4.1 – item 7.1) on the grounds that they would involve the disclosure of exempt information as defined in Paragraphs 3, 6, 12 and 14 of Part 1 of Schedule 7A of the Act.

## **4. Reports**

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|-----|--|---------|
| 4.1 | Request for Refusal of Landlord Registration – Report by the Head of Regulatory Services | 5 - 18  |
| 4.2 | Request for Refusal of Landlord Registration – Report by the Head of Regulatory Services | 19 - 32 |

## **5. Suspension / Revocation Requests**

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- |     |   |         |
|-----|---|---------|
| 5.1 | Request for Suspension of Private Hire Car Driver's Licence – Report by the Head of Regulatory Services | 33 - 48 |
| 5.2 | Request for Suspension of Private Hire Car Driver's Licence – Report by the Head of Regulatory Services | 49 - 56 |

## **6. Civic Government (Scotland) Act 1982 - To consider miscellaneous applications**

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- |     |   |         |
|-----|---|---------|
| 6.1 | Private Hire Driver Licence (New) - Mr MD Shah Alam Manna – | 57 - 68 |
|-----|---|---------|

## **7. Applications to Vary the Conditions of Taxi or Private Hire Car Licences: Exemption to Policy**

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- |            |  |          |
|------------|--|----------|
| <b>7.1</b> | Applications to Vary the Conditions of Taxi or Private Hire Car Licences: Exemptions from Policy – Report by the Head of Regulatory Services | 69 - 172 |
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## **8. Reports**

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- |            |   |           |
|------------|---|-----------|
| <b>8.1</b> | Objections to TRO 23 12 Communal Bin Review Phase 4 – Report by the Executive Director of Place | 173 - 204 |
| <b>8.2</b> | Objections to TRO 23 17, Magdala Crescent – Report by the Executive Director of Place           | 205 - 282 |

### **Nick Smith**

Service Director – Legal and Assurance

### **Committee Members**

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Councillor Joanna Mowat (Convener), Councillor Jack Caldwell, Councillor Denis Dixon, Councillor Margaret Arma Graham, Councillor Martha Mattos Coelho, Councillor Susan Rae, Councillor Neil Ross, Councillor Val Walker and Councillor Norman Work

### **Information about the Licensing Sub-Committee**

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The Licensing Sub-Committee consists of 9 Councillors and usually meets twice a month.

This meeting of the Licensing Sub-Committee is being held in the City Chambers, High Street , Edinburgh and virtually by Microsoft Teams.

### **Further information**

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If you have any questions about the agenda or meeting arrangements, please contact Jamie Macrae, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, email [jamie.macrae@edinburgh.gov.uk](mailto:jamie.macrae@edinburgh.gov.uk) / [jacqueline.boyle@edinburgh.gov.uk](mailto:jacqueline.boyle@edinburgh.gov.uk).

The above items are not for publication as they fall within the description of exempt information and, consequently, are likely to be considered in private. The agenda,

minutes and public reports for this meeting and all the main Council committees can be viewed online by going to the Council's online [Committee Library](#)..

by virtue of paragraph(s) 3, 6, 12, 14 of Part 1 of Schedule 7A  
of the Local Government(Scotland) Act 1973.

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# Agenda Item 6.1

LICENSING REF NO: 506761

**ITEM NO**

## **PRIVATE HIRE VEHICLE DRIVER LICENCE**

**Renewal**

APPLICANT DETAILS: MANAGER	NAME	<b>Mr MD Shah Alam Manna</b>
PREMISES ADDRESS		
CONDITIONS RECOMMENDED		<b>Standard Conditions</b>
REPRESENTATIONS RECEIVED		Police Scotland
REASON FOR BEING CALLED TO COMMITTEE		<b>Police Objection</b>
DETERMINATION DATE		<b>21/05/2024</b>
<b>NOTES:</b>		

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# Licensing Sub-Committee of the Regulatory Committee

9.30am, Monday, 11 December 2023

## Objections to TRO/23/12 – Communal Bin Review Phase 4 (Zones 3, 4, 5A, 6, 7, 8)

Executive/routine  
Wards

Ward 5 – Inverleith  
Ward 10 – Morningside  
Ward 11 – City Centre  
Ward 15 – Southside / Newington

### 1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 Note that the implementation of this Traffic Regulation Order (TRO) is fundamental for the delivery of Phase 4 of the Communal Bin Review (CBR) project;
  - 1.1.2 Set aside the objections that do not relate to TRO matters, as outlined in Appendices 4 and 5;
  - 1.1.3 Remove from the final order any promoted restrictions advertised as part of this TRO related to changes proposed on Lochrin Terrace, Brougham Street, Upper Gilmore Place, Leven Terrace and Barclay Terrace; and
  - 1.1.4 Having considered the objections and comments received to the advertised TRO/23/12, approves setting aside the remaining objections and the making of the Order as advertised, with two amendments contained within this report and detailed in Appendix 3.

**Paul Lawrence**

Executive Director of Place

Contact: Andy Williams, Head of Neighbourhood Environmental Services

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## Objections to TRO/23/12 – Communal Bin Review Phase 4 (Zones 3, 4, 5A, 6, 7, 8)

### 2. Executive Summary

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- 2.1 Committee is asked to consider the objections received during the formal advertising of a Traffic Regulation Order (TRO/23/12) and to determine whether or not to proceed to make the order since more than six objections were received.

### 3. Background

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#### Communal Bin Review

- 3.1 The [Communal Bin Review](#) (CBR) project involves the redesign of the existing waste and recycling communal bin services that the Council provides to multi-occupancy and flatted properties to improve service performance, perception and access reflecting changes to legislation and policies within and outwith the Council.
- 3.2 The delivery of the CBR Project was [approved](#) by Transport and Environment Committee on 27 February 2020. This includes Phase 4 of the project, which covers Controlled Parking Zones 3, 4, 5A, 6, 7 and 8.
- 3.3 The 27 February 2020 report outlined the city-wide parameters and criteria required to determine the new waste and recycling on street collection hubs.
- 3.4 On 18 May 2023, Transport and Environment Committee approved a [report](#) outlining a Review Framework to allow officers to alter bin hub locations and allow some flexibility in their positioning based on feedback comments received as part of the engagement with the public.
- 3.5 In order to accommodate the revised bin layout, changes are required to the existing layout of parking places and other road-related restrictions. These changes will ensure that the new bin hub locations adequately meet the agreed parameters, as far as is feasible and practical, to support the Council's commitments to improving service delivery and increase recycling rates.
- 3.6 The proposed changes will improve the streetscape. Where possible, locations are being moved from pavements onto the carriageway, with barriers installed around the hubs to demarcate their space and to avoid containers from moving. Also, most

hubs are being proposed at least 10 metres away from junctions and crossings to improve visibility and road safety for all pavement and road users.

### **Traffic Regulation Order TRO/23/12**

- 3.7 A Traffic Regulation Order (TRO) is required to implement these changes. This is a legal proceeding to consult on the changes proposed to the current parking and loading restrictions. As such, as part of the TRO process only matters related to these changes need to be legally considered by Committee on the making of the Orders.
- 3.8 The advertised TRO/23/12 covers the majority of bin hub locations of Phase 4 of the CBR project. Phase 4 of the project includes the delivery of a total of 263 on-street bin hubs. The changes proposed by this TRO, if made and implemented, would introduce parking and loading restrictions where the bin hubs would be located to ensure there is enough space for the upgraded service and to allow for enforcement of the rest of parking restrictions present.
- 3.9 The order proposed to:
  - 3.9.1 Introduce parking, waiting and loading restrictions in the form of Double Yellow Lines on relevant sections of the Controlled Parking Zones to allow for the introduction of bin hubs at those locations;
  - 3.9.2 Change relevant Single or Double Yellow Lines associated with historic bin locations due to be discontinued into Permit Holders Bays, Shared Use Parking Bays or Disabled Person's Parking Places as per adjacent bays; and
  - 3.9.3 Introduce parking, waiting and loading restrictions in the form of Double Yellow Lines on relevant sections of the Controlled Parking Zones to improve road safety, visibility and access near where bin hubs are being introduced.
- 3.10 Without the proposed changes to the parking, waiting and loading restrictions, the new bin hubs cannot legally be introduced in these zones and Phase 4 of the CBR project cannot be implemented.
- 3.11 The TRO was made in terms of Section 1 of the Road Traffic Regulations Act 1984. The detailed process for making a TRO is set out in the Local Authorities Traffic Orders (Procedure)(Scotland) Regulations 1999. In terms of the Regulations given the scope of TRO/23/12, where there remain unresolved objections, it remains a matter for the Council as the Roads Authority to determine whether to proceed to make each order as advertised.
- 3.12 Paragraph 86 of Appendix 6 of the Council's [Scheme of Delegation to Officers](#) delegates authority to the Executive Director of Place to make traffic orders where there have been no more than six objections received from the public and where there have been no statutory objections. In all other circumstances, objections are referred to the relevant Committee for a decision on how to proceed. This TRO has been referred to the Committee as more than six objections have been received from the public.
- 3.13 In these circumstances, the Committee may either:

- 3.13.1 Approve making the TRO as advertised;
- 3.13.2 Approve making the TRO with minor modifications. Provided such modifications would not extend the application of the order or increase the stringency of any prohibition or restriction contained in it (Regulation 10 of the 1999 Regulations);
- 3.13.3 Direct that a public hearing is to be held on the proposed TRO, in terms of Regulation 8 of the 1999 Regulations, chaired by an Independent Person
- 3.13.4 Approve making the TRO in part; or
- 3.13.5 Refuse the TRO;

## **4. Main report**

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- 4.1 The TRO to introduce changes on zones 3, 4, 5A, 6, 7, 8 of the Controlled Parking Zone at selected locations where bin hubs would be installed was advertised between 6 October and 27 October 2023. Links to the Draft Order, Statement of reasons and drawings with the proposed changes can be found on Appendices 7, 8 and 9.
- 4.2 TRO/23/12 was publicised in the following ways:
  - 4.2.1 Online publication of the Orders via the Council's Traffic Orders webpage;
  - 4.2.2 Advertisement in the Scotsman;
  - 4.2.3 Notices displayed on the roads and streets where changes were proposed;
  - 4.2.4 Notification to key stakeholders via email as per statutory requirements including local Councillors, Community Councils and emergency services; and
  - 4.2.5 The CBR section on the Council's website was updated with links to the drawings showing the bin hub proposals, information on how to access the TRO drawings and instructions on how to submit comments. Links to the drawings with the proposed bin hubs can be found on Appendix 10.
- 4.3 Prior to publication of the order, engagement with residents and key stakeholders enabled members of the public to provide feedback on the new bin hub location proposals. The engagement process was carried out in June/July 2023, and it included the postage of letters to all properties that use the communal bin service or are in the proximity of the proposed bin hub.
- 4.4 Seven engagement events were also held in the areas to provide information on how to provide feedback and general information about the aims of the project. The feedback received supported the determination of the final bin hub locations, in accordance with the review framework, which led to changes to 24 locations which were captured in this TRO.

- 4.5 TRO/23/12 was advertised with changes that would allow the implementation of 224 out of the 263 bin hubs on the carriageway where parking, waiting and loading restrictions are present.
- 4.6 The other 39 bin hubs of Phase 4 do not require any changes to parking, waiting and loading restrictions. As such no restrictions related to those sites were advertised as part of this TRO. These sites are already installed and have adequate restrictions in place; or will be progressed as part of other schemes with relevant TROs; or are sections of the public realm that have no restrictions and therefore do not require a TRO; or their design is still ongoing. A list of these sites is captured on Appendix 2.
- 4.7 There were also three streets that have changes proposed as part of this TRO but due to wrong information being provided, they were omitted from the statutory street notices that advertised the Order. To comply with the legal process, it is recommended that these are removed from the final Order. These streets are Lochrin Terrace, Brougham Street and Upper Gilmore Place.
- 4.8 Two other streets were advertised with street notices but had no changes reflected on the CBR maps. For transparency, it is recommended that any restrictions promoted as part of this TRO are removed from the final Order. These streets are Leven Terrace and Barclay Terrace.
- 4.9 A new TRO will be advertised with these restrictions to progress changes on these streets.
- 4.10 There were also notices installed on streets where no changes were proposed. While the advertising of the Order suggested that changes were being made at these locations, there were no changes proposed. Therefore, although the legal process included them, the process is being concluded without any change to on-street restrictions. These are captured on Appendix 1 for clarity.
- 4.11 At the end of this formal consultation period, the Council had received 18 responses related to this TRO: 17 objections and one general comment. Out of the 17 objections, 16 are material objections to the contents promoted by TRO/23/12.
- 4.12 Appendix 3 identifies the issues raised by objectors related to the TRO measures proposed by TRO/23/12, with responses and recommended actions.
- 4.13 Appendix 4 captures the comment and non-material objection received during the consultation of TRO/23/12 with responses and recommended actions.
- 4.14 All objections and comments were from individuals apart from one which was received from an individual representing a group.
- 4.15 It is important to note that many of the concerns raised in the objections are not TRO matters. For example, there were responses in relation to noise and air pollution, fly-tipping, vermin or aesthetics of the bin hubs among others. As such, these comments and concerns are not material to the TRO process and Committee is not required to take account of them in taking a decision on the making of the Order.

- 4.16 Notwithstanding that, and in the interest of completeness, these non-TRO issues have also been logged in Appendix 5 along with a response on these will be managed by the project.
- 4.17 Some of the correspondents have also made suggestions, which again are not material to the making of the Orders. In the interest of completeness these have been captured along with the objections and summarised in Appendices 3 and 4.
- 4.18 As these are non-TRO related issues, it is therefore recommended that objectors that cite non-TRO related issues as the grounds of their objections are set aside.
- 4.19 In terms of the objections raised that are material to the TRO process, below is a summary of the main themes raised by objectors:

#### **Loss of Parking**

- 4.20 The majority of objections raised concerns over the loss of parking. These highlighted the impact on residents not being able to park outside their properties.
- 4.21 It is a primary responsibility of the Council as a Roads Authority to control and regulate parking provision within its authority area to allow for the safe and efficient passage of all vehicles and pavement users on roads and footways. Regardless of Title position, individuals have no legal right to park on the carriageway outside their property.
- 4.22 Due to the nature of the project requiring changes to the current parking and loading restrictions within the Controlled Parking Zone areas to deliver the new bin hubs, it is not possible to avoid loss or movement of parking spaces due to the number of locations being changed and implemented. However, on those streets where bin hubs are not proposed on historic bin locations, the former bin locations will be transformed into parking bays as soon as the new hubs are implemented. The concerns raised have been summarised on Appendix 3 and have been considered individually on a site-by-site basis.
- 4.23 It is therefore recommended that objections that cite the loss of parking as the grounds of their objections are set aside.

#### **Road safety concerns**

- 4.24 Some objections mentioned road safety concerns related to reducing visibility for all road and pavement users, encouraging dangerous driving, reversing and parking. These concerns have been summarised on Appendix 3 and have been considered individually on a site-by-site basis.
- 4.25 It is acknowledged that on site Z7-21 (Sciennes Gardens) these concerns are founded.
- 4.26 It is therefore recommended that objections that cite road safety concerns are set aside apart from those for site Z7-21 (as detailed in Appendix 3) and a revised location will be progressed. It is anticipated that a new TRO will be advertised to fulfil the CBR requirements for the residents that require a bin hub in Sciennes Hill Place which will include further engagement with stakeholders and residents.



- 4.27 It is also proposed to revise the location of site Z7-63 (Grange Loan) as detailed in Appendix 3 due to a design oversight. It is anticipated that a new TRO will be advertised to fulfil the CBR requirements for the residents that require a bin hub on the north side of Grange Loan which will include further engagement with stakeholders and residents.

## 5. Next Steps

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- 5.1 Acknowledging the objections received and legal process, officers recommend:
- 5.1.1 Committee to set aside all objections received apart from those received against bin hub Z7-21 at Sciennes Gardens; and
  - 5.1.2 Remove from the final order any promoted restrictions advertised as part of this TRO related to changes proposed on Lochrin Terrace, Brougham Street, Upper Gilmore Place, Leven Terrace, Barclay Terrace and for sites Z7-21 and Z7-63.

### Implementation

- 5.2 If the Committee approves the recommendations, the Order TRO/23/12 will be formally “made”, and arrangements will be made to have the measures introduced on-street at the same time as the bin hubs.
- 5.3 It is anticipated that the changes proposed by the Order will begin to be implemented from February 2024.

## 6. Financial impact

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- 6.1 The cost of design and construction work, including the installation and adjustment of signage, as well as road marking alterations associated with the changes proposed by this Traffic Regulations Order will be covered by the [CBR budget](#) allocated for road works (as approved by the Finance and Resources Committee on 7 October 2021).

## 7. Equality and Poverty Impact

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- 7.1 The CBR project has an Integrated Impact Assessment (IIA) that covers any impact stemming from the introduction of TROs as well as the wider project.
- 7.2 The [IIA](#) is available on the Council website and was updated on October 2023.
- 7.3 Whilst the implementation of TRO/23/12 will result in a net loss of parking spaces on the streets where changes are promoted, the Council is making the waste and recycling service more accessible which will have significant positive impacts to the environment and residents. It is also anticipated that in some streets, there may be a net increase of parking spaces where the bins are being grouped into one location avoiding segmentation.

- 7.4 The changes will also improve road safety, sense of place and accessibility for all residents, visitors and road users. As such, the proposals intend to advance the Council's public sector duties to advance equalities and create an on-street environment that provides a safe and accessible space for all road users, especially young, old and vulnerable people.
- 7.5 The TRO is a statutory function required to deliver the CBR project achieving a safe road environment and controlling and managing parking in the streets where the changes are proposed.

## **8. Climate and Nature Emergency Implications**

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- 8.1 The outcome of the TRO will allow the CBR project to continue to be implemented which in turn is intended to positively support environmental and climate change requirements.

### **Environmental Impacts**

- 8.2 One of the key objectives of the project is to support improvements in recycling performance. By reducing resource consumption, this serves to reduce future climate change as well as provide other environmental benefits such as a reduction of resource extraction, and therefore protect biodiversity.
- 8.3 The increase in frequency for non-recyclable waste and mixed recycling to every other day will reduce incidents of overflowing bins which will reduce side waste and litter which could have a positive impact on the marine and urban environment.
- 8.4 In the longer term, residents' positive behaviour changes will potentially help in reducing overall waste volumes and to reduce net waste quantities, reducing the number of vehicle trips required and reducing associated vehicle emissions.
- 8.5 Changes to fleet will be taking place via scrappage of fossil-fuelled vehicles and modal shift to electric waste vehicles (EVs), in line with local, national and international targets, including the Low Emissions Zone (LEZ) proposals, and as such will contribute to an improvement in local air quality.
- 8.6 The delivery of the project also supports delivery of the Council's Net-Zero 2030 strategy.
- 8.7 The project does not in itself contribute to the mitigation of climate change impacts which are already taking place.

## **9. Risk, policy, compliance, governance and community impact**

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- 9.1 The delivery of the wider CBR project, which depends on the measures promoted by TRO/23/12, supports the Council's [waste and cleansing strategy](#).
- 9.2 The parameters and criteria used to determine bin hub locations were approved by Transport and Environment Committee in February 2020 and are based on accessibility, health and safety, legislative requirements to ensure the bin hubs

provide the appropriate services and can be accessed and serviced safely by residents and operational collection crews.

### **Engagement prior to the Traffic Regulation Order consultation**

- 9.3 For all locations as part of phase 4 of the project which are covered by this Traffic Regulation Order (TRO), the project team engaged with residents and key stakeholders ahead of the statutory consultation to allow members of the public to provide feedback on the new bin hub locations. The engagement process was carried out in June/July 2023, and it included the postage of letters to all properties that use the communal bin service or are in the proximity of the proposed bin hub.
- 9.4 Seven engagement events were also held in the areas to share information on how to provide feedback and general information about the aims of the project.

### **Traffic Regulation Order Statutory Consultation**

- 9.5 The legal processes associated with TRO/23/12 have been carried out in accordance with statutory requirements, including consultation with statutory bodies, Community Councils and local resident and amenity groups.

## **10. Background reading/external references**

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- 10.1 Enhancing Communal Bin Collections - Transport and Environment Committee, [7 December 2017](#).
- 10.2 Enhancing Communal Bin Collections- Update following trial to implement every other day collections - Transport and Environment Committee, [9 August 2018](#).
- 10.3 Communal Bin Enhancement Update - Transport and Environment Committee, [20 June 2019](#).
- 10.4 Communal Bin Enhancement Update - Transport and Environment Committee, [5 December 2019](#).
- 10.5 Communal Bin Enhancement Update - Transport and Environment Committee, [27 February 2020](#).
- 10.6 Communal Bin Enhancement Update –Transport and Environment Committee, [20 November 2020](#).
- 10.7 Contract Award – Purchase and refurbishment of Communal Bins - Finance and Resource Committee, [4 March 2021](#).
- 10.8 Communal Bin Enhancement Update – Transport and Environment Committee, [22 April 2021](#).
- 10.9 Contract Award – Supply and Installation of Corraling for Bin Hubs and Associated Road Works – Finance and Resources Committee, [7 October 2021](#).
- 10.10 Waste and Cleansing Services Update - Transport and Environment Committee, [31 March 2022](#).

- 10.11 Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update) – Transport and Environment Committee, [6 October 2022](#).
- 10.12 Communal Bin Review Update – Transport and Environment Committee, [18 May 2023](#).
- 10.13 Communal Bin Review Update – Transport and Environment Committee, [16 November 2023](#).

## **11. Appendices**

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- Appendix 1 A list of streets where Street Notices were installed as part of TRO/23/12 where no changes were proposed
- Appendix 2 A list of bin hub locations of Phase 4 that have no associated parking, waiting and loading restrictions promoted as part of this TRO
- Appendix 3 A schedule of the main issues raised through material objections against TRO/23/12, with responses and recommended actions
- Appendix 4 A schedule of the main issues raised through non-material objections and comments against TRO/23/12, with responses and recommended actions
- Appendix 5 A schedule of all other issues raised by objectors, with responses and recommended actions
- Appendix 6 Controlled Parking Zones where changes are being proposed
- Appendix 7 TRO/23/12 Draft Traffic Regulation Order
- Appendix 8 TRO/23/12 Statement of Reasons
- Appendix 9 Advertised Traffic Regulation Order drawings
- Appendix 10 Proposed Bin Hub Locations
- Appendix 11 Consultation Data

## Appendix 1 – Streets where Street Notices were installed as part of TRO/23/12 where no changes were proposed

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<b>Street Name</b>	<b>Reason it was included and why changes were not proposed</b>
Nicolson Square Gardens	Human error determining the boundary between Nicolson Square Gardens and Nicolson Square (which does have bin hubs).
St Patrick Square Gardens	Human error determining the boundary between St Patrick Square Gardens and St Patrick Square (which does have bin hubs).
Leven Street	Street with Greenway sections where hubs were proposed and for which a different Traffic Regulation Order is required.

## Appendix 2 – Phase 4 Bin hub locations that have no associated parking, waiting and loading restrictions promoted as part of this TRO

ZONE	BIN HUB	CLOSEST ADDRESS	REASON
3	Z3-22	130 HOPE PARK CRESCENT	On an existing section of the public realm without restrictions
	Z3-28	1A WEST CROSSCAUSEWAY	Part of a different scheme's TRO
	Z3-31	34 WEST CROSSCAUSEWAY	Part of a different scheme's TRO
	Z3-34	21 EAST CROSSCAUSEWAY	On existing adequate restrictions
	Z3-35	48 EAST CROSSCAUSEWAY	On an existing section of the public realm without restrictions
	Z3-37	GIBBS ENTRY	On an existing section of the public realm without restrictions
	Z3-38	54 EAST CROSSCAUSEWAY	On an existing section of the public realm without restrictions
	Z3-39	88 EAST CROSSCAUSEWAY	On an existing section of the public realm without restrictions
	Z3-43	7 WEST NICOLSON STREET	On existing adequate restrictions
	Z3-47	10 NICOLSON SQUARE	On existing adequate restrictions
	Z3-87	5 MEADOW LANE (OPPOSITE)	On an existing section of the public realm without restrictions
	Z3-92	9 GIFFORD PARK	On an existing section of the public realm without restrictions
	Z3-93	171 PLEASANCE	On an existing section of the public realm without restrictions
4	Z4-02	1 GLENGYLE TERRACE	Design and location still ongoing
	Z4-03	8 GLENGYLE TERRACE	Design and location still ongoing
	Z4-04	15 GLENGYLE TERRACE	Design and location still ongoing
	Z4-15	2 LOCHRIN PLACE	To be progressed as part of a different TRO (Greenway)
	Z4-20	1 LOCHRIN PLACE	To be progressed as part of a different TRO (Greenway)
	Z4-38	131 LAURISTON PLACE	To be progressed as part of a different TRO (Greenway)
	Z4-91	31 GARDNER'S CRESCENT	On an existing section of the public realm without restrictions
	Z4-134	1 WEST TOLLCROSS	To be progressed as part of a different TRO (Greenway)
	Z4-140	258 MORRISON STREET	To be progressed as part of a different TRO (Greenway)
5A	5A-12	7 DEAN BANK LANE	On existing adequate restrictions
	5A-19	7 HENDERSON PLACE	On an existing section of the public realm without restrictions
6	Z6-95	12 RODNEY STREET	Already progressed as part of a different TRO
7	Z7-68	192 CAUSEWAYSIDE	On an existing section of the public realm without restrictions
	Z7-71	1 NEW ARTHUR PLACE	On an existing section of the public realm without restrictions
	Z7-72	2 NEW ARTHUR PLACE	On an existing section of the public realm without restrictions
	Z7-73	124 PLEASANCE	On an existing section of the public realm without restrictions
	Z7-74	126 PLEASANCE	On an existing section of the public realm without restrictions
	Z7-75	134 PLEASANCE	On an existing section of the public realm without restrictions
	Z7-81	2 PRIESTFIELD ROAD	On existing adequate restrictions
8	Z8-14	2 VIEWFORTH TERRACE	Already progressed as part of a different TRO
	Z8-20	1 VIEWFORTH	Already progressed as part of a different TRO
	Z8-21	10 VIEWFORTH	Already progressed as part of a different TRO
	Z8-28	5 GILLESPIE CRESCENT	To be progressed as part of a different TRO (Greenway)
	Z8-40	34 WARRENDER PARK TERRACE	Design and location still ongoing
	Z8-44	18 WARRENDER PARK TERRACE	Design and location still ongoing
	Z8-61	46 BRUNTSFIELD PLACE	On an existing section of the public realm without restrictions

**Appendix 3 – Material objections received against Traffic Regulation Order TRO/23/12**

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
<b>BIN HUB Z7-21 – Sciennes Gardens</b>			<b>12 OBJECTIONS</b>	
<p>Objection to this hub’s associated restrictions on the grounds of road safety due to the hub being proposed on a blind bend of a narrow cul-de-sac street.</p>	<p>Retain the current bin location at Sciennes Hill Place and if necessary extend it into a full bin hub.</p>	<p>The delivery team agrees that the new proposed location may cause some road safety risks if delivered at the location as advertised. This is based on the circumstances that the objectors mention and therefore the team acknowledges that this location is not suitable.</p>	<p>The objectors’ suggestion is the original location that the team shared with the public during the engagement process prior to the statutory TRO consultation.</p> <p>The delivery team altered the location based on feedback received during the engagement process to the current proposal and therefore is not a valid alternative.</p>	<p>It is recommended that this hub’s associated restrictions are not progressed as part of the final order and a new order is progressed to extend the restrictions of bin hub Z7-19 to allow for more capacity at that location.</p> <p>This will in turn allow Z7-21 to be removed.</p>

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
<b>BIN HUB Z7- 62 – Grange Loan</b>			<b>1 OBJECTION</b>	
<p>Objection to this hub’s associated restrictions on the grounds of loss of parking.</p>	<p>Move the location to Ratcliffe Terrace and expand from the existing location there.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p>	<p>Z7-62 needs to be located as close as possible to Ratcliffe Terrace to serve properties of that road minimising walking distance. The hub cannot be located on Ratcliffe Terrace since the project is removing bin hubs from arterial routes like Ratcliffe Terrace.</p> <p>Therefore, the suggestion to reuse the site on Ratcliffe Terrace does not fit within the scope of the project.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>



ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
<b>BIN HUB Z7-63 – Grange Loan</b>			<b>1 OBJECTION</b>	
<p>Objection to this hub's associated restrictions on the grounds of loss of parking and road safety for residents, pedestrians and cyclists.</p>	<p>Retain the current bin locations and arrangements in the street in front of commercial properties.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>The bin hub is located on what historically has been parking and the hub takes less width than parked cars. The hub is compliant with the road safety criteria of the project. Therefore the road safety concerns are unfounded.</p>	<p>Upon developing the designs of the locations, the project team has identified an issue with the planned location for bin hub Z7-63 with some manhole hatches. Therefore it is proposed to instead move the site further west to avoid this issue in line with what the residents suggest.</p>	<p>It is recommended that this hub's associated restrictions are not progressed as part of the final order and a new order is progressed west of the current location to avoid the manhole hatches.</p>
<b>ALL ZONE 7</b>			<b>1 OBJECTION</b>	
<p>Objection to this hub's associated restrictions on the grounds of loss of parking.</p>	<p>Halt the delivery of the project and associated restrictions in the zone.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p>	<p>The delivery of the Communal Bin Review Project in Zone 7 was approved by Transport and Environment Committee together with the rest of the relevant zones of the city that use the communal bin service.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
<b>BIN HUB Z8-56 &amp; Z8-57– Roseneath Terrace</b>			<b>1 OBJECTION</b>	
<p>Objection to these hub's associated restrictions on the grounds of loss of parking and road safety due to concerns for its proximity to a sharp corner and increased reversing manoeuvres.</p>	<p>Locate the bin hubs on the east sides of the street as per historic locations.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>There is a historic bin location present further west in the street with no history of accidents to back any road safety concerns.</p> <p>Whilst collection crews manoeuvre reversing and will continue to do so to service the new hubs, they are trained to do so safely.</p>	<p>The suggestion to reuse the historic location would also require removal of a parking space to ensure compliance with visibility parameters to improve road safety. Trucks therefore would need to reverse anyway negating any positives. Furthermore, whilst not related to the TRO, moving them to these locations would not be possible under the approved review framework since it would move the hub in front of other properties (<a href="#">Appendix 3 – step 6a of Communal Bin Review Update approved by Transport and Environment Committee on 18 May 2023</a>).</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

## Appendix 4 – Non-Material objections and comments received against Traffic Regulation Order TRO/23/12

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
<b>BIN HUB Z3-32 – St Patrick Square</b>			<b>1 COMMENT</b>	
Objection to this hub's associated restrictions on the grounds of loss of parking.	Retain the current bin locations and arrangements.	Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.	<p>The suggestion would not meet the parameters and criteria approved by <a href="#">Transport and Environment Committee on February 2020</a> since:</p> <ol style="list-style-type: none"> <li>1. It proposes to split the containers in two locations.</li> <li>2. It proposes using pavement space.</li> <li>3. It would also require residents to stand on the carriageway whilst using the bin hub.</li> </ol>	It is recommended that no further action be taken as a result of this comment and that the Order be made as advertised.
<b>BIN HUB Z8-40 – Warrender Park Terrace</b>			<b>1 OBJECTION</b>	
Objection does not relate to TRO matters and no restrictions were advertised for this site since its design is ongoing.	Retain the existing location at the junction between Spottiswoode Street and Warrender Park Terrace.	<p>See Appendix 2.</p> <p>*This objection does not relate to any restrictions advertised as part of this TRO.</p>	Design of this location is still ongoing.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.

## Appendix 5 – Issues not related to the Traffic Regulation Orders

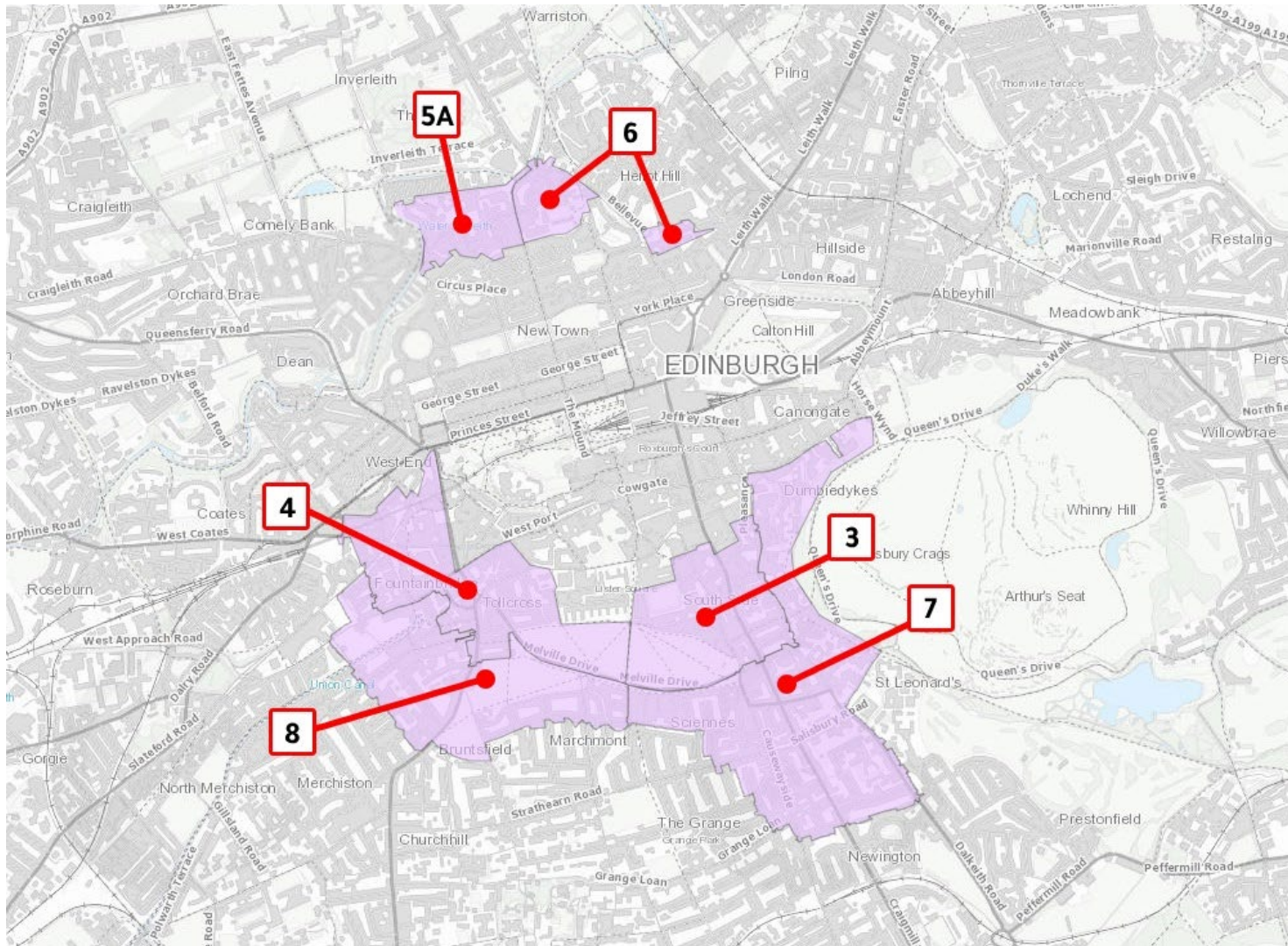
A schedule of all other issues raised by objectors with responses.

The issues have been ordered by volume of objections. For reference a total of 16 objections and one comment were received against the Traffic Regulation Order.

ISSUE	RESPONSE	OBJECTIONS AND COMMENTS THAT MENTIONED THE ISSUE
Loss of parking space.	Every effort has been made to reduce the loss of parking spaces as part of the delivery of this project. However, there are hubs which have been moved from pavements to the carriageway which may mean that some parking loss is unavoidable. To mitigate the impact on parking space, on those streets where bin hubs are not proposed on historic bin locations, these spaces will be transformed into parking bays as soon as the new hubs are implemented.	16 out of 17
Bin hubs are aesthetically displeasing.	On the approved Committee paper from 27 February 2020 different options to manage and collect waste and recycling materials were appraised. On-street containers was the option chosen to take forward. These are utilitarian products designed to host waste and recycling materials. As part of the changes, all containers will be replaced with new or refurbished ones and the collection crews will be trained to keep the hubs tidy after collection and report any incidents of littering or fly-tipping. By removing bins from pavements or corners, the local streetscape is being improved at some locations.	9 out of 17
There is no need for additional bins.	In the report to Transport and Environment Committee on 27 February 2020 it was explained that the current waste collection service does not meet national legislation due to the lack of recycling containers available to residents. The Communal Bin Review project is trying to address this gap by upgrading the service which therefore requires additional containers in many of the city's streets.	4 out of 17
Bin hubs will cause noise pollution.	Glass recycling has historically been concentrated on only a few locations. With the project, glass recycling will be available at every location therefore spreading the previously concentrated noise. Collection frequency will be adjusted to reduce the impact on residents as it is expected that these containers will take longer to fill up due to the new spread.	1 out of 17

Bin hubs will attract fly-tipping and litter.	<p>Fly-tipping is a nationwide issue. There are some people who do not dispose of their waste responsibly and fly-tipping can occur across the city, but this is not limited to communal bin areas. Information on how to dispose of bulky household goods is included in the communication materials circulated with the roll out of the new bin hubs. The Council regularly runs campaigns to promote the services available to residents to dispose of their bulky goods via special uplifts and the Household Waste Recycling Centres and how residents can report any incidents of fly-tipping and littering through the City of Edinburgh Council website.</p> <p>To tackle these issues, an enhanced dumping and fly-tipping collection resource, with bulk collection vehicles tracking communal bin routes was approved at Transport and Environment Committee on 20 April 2023 as part of the <a href="#">Street Cleansing Performance Report</a>. “Four additional vehicles will be deployed and focus on high density areas served by communal bins where fly tipping is demonstrated to be more problematic than traditional kerbside areas. This will allow for a target Service Level Agreement of uplift within 48 hours of report to be achieved. £0.290m has been allocated for this and increases resources by 16 new roles.”</p>	1 out of 17
Bin hubs will cause air pollution (including odours).	<p>The non-recyclable waste and mixed recycling bins will see an increased frequency of collection to every other day reducing the time the waste is present in the container. The food bin is hosted within a metal container which should reduce the likelihood of odours coming out the bin.</p>	1 out of 17
Bin hubs will attract or exacerbate pests/vermin issues.	<p>The increased frequency of collection, newer containers and metal bin food housing should mitigate the risk of pest and vermin issues. The collection of waste in bins in itself reduces these issues versus sack collections. Residents can raise cases of pests with the City of Edinburgh Council through the website which will send a team to investigate.</p>	1 out of 17
Bin hubs will narrow pavements when in use.	<p>Where possible, containers are being moved from pavements onto the carriageway. This is being achieved in the majority of locations proposed. Therefore, the proposed changes not only will not affect the already available pavement width present, but also, in some locations they will improve the pavement space available for all users. When in use, the space available will be reduced in a similar manner as when different parties cross the same space of public realm at the same time which is quite frequent.</p> <p>The Council has policies and projects in place to give back road space to pavement users as part of the wider Active Travel programme.</p>	1 out of 17

## Appendix 6 – Controlled Parking Zones where changes are being proposed





## Appendix 7 – TRO/23/12 Draft Traffic Regulation Order

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*DRAFT*

### THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING, AND PARKING PLACES) (VARIATION NO \_ ) ORDER 202\_

- TRO/23/12

The City of Edinburgh Council in exercise of their powers under Sections 1(1), 2(1) to 2(3), 4(2), 32, 35, 45, 46, 49 and 53 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended (which Act as so amended is hereinafter referred to as "the 1984 Act"), and of all other enabling powers and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

1. This Order may be cited as "The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No \_ ) Order 202\_" and shall come into operation on the day of Two thousand and .
2. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.
3. In this Order, except where the context otherwise requires, the follow expressions have the meanings hereby respectively assigned to them:

“the 2018 Order” means The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2018.

4. Designation of parking places and loading places and application of the 2018 Order thereto.
  - a) Each area on a road identified in a map tile as a parking place or loading place and, where applicable, by way of either a map tile label or the map schedule legend, or both, as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the 2018 Order in relation to that type of parking place or loading place, is designated as a parking place or, as the case may be, a loading place.
  - b) Unless otherwise so identified, a parking place or a loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place or loading place as specified in the Traffic Signs Regulations and General Directions 2016.
  - c) The provisions of the 2018 Order (other than Articles 3-1 and 7-1) shall apply to an area designated as a parking place by this Order as if in those provisions any reference to:

- (i) a parking place included a reference to an area designated as a parking place by this Order, and
- (ii) a loading place included a reference to an area designated as a loading place by this Order.

5. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the 2018 Order shall have effect

a. as though any loading prohibition and/or waiting restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out and signed as a loading prohibition and/or waiting restriction shall be construed as though it were a prohibited road and/or a restricted road referred to in the 2018 Order.

b. as if, in Schedule 2 to that Order: -

(i) the version number listed for the following map tiles will increase by one whole number:

1159	1160	1217	1218	1219	1220
1221	1276	1569	1570	1571	1572
1573	1575	1629	1630	1631	1632
1634	1635	1689	1690	1691	1693
1694	1748	1749	1750	1751	1752
1753	1754	1807	1808	1809	1810
1811	1812	1813	1871	1872	1930

Executed by The City of Edinburgh Council this            day of            Two thousand and            .

(witness)

signed on behalf of Executive Director of Place



## **Appendix 8 – TRO/23/12 Statement of Reasons**

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### **INTRODUCTION OF BIN HUBS IN CONTROLLED PARKING ZONES 3, 4, 5A, 6, 7 AND 8 (COMMUNAL BIN REVIEW PHASE 4)**

#### **STATEMENT OF REASONS.**

The Communal Bin Review (CBR) project involves the redesign of the existing waste and recycling communal bin services that the Council provides to ca. 60,000 multi-occupancy and flatted properties.

The project is aiming to:

- increase and improve recycling services to residents in multi-occupancy and flatted properties providing integrated waste and recycling services,
- improve overall recycling performance
- review the existing bin locations to develop more formalised collection hubs to improve the perception of the service and enhance the streetscape
- improve waste and recycling service reliability
- ensure the service reflects changes to legislation and policies within and outwith the Council.

To implement the Communal Bin Review aims it is proposed to re-locate on-street communal waste and recycling bins into more formalised new hubs which will require changes to the existing layout of parking places and other road-related restrictions.

Within the Peripheral and Central Area Controlled Parking Zones, historic on-street bin locations will be replaced by the new Communal Bin hubs. These locations will require introducing waiting and loading restrictions.

Similarly, historic on-street bin locations due to be discontinued currently have waiting and loading restrictions. Once the old containers are removed, these restrictions will not be required.

Therefore, the waiting and loading restrictions present on these historic bin locations are proposed to change into Permit Holders Bays or Shared Use Parking Bays, as per adjacent bays, which will increase the number of available on-street parking bays and reduce street furniture on the pavement.

## **Appendix 9 – Advertised Traffic Regulation Order drawings**

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All Traffic Regulation Order tiles advertised for all the relevant Controlled Parking Zones can be found on the following links:

- [Current restrictions](#)
- [Proposed restrictions](#)

## **Appendix 10 – Proposed Bin Hub Locations**

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All bin hub proposals for each of the Controlled Parking Zones can be found on the following links:

- [Zone 3](#)
- [Zone 4](#)
- [Zone 5A](#)
- [Zone 6](#)
- [Zone 7](#)
- [Zone 8](#)



COMMENT	LOCATION
<p>I am writing regarding THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING, AND PARKING PLACES) (VARIATION NO _) ORDER 202_ TRO/23/12. I would like to share the thoughts of myself and my neighbours. The current bin situation works well overall for residents and council workers. On the warners solicitors side of St Patrick Sq. the bins used to be on the street outside First Psychology 29 St Patrick Sq, which used to cause issues with smell and rodents for residents on the lower and ground floors. However, the bins were moved a few metres to the other side of the road next to the park and phone box. This had multiple benefits, this freed up space for the businesses as the space the bins were moved into was previously unsafe for use for parking, made for a cleaner environment for residents and made the bins and road more accessible for collections. As St Patrick Sq is set back off the Main Street the general public walking by on the busy clerk street don't see the bins as easily which means that the bins are almost only used by residents as designed. There are other bins available a few metres away at the busy stop and in st Patrick sq itself, however, what is a regular occurrence is the green recycling bin (which is currently in the area proposed for the new bins) often being soiled by non-residents who put food, glass beer bottles, and other non-recyclables in the bin without care for recycling, residents or council workers collecting the bins. The main issue in St Patrick Sq is non-permit holding cars parking in the bays designated for permit parking holders. The proposal will see a number of car parking spaces removed from the square and the surrounding roads in order to move the bins to a location which could cause them to fill quicker as both residents and non-residents use the bins in the proposed location. This proposal would see greater conflicts without additional benefit. Meanwhile there is a noticeable increase in bicycles and motorcycles taking up car parking and railing space. If there is proposed parking changes perhaps a designated motorcycle or bicycle parking bay could be useful to avoid conflicts and damage to property. Additionally, there are currently two sewer drains in St Patrick Square that have been blocked by previous road works to install city Wi-Fi and gas works. If this proposal would involve any roadworks I would ask that the drains could be unblocked at the same time as the recent rain has caused significant flooding in the street would causes many mobility and access issues but if the situation worsens it will lead to property flood damage. I hope that this information helps</p>	Z3-32 - St Patrick Square
OBJECTION	LOCATION
<p>We understand the Edinburgh communal bin review is important to provide adequate refuse and recycling facilities for residents. However, there are concerns regarding the implementation, in particular for the location of the Z7-21 hub in our street. The current bins for Glass and Food are never over-flowing. I know because my house is opposite them. Sciennes Hill place, the nearest location with communal stairwells, is already adequately served by two smaller bins on the intersection of Sciennes Gardens Sciennes Hill Place having only three stairwells. Could you tell me what the need is for this new scheme? The increased size and increased number of servicing seem unnecessary, as someone who lives opposite the current bins. Are you planning to invite more streets to use the new bins? If so, it would invite more people to what is a cul-de-sac and a road where safety is already being raised due to restricted visibility. Particularly, when entering the gardens on the right-hand side as required if cars or bins are located on the left. This is a danger to children playing and we have already been advised by Fire Scotland that no permanent street furniture should be located on this corner. <b>The existing locations of the bins are perfectly suitable and are well placed to service the flats. Increasing the number of times big lorries visit this cul-de-sac in a conservation area is not appropriate in my view.</b> The information provided suggests that the new bins are to improve the streetscape of our street however it hasn't been recognised that we have already put proposals into the council for our own ideas around improving the street scape. Could you visit our street to discuss efforts to improve the streetscape and safety of the street and how the proposed recycling hub Z7-21 will be detrimental to them. We have already requested double yellow lines be placed at the proposed location for the bins and I would like to suggest that this be extended to outside my property at 1 Sciennes Gardens. The pavement is very narrow here and due to the blind corner cars park on the pavement which is illegal.</p>	Z7-21 - Sciennes Gardens
<p>I wish to raise an objection to the location of the Z7-21 recycling hub as I do not think it is suitable for Sciennes gardens for the following reasons. The location of the bins is not suitable for the residents of the street as none of the residents of Sciennes Gardens have communal stairs. They have wheelie bins and boxes for their recycling.</p> <ul style="list-style-type: none"> <li>•The street is a cul de sac and therefore does not have through pedestrians. Any residents of the nearby streets do not go past these bins.</li> <li>•The bins are sighted on a dangerous blind corner: traffic turning into the street cannot see those coming out nor vice versa. This means the proposed location of the bins is often used for an emergency pull over.</li> <li>•The fire service advises against permanent structures in the location.</li> <li>•Lorries (recycling, removals etc.) have difficulty turning in the street and have to reverse to the end and then back into Sciennes Hill place. The bins would obstruct this and provide an extra hazard.</li> <li>•Double yellow lines have been requested for the proposed location of the communal bins. We are awaiting confirmation. Were the traffic authority and Fire Scotland consulted?</li> <li>•The Sciennes Gardens and Sciennes Hill Place community with the support of the Grange association is in the process of improving the streetscape with planters and a mural on the wall behind the proposed bins.</li> <li>•Two smaller bins already serve the Sciennes Hill Place community and there are more bins serving further up Sciennes House Place.</li> </ul>	Z7-21 - Sciennes Gardens

<p>I'd like to object to the proposed plans to move the existing street bins from Sciennes Hill Place to the corner of Sciennes Gardens. I'm objecting on the following grounds: 1. My elderly father holds onto the wall when leaving and entering the street. The bins will be a visual obstruction and the mess that comes with it as seen in the neighbouring streets will leave slip and trip hazards. 2. The proposed location will take up valuable space for cars to pass each other at the entrance of Sciennes Gardens which could result in accidents. 3. The new location will give the street bins undue prominence rather than having them discreetly placed to one side as they are now. Within a conservation area we should strive to retain the special and unique character and the new location will negatively impact this from an aesthetic and practical point of view. I would appreciate it if you could keep me informed in the consultation and the final decision making process.</p>	Z7-21 - Sciennes Gardens
<p>We wish to object to the proposal in draft order TRO/23/12, Map tile 4, to locate a recycling bin store at the entrance to Sciennes Gardens. We understand that the proposal has been informed by the Communal Bin Review. Sciennes Gardens is a street in which all householders use individual bins and store them within the boundaries of their properties. There is no requirement for communal bins and there are currently none located in the street. Consequently, we did not consider the review to be relevant to our waste collection requirements and neither we nor, I believe, any other residents of Sciennes Gardens contributed any views to the review. We consider that the stated purposes of the review created a presumption against any possibility that the review might give rise to proposals to locate communal bins in streets whose residents have no need of such bins. This was misleading, in the light of the subsequent proposals, and there was a consequent flaw in the consultation process, which has placed us and our neighbours at an unfair disadvantage. Turning to the proposal in the draft order, we note that the statement of criteria for proposals on the location of communal bin stores begins with an emphasis on safety. We consider that the proposal fails that test. There are two reasons for making that judgement. The first is that the residents recently consulted the Fire Service about proposals to enhance the communal use of the street by locating a bench and some planters on the pavement alongside the area subsequently proposed for the location of communal bins. We received clear advice from the Fire Service that placing street furniture on or adjacent to the pavement alongside the entrance to Sciennes Gardens, which is a sharp bend from the end of Sciennes, would raise safety issues. It is surely necessary for the Council to take account of the judgement of the Fire Service about safety, which appears inconsistent with the proposal in the draft order. The second reason is that vehicles often enter Sciennes Gardens at speed, having failed to realise that it is a cul de sac. This is a source of concern to residents because the households living in the street contain several young children and the street is frequently used as a play space. The existing configuration of the street, with only one parking space past the start of the curve at the entrance, provides adequate opportunity for vehicle drivers to gain a line of sight along the street and correct their speed and, where they have mistaken it for a through road, reverse back out of the street. The proposed location of a communal bin store would require drivers to steer to the right of the current line of entry and would therefore delay their ability to gain a line of sight into the street. This would have potentially serious road safety consequences, particularly for children playing on the roadway but also in terms of the risk of collision between vehicles entering and exiting the street. In addition to these very strong safety considerations, there are two other reasons for our objection. First, one of the stated objectives of the communal bin review is to "enhance streetscape". The proposal for a new communal bin store runs contrary to that objective. It would create an intrusion into the streetscape where there is none at present. This is particularly undesirable because Sciennes Gardens is part of the Grange conservation area. The preservation of the streetscape is an important dimension of the standards which rightly apply to the conservation area. Locating a recycling bin store in a highly visible location at the entrance to the street, where the existing curve of high stone wall is one of the most attractive features of the streetscape, would significantly detract from the conservation quality of the street. Second, the community of residents living in Sciennes Gardens has generated proposals, which we refer to above, to enhance the communal use of the street. These are intended to build on the success of the occasional street events which have been held for several years and they predated the review and the proposals in the draft order. The bin store proposal would directly negate that community led initiative by occupying space which the residents have agreed offers the best opportunity for safe and attractive casual socialisation, and which the community has already begun to enhance with planters decorated by children, which are wall mounted to be compliant with the safety advice received from the Fire Service. These improvements would also be of potential benefit to the residents of Sciennes Hill Place, given the proximity to the junction of the two streets. It is impossible to see a justification for the Councils proposal which is consistent with the stated criteria guiding the review. There is no need to locate the bin store in a different street from Sciennes Hill Place, in which there are tenements whose residents currently use the communal bins located at the entrance to their street or one of the two other sets of communal bins which are less than twenty metres from the nearest set of bins. Access to two sets of those bins, those in Sciennes Hill Place and Sciennes House Place, is available without any need for the residents of the tenements to cross a road, which clearly adds to the safety case for enhancing those facilities rather than creating an entirely new bin store in Sciennes Gardens.</p>	Z7-21 - Sciennes Gardens

<p>We would like to raise our concerns regarding the proposal in relation to the proposed recycling hubs in our area and in particular to Z7-21. We appreciate the overall aim of the council of improving the service and increased recycling however we disagree that it will bring added advantages such as an increase in parking spaces and enhanced streetscape. In addition we have major concerns regarding the impact on the safety of vulnerable road users in Sciennes gardens. We have outlined these in more detail below: 1. Number of recycling hubs: there seems to be an increase in the number of proposed bins/hubs (Z719-20-21-24) to what is currently in the area. If the proposed bins are larger and serviced more frequently why is there a need for more bins? It would also decrease the number of parking spaces which is already inadequate for the number of Zone 7 permits. A previous request to incorporate Sciennes gardens into the M430 with Sciennes Hill place was denied but could maybe be revisited? 2. Safety: we have been in touch with our local councillors to improve the safety, visibility and reduce the speed of cars entering the Sciennes Hill Place and Sciennes gardens. Initially we looked at the placement of street furniture such as planters in the proposed location of hub Z7-21. We were advised against this in consultation with Fire Scotland (community safety) as this will impede on emergency service access to the cul-de-sac. It appears that TRO has not consulted with them? We would also propose a double yellow line outside Sciennes gardens number 1 to stop parking on both sides on weekends and evenings to allow emergency vehicle access. 3. Streetscape: there has been a community effort to enhance the streetscape at the junction with Sciennes-Sciennes Hill Place-Sciennes gardens. This includes space for the tenement residents to sit out and applying for Edinburgh play streets as well as community events. We feel this enhances the community spirit, is in line with conservation status of this area and more likely to enhance the streetscape then the current council proposal for this area. As far as we were aware none of the residents were involved in the engagement exercise in July 23 as stated on your website. We hope you will take our feedback and comments into consideration and meet with us if not.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>I am writing with regard to the Traffic consultation regarding bins being placed at the entrance to Sciennes Gardens reference - TRO/23/26. I have heard from the Grange Association that the proposal for locating bins on Sciennes Gardens went out for consultation in July and this has been approved. My objections to location of the bins is that I am concerned about the safety of for pedestrians and cyclist by locating these at the entrance to the street which is also situated on a corner. Cars already come round this corner quickly and narrowing the entrance this will further force drivers entering the street over to the right hand side of the road. In addition refuse collection vehicles may be more likely to reverse into the street which places pedestrians and cyclists at risk. The street has a number of children who not only play on the street but walk along the street (the pavement is narrow). Locating the bins here could create a hazard to these children. Finally we were informed by Fire Scotland not to place permanent structures at the entrance to the street as this would reduce access for emergency vehicles. The location of the bins currently on Sciennes/Sciennes Hill Place seems to work well and serves the flats there as it is on their route out of their street. Placing the bins of Sciennes Gardens would require residents Sciennes Hill Place to double back which they will be less likely to do. I am also concerned that I did not receive notification of the consultation in July and having spoken to my neighbours – no one seems to have seen or been informed of the consultation. If this was by a notice on a lamp-post – then many residents who have children were away in July – and so will have missed this. Is it usual to undertake a consultation during school holidays when families are likely to be away? I would be grateful if you could consider these concerns. I have cc'd my counsellors and my MSP, Daniel Johnson.</p>	<p>Z7-21 - Sciennes Gardens</p>

<p><b>We should like to express our serious concerns, particularly with regard to safety, about CEC’s recent notification that a recycling hub may be placed at the top of Sciennes Gardens, at its junction with Sciennes Hill Place. This flies in the face of another CEC decision, TRO/23/12, altering a single yellow line there to a double yellow,</b> something residents have been asking for because of serious safety concerns on that curved corner, so we thank you for this decision. Our own safety discussions with Fire Scotland elicited the firm advice that <b>no permanent structure of any kind should be sited there,</b> to protect cyclists and pedestrians, avoid collisions and maintain good access for delivery lorries and, especially, emergency services. Hence, we assume, the wise move to a double yellow line. But how then can a large recycling hub then be sited here? This seems both confusing and deeply concerning. We therefore write now on behalf of all residents of Sciennes Gardens and with the approval of many in Sciennes Hill Place, to ask the CEC to reconsider. <b>We strongly suggest CEC does not site a recycling hub in this potentially dangerous location but instead uses the current (underused) location on the opposite curve out of Sciennes Hill Place. We support the concept of recycling hubs: we should like to help CEC meet its objectives,</b> i.e. *help multi-occupancy and flatted properties; *improve perception of CEC recycling service; *enhance our streetscape – this last is of particular importance to us, too. <b>We think the <u>current</u> locations of communal bins are well-nigh ideal:</b> - at each end of Sciennes Hill Place and Sciennes House Place, they serve residents of these tenements who must walk, drive, or cycle past to leave or reach their homes. - In particular, the <b>bins at the junction of Sciennes Gardens and Sciennes Hill Place</b> are on a wider section of the street and easily and safely passed by motorists; whether entering or exiting SHillP or SG, they do not impede a motorist’s line of sight.- there is sufficient space at one end of these current bins to site a cycle store, which we have applied for and urgently need. - additionally, these frankly unattractive bins, are sited to one side of a driver or walker’s viewpoint at one approaches the Gardens, so while visible they are not constantly in one’s line of sight while walking, cycling or driving into the Gardens, a concern for us as we work hard to improve our streetscape. <b>We have concerns about drop in usage because of misplacement:-</b> this new site will be less helpful than the current one to occupants of Sciennes Hill Place (and to those of Sciennes House Place if bins there are removed). For tenement residents, communal bins are essential and ideally located just now, where occupants actually live. If relocated to Sciennes Gardens, the hub will be almost invisible for most of the residents it hopes to serve, round a corner and away from natural desire lines towards town, public transport, shops etc. - Sciennes Gardens homes all have wheelie bins and occupants rarely if ever use the communal bins. <b>Further detail on safety - the new location is completely against recommendations we received from Fire Scotland and our own observations and concerns about existing problems.-</b> discussions with the Fire Service about safety and possible improvements elicited their firm advice that <i>no permanent structure of any kind should be sited where the road curves into Sciennes Gardens</i> . Fire Scotland expressed concern about any structure (we discussed street planters, cf. Sciennes Road) which could compromise access by Fire and other Emergency Service vehicles. We would point out that the proposed recycling hub would be considerably bigger than the planters we enquired about! - Fire Scotland advised a single yellow line along the length of the rhs of the road on entry (now done) - any large recycling hub at this site will block the view for drivers exiting SHPlace;- it will worsen the blind corner for drivers entering from Sciennes by forcing them over to the right hand side of the road as it curves into SGdns, already a danger zone, as drivers cannot immediately see anyone in the road. This quiet street is a fine playground for our children and much used also by cyclists: we’ve had a number of near-misses involving speedy drivers and reversing delivery vans, and don’t want a hit. <b>The proposed site will be detrimental to our streetscape, diminishing rather than improving it,</b> and undermine the considerable efforts we are already making – with the support and help of CEC – to improve and enhance it.- CEC is currently clearing street clutter and will be adjusting overly-bright lamps. - residents have put up wall planters, filled with attractive plants, some to climb the walls and be covered in seasonal flowers, while others will provide communal herbs, strawberries etc. - we have planted climbers inside our garden walls and tumble over the street side, further helping to green our environment. - we close Sciennes Gardens annually for a street party, and often have informal gatherings (see photos attached). This has proved so popular with our growing population of children that we are going to apply for <b>Play Street status</b> in order to close the street on a monthly basis. The proposed site of the new hub would either reduce the play area or make access to the hub difficult, according to where we could erect barricades. - the recycling hub, not hugely attractive to be honest, will be visible along almost the whole length of Sciennes and certainly over the whole approach to Sciennes Gardens. - the hub will also block the view of an old, beautifully built curved stone wall, which we are planning to enhance with attractive signage welcoming visitors. - the pavement here catches afternoon sun, and residents of ShillP often gather in summer; we propose to make a seating hub against the wall here, which will disguise, but keep accessible, the essential winter grit bin and allow tenement dwellers a more attractive communal spot to gather. (Seats will hang from and fold back against the wall, so the pavement is not permanently blocked.) For all the above reasons, <b>we fear that the new recycling hub’s location will meet with irritation and annoyance, rather than improving local perception of CEC recycling service.</b> Is all this partly caused perhaps by one CEC department not knowing what another is doing?! We hope this response will help co-ordination of efforts! <b>We urge our Council to reconsider, and site the new recycling hub (which we welcome) at the current location</b> on the other side of the junction of Sciennes Gardens and Sciennes Hill Place. We would be happy to meet with officials and councillors to discuss our concerns on site, and look forward to hearing from you.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>We would like to raise our objection to the proposed traffic order in relation to Sciennes Gardens, located in Zone 7. We are aware that a response has been made by the Sciennes Gardens Streetscape Group and we are in agreement with the points they have raised. We would particularly like to highlight the following points in our own response: Whilst the proposed new double yellow lines are welcomed, and we believe are necessary given recent consultation with Fire Scotland, we are opposed to the statement of reasons provided for this location to be used for a new recycling bin hub. Fire Scotland advised that no permanent structure of any kind should be sited there, to protect cyclists and pedestrians, avoid collisions and maintain good access for delivery lorries and, especially, emergency services. We therefore believe this to be an unsuitable and unsafe location for the site for a large recycling bin hub and request that you reconsider this location. Our view is that the current location on Sciennes Hill Place is better suited for this type of infrastructure. More generally we are disappointed with the poor consultation on the new bin proposals, with the consultation launched over the school holidays.</p>	<p>Z7-21 - Sciennes Gardens</p>

<p>I understand there is a proposal to site a bank of recycling bins at the end of Sciennes Gardens. As a resident of the street, I want to raise some concerns about this location. The area where the bins are to be sited will mean that all traffic into the gardens is funnelled onto the right hand side of the road. There is already an issue on the street of drivers taking the corner too quickly and as it's a cul de sac where children play there is a potential danger. If the bins are permanently sited in this location this issue will become more frequent as drivers will have to approach the entrance to the street on the right hand side of the road. My other query re the bins is why that location has been chosen. There are no tenements on Sciennes Gardens - all the houses and flats have their own bins. It <u>would seem to make more sense to site the bins closer to tenements where the communal bins will be used.</u></p>	Z7-21 - Sciennes Gardens
<p>I am writing to respond to the above consultation. We welcome the councils review of the the bin provision in our area and the plans to simplify and upgrade the quality of bins in across the city. We do however have some concerns about the plans to add a section of double yellow lines to Sciennes Gardens (as described in map tile 4). We assume from the proposal that the corbwr of Sciennes Gardens is being considered as the site for new bins. We do not understand the rationale for this for the following reasons: 1.This is a tight corner and a blind bend, and the addition of bins will further reduce visabiltiy on a street with small children playing 2.Sciennes Gardens is serviced by individual bins, so it seems strange to site communal bins on our street 3.The residents of the street are actively trying to enhance the street scape with murals and more greenery. The addition of bins (which we don't use) would impact the quality of our street scape. This would seem to sit ar odds with the overarching ambition of the consultation and work of the council to improve the street. Alternative- we would suggest the existing bin store at the corner of Sciennes Hill place be extended This site cannot be used for more parking and is better situated to service the flats who use the bins.</p>	Z7-21 - Sciennes Gardens
<p>We wish to object to the proposed location for a new hub of recycling and waste bins in Sciennes Gardens. The residents of Sciennes Gardens have bins collections and would not use these facilities, and as the street is a cul-de-sac, no other local residents would be walking past the site in their normal day to day journeys, which is when most people take their recycling and rubbish out. In other word no-one passes the site, they would have to walk in the opposite direction to a site that cannot be seen from their street. In most cases residents of the tenements walk toward the city or onto Causewayside and would use the first bins they come to on that route. The capacity and number of bins is far higher than what is needed for the three tenement stairs in Sciennes Hill Place, especially if the Council is intending to empty these new bins more frequently. For some time there have been concerns about the road safety at the entrance and corner of Sciennes Gardens/Sciennes Hill Place because vehicles approaching do not see the road signs that it is a dead end and turn into the street approaching the blind corner too fast. And there have been some near misses between cars and cycles leaving the street and cycles coming down SCiennes House Place. This has been raised with the Council and our Councillors, but it was deemed not busy enough a spot for a site visit in the past. Having a bin hub in the location will simply exacerbate the road safety issues. Cars coming to use the bin hub will have nowhere to stop except in the middle of the road, or park on the yellow lines. And bins lorries reversing will be a potential danger to the passing public who have to use the road, because the pavement is too narrow and pedestrians wanting to pass someone have to walk on the road. To improve the streetscape and make it safer the residents are installing street furniture, planters and planting the walls with greenery to compliment the new street signs that we have been told will be put up. he end of the street is a communal space that is used particularly in the summer for sitting out in the sun. The proposed bin hub location is in the same spot. The Bin Hub is also inside the area that is cordoned off each year for the annual streets' party has been running for many years with the Councils' permission. I very much hope that a suitable places and suitable amount of recycling can be provided where it is safe to do so, and in locations that are on the routes that residents use.</p>	Z7-21 - Sciennes Gardens
<p>I'd like to object to the proposed plans to move the existing street bins from Sciennes Hill Place to the corner of Sciennes Gardens. The move is unnecessary and the proposed location will take up valuable space for cars to pass each other at the entrance of Sciennes Gardens. The new location will give the street bins undue prominence rather than having them discreetly placed to one side as they are now. Within a conservation area we should strive to retain the special character of the street and the new location will negatively impact from an aesthetic and practical point of you.</p>	Z7-21 - Sciennes Gardens
<p>I was sent a link to your website by councillor Tim Pogson as he is concerned about the bins and parking in zone 7 too. At present there are not enough parking spaces for permit holders in this zone and so we have been given permission to park in the pay and display bays and also some streets in the adjoining S1 zone. If the new proposals go ahead then there definitely will not be enough parking spaces for residents. We shouldn't have to pay for a space when we're already paying for a permit. Perhaps those in charge of the project think that everyone who lives in this area is a young, fit student? However many of us are actually retired and rely on our cars to get around as the bus service has deteriorated so much over the years. If there's nowhere close by for us to park then we won't be able to keep a car and will be more or less housebound.</p>	All Zone 7 Streets



<p><b>Map:</b> Proposed map tiles part 5. Grange Loan between the junctions with Ratcliffe Terrace and Findhorn Place. Change of location - Map legend "blue" - Pay &amp; Display/Pay by phone bay parking space - outside 7 Grange Loan. New location - Map legend "orange" - No waiting, with restricted hours - outside 12 &amp; 20 (main doors) Grange Loan. <b>Grounds for objection:</b> These proposed changes are required to provide locations for communal bin hubs following Phase 4 of the Council's Communal Bin Review Project. With other residents I have submitted a Stage 1 Complaint, that includes parking issues, on the consultation process used for deciding these locations. These proposed consequential parking changes should not be taken forward until the complaint process has run its course. Implementing the changes before this would obviously be preemptive.</p>	<p>Z7-62 and Z7-63 -Grange Loan</p>
<p>I can find no evidence of an environmental impact assessment report relating to the proposed installation of a new waste bin hub on Warrender Park Terrace (opposite Nos 36 - 33). The objections set out in our email dated 4th July 2023 have not only not been addressed, they have been completely ignored. The noise*, fly-tipping (and potential vermin) which will be generated at this new, completely unnecessary, hub would be excessive and the damage to the natural environment (flora and fauna) unacceptable. The existing site of the bin hubs at the top (western) end of the terrace and at the junction of Warrender Park Terrace and Marchmont Street (i.e. across the road from the pavement) have been in place for many years and function satisfactorily. (Even these hubs are often surrounded by waste and fly-tipped items for days on end). We would be grateful if you could address our concerns. Bottle/glass bins are notoriously noisy; how is this to be addressed? Presumably there will be no objection to residents installing double-glazing in an attempt to mitigate this detrimental (and distressing) effect on their environment? With regard to food waste bins: will they be washed on a regular basis?</p>	<p>Z8-40 Warrender Park Terrace</p>
<p>I am writing to lodge objection to proposed traffic order TRO/23/12. I am resident of Roseneath Terrace. I have already responded to the bin hub consultation with issues that I foresee with the proposed bin hub arrangement specifically insofar as it relates to Roseneath Terrace. My primary concern is the safety of the public (pedestrians, cyclists and motorists on the road and footway). Also of concern is the detriment to the parking provision. A feature of Roseneath Terrace that sets it apart from other streets in Marchmont is that while it is notionally a through-road, it is effectively a cul-de-sac for large vans and lorries including refuse collection vehicles because of the narrow sharp junction with Roseneath Place (which itself is one-way). The consequence of this is that RCVs must reverse onto the street from Argyle Place, which is a hazard to other street users, risks damage to parked vehicles and is a nuisance for the RCV driver. In order to minimise the amount of reversing, the ideal position for the bin hubs would be at the (east) end of the street nearest Argyle Place, where bins are already situated and where parking is already to a large extent restricted. The placement of the bin hubs at the east end of the street would also avoid fragmenting the parking provision, thereby reducing the likelihood of unparkable gaps left by spaces vacated by very short/very long cars. Could I urge CEC colleagues in Waste Services and Roads Services to please work together to review the bin hub proposals in view of the unusual characteristics of Roseneath Terrace and consider the attached/below alternative in the interests of the residents of the street and of the refuse collection team.</p>	<p>Z8-56 and Z8-57 - Roseneath Terrace</p>

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# Licensing Sub-Committee of the Regulatory Committee

9.30am, Monday, 11 December 2023

## Objections to TRO/23/17, Magdala Crescent

Executive/routine  
Wards

Ward 11 - City Centre

### 1. Recommendations

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- 1.1 It is recommended that Licensing Sub-Committee:
  - 1.1.1 Approves setting aside the 40 objections received to Traffic Regulation Order TRO/23/17 and making the Order as advertised;
  - 1.1.2 Notes the commitment provided within the report to post-implementation monitoring, including conducting traffic surveys on each of the affected streets in 'the Crescents' during Spring 2024; and
  - 1.1.3 Notes that, should these surveys record traffic levels of more than 300 vehicles per hour during the peak period in any of the affected streets, or if the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and Environment Committee with proposed mitigation measures.

**Paul Lawrence**

Executive Director of Place

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## Objections to TRO/23/17, Magdala Crescent

### 2. Executive Summary

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- 2.1 This report details the objections received in response to the Statutory Consultation for Traffic Regulation Order (TRO) TRO/23/17 and recommends setting aside the objections and making the Order as advertised. It also commits to monitoring the traffic impacts arising from the changes and bringing forward proposed mitigations if the impacts are more significant than predicted.

### 3. Background

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- 3.1 The Council is introducing a protected cycleway along Haymarket Terrace as part of the wider City Centre West to East Cycle Link and Street Improvements (CCWEL) project. Works commenced in January 2022 and are projected to run until early 2024.
- 3.2 Traffic Regulation Order TRO/17/91 and Redetermination Order RSO/18/05 have previously been promoted for the section of CCWEL at Haymarket Terrace. Objections to these orders were reported to Transport and Environment Committee on 20 June 2018. Both Orders were subsequently made and are now in effect.
- 3.3 Many objectors to TRO/17/91 raised concerns that the proposals would increase traffic levels on Magdala Crescent and Douglas Crescent and suggested that a one-way traffic restriction should be introduced on Magdala Crescent to mitigate this. Subsequent traffic modelling undertaken by the Council confirmed that the proposals were likely to increase traffic levels on these streets and that the suggested additional traffic restriction would mitigate this.
- 3.4 In March 2023 the Executive Director of Place approved the advertisement of a further Traffic Regulation Order, TRO/23/17, to introduce a one-way traffic restriction at the southern end of Magdala Crescent as part of the ongoing CCWEL construction works.
- 3.5 TRO/23/17 is being promoted under Section 1 of the [Road Traffic Regulation Act 1984](#) (the 1984 Act). The detailed process for making a TRO is set out in the [Local Authorities Traffic Orders \(Procedure\) \(Scotland\) Regulations 1999](#) (the 1999 Regulations). Given the nature of the proposals within TRO/23/17, the 1999 Regulations permit the Council, as Roads Authority, the power to decide how to

determine any unresolved objections and to decide whether to proceed to make the Order.

- 3.6 Paragraph 86 of Appendix 6 of the Council's [Scheme of Delegation to Officers](#) delegates authority to the Executive Director of Place to make traffic orders where there have been no more than six objections received from the public and where there have been no statutory objections. In all other circumstances, objections are referred to the relevant Committee for a decision on how to proceed.
- 3.7 In these circumstances, Committee may either:
- 3.7.1 Approve making the TRO as advertised;
  - 3.7.2 Approve making the TRO with minor modifications, providing that such modifications would not extend the application of the order or increase the stringency of any prohibition or restriction contained within it (Regulation 13 of the 1999 Regulations);
  - 3.7.3 Direct that a public hearing is to be held on the proposed TRO, chaired by an independent person (Regulation 8 of the 1999 Regulations);
  - 3.7.4 Approve making the TRO in part; or
  - 3.7.5 Decide not to make the TRO.

## 4. Main report

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- 4.1 In line with the statutory requirements for consultations being carried out under the terms of the 1984 Act and the 1999 Regulations, the draft Traffic Regulation Order TRO/23/17 was advertised between 25 August and 15 September 2023. During this period the Council received 40 representations, including one from the West End Community Council, each detailing objections to the proposed TRO.
- 4.2 Of the 40 representations, all are considered to contain material objections. There were no Statutory Objections to this TRO. The representations received and the Council's response are set out in detail in Appendix 1. The objection received from the West End Community Council is included in full in Appendix 2.
- 4.3 The primary theme of the objections is that introducing a one-way traffic restriction on Magdala Crescent will result in increased traffic flows on parallel routes, in particular Eglinton Crescent and Coates Gardens. Objectors also raise related concerns arising from higher traffic levels on these streets (such as increased noise and air pollution and perceived adverse impacts on road safety) in addition to questioning the fairness of diverting traffic currently using one street onto another.
- 4.4 In addition, objectors raise procedural concerns around the processes followed in the lead up to advertising TRO/23/17, the viability of the information which supports its inclusion in the scheme and the legality of the proposals in terms of their adherence to relevant legislation.

- 4.5 Some objectors, including the West End Community Council, make suggestions for alternative arrangements, which are presented as achieving the same or similar ends with reduced negative impacts. These suggestions are not, in themselves, material objections and would often require further TROs to be promoted to allow their implementation. Consideration of these suggestions is included in Appendix 1.

#### **Increased traffic on Eglinton Crescent and Coates Gardens**

- 4.6 Following the concerns raised in 2018 in relation to TRO/17/91 (refer to para 3.3 above), the Council conducted traffic surveys of the area, and utilised this data to conduct a traffic modelling exercise in 2019 to consider the likely effect of the proposals on traffic volumes in the affected streets. A summary of the results is presented in Appendix 3 and the full traffic modelling report is provided in Appendix 4.
- 4.7 It is acknowledged that the traffic survey data that informed this exercise is now several years old; however, as it reflects a pre-Covid baseline, it provides a 'worst case' scenario for the predicted traffic impacts of the changes that are now being implemented.
- 4.8 The modelling exercise considered the likely change in the number of vehicles travelling on a given street in both directions during both AM and PM peak traffic periods. This is expressed as the number of vehicles per peak hour (vph), which is the number of vehicles travelling in either direction during the busiest hour of the day at that location. This is normally the hour between 8.00am and 9.00am.
- 4.9 In the Edinburgh Street Design Guidance – [Street Types Map](#), each of the affected streets within the 'Crescents' are defined as 'Local Streets'. The [Edinburgh Street Design Guidance](#) notes that: *"Local streets mainly provide local access, for example for residents and employees to and from their houses and places of work. These streets will not have a significant through traffic function. They can vary substantially in width depending on when they were first built. They do not have a significant public transport role."*
- 4.10 On this basis, it is considered reasonable that each of these streets should have a comparatively low level of traffic throughput. The Edinburgh Street Design Guidance provides indication on comparative traffic volumes in the context of designing for cycle use, which is helpful in this regard. As set out in the [Factsheet for Designing for Cycling](#), streets with less than 150vph are considered 'very low flow', streets with 150 - 300vph are considered 'low flow', and streets with 300 - 800vph are considered 'medium flow'.
- 4.11 The traffic surveys conducted in 2018 provided the following baseline traffic levels at each of the four streets primarily affected by TRO/23/17:
- 4.11.1 Magdala Crescent – 347vph;
  - 4.11.2 Douglas Crescent – 266vph;
  - 4.11.3 Eglinton Crescent (w) – 148vph; and
  - 4.11.4 Coates Gardens – 141vph.

- 4.12 It can be seen that, using the thresholds set out above, in the baseline scenario Coates Gardens and Eglinton Crescent experience 'very low flow', Douglas Crescent experiences 'low flow', while Magdala Crescent experiences 'medium flow'.
- 4.13 The modelling exercise which was conducted predicted that, under the CCWEL proposals detailed in TRO/17/91, most streets in 'the Crescents' would see a reduction in traffic volume, however Magdala Crescent and Douglas Crescent would see increased levels of traffic, resulting in far higher levels of traffic than other streets as shown below:
- 4.14 Traffic levels with only TRO/17/91:
- 4.14.1 Magdala Crescent – 396vph;
  - 4.14.2 Douglas Crescent – 329vph;
  - 4.14.3 Eglinton Crescent (w) – 155vph; and
  - 4.14.4 Coates Gardens – 74vph.
- 4.15 The proposals in TRO/17/91 therefore result in a considerable imbalance between the levels of traffic on affected side streets from Haymarket Terrace, with both Magdala and Douglas Crescents experiencing increased traffic levels and 'medium flow'.
- 4.16 The modelling exercise considered the impact on traffic levels in these streets with the additional introduction of a one-way northbound traffic restriction on Magdala Crescent. Under this scenario, most streets in 'the Crescents' would see a reduction in traffic volume, including Magdala Crescent and Douglas Crescent. While Coates Gardens and Eglinton Crescent (w) would see an increase in traffic as shown below:
- 4.17 Predicted traffic levels with both TRO/17/91 and TRO/23/17:
- 4.17.1 Magdala Crescent – 201vph;
  - 4.17.2 Douglas Crescent – 235vph;
  - 4.17.3 Eglinton Crescent (w) – 165vph; and
  - 4.17.4 Coates Gardens – 196vph.
- 4.18 Under this arrangement, all four of these streets would see comparable traffic volumes of around 200vph and all streets are predicted to experience a level of traffic volume that would be considered 'low flow', consistent with their status as Local Streets under the Edinburgh Street Design Guidance.
- 4.19 The proposals contained in TRO/23/17 were requested by objectors to TRO/17/91, who expressed concerns about the introduction of one-way restrictions on Coates Gardens and Rosebery Crescent without similar restrictions being introduced on Magdala Crescent. The modelling exercise predicts that the impact of the additional traffic restriction on Magdala Crescent would be near parity between affected streets and an appropriate level of traffic on each.

- 4.20 Meanwhile the impact of not proceeding with TRO/23/17 would be a considerable imbalance in the levels of traffic between different streets; with Magdala and Douglas Crescents (already the busiest streets) subject to increased levels of traffic. On this basis, this report recommends that the objections are set aside, and the order is made as advertised.

### **Proposed Monitoring and Consideration of Mitigations**

- 4.21 Traffic modelling is a valuable tool in assessing potential consequences of proposed alterations to the traffic network, however this does not mean that it is perfect. Several objectors have raised concerns that the predictions made in the modelling exercise may not turn out to be accurate, and that traffic on some streets in 'the Crescents' following these changes may be higher than anticipated.
- 4.22 It is also noted that Coates Gardens will have a 'continuous footway' arrangement at its junction with Haymarket Terrace where vehicles must cede priority to both pedestrians and cyclists crossing Coates Gardens. This arrangement is best suited for side roads with low traffic flows and high numbers of crossing movements. If the volume of traffic on Coates Gardens is too high, the operation of this crossing could be compromised.
- 4.23 It is therefore proposed that post-implementation traffic surveys should be conducted, utilising the same methodology as those undertaken in 2018. If the surveys record that any of the streets within 'the Crescents' are experiencing traffic volumes greater than 300vph during any peak period or is affecting the operation of the continuous footway crossing, a report will be prepared for Transport and Environment Committee at the earliest availability with proposed mitigation measures.

### **Concerns regarding noise pollution**

- 4.24 Some objectors have raised concerns over increased noise pollution arising from displacement of traffic from Magdala Crescent onto Coates Gardens. The former is a street with buildings on one side and an asphalt surface, the latter is a street with buildings on both sides and a setted surface. As such, it is reasonable to assert that the noise impact of a given vehicle movement will be greater on Coates Gardens than on Magdala Crescent.
- 4.25 The modelling exercise predicts that traffic levels on Coates Gardens will rise by an additional 55 vehicles during the AM peak traffic period, to 196vph. While this represents a 39% increase, this level of traffic remains well within the threshold for 'low flow'. As such, the level of noise pollution experienced can still be expected to be minimal.

### **Concerns regarding air pollution**

- 4.26 Some objectors have raised concerns over increased air pollution arising from displacement of traffic from Magdala Crescent onto Coates Gardens. The former is a street with buildings on one side, the latter is a street with buildings on both sides. As such, it is reasonable to assert that the air quality impact of tailpipe emissions



will be greater on Coates Gardens than on Magdala Crescent, due to the more limited space for pollutants to disperse.

- 4.27 As noted previously, the modelling exercise predicts that traffic levels on Coates Gardens will rise by an additional 55 vehicles during the AM peak traffic period, to 196vph. Although this represents a 39% increase, this level of traffic remains well within the threshold for 'low flow' of 300vph.
- 4.28 This can be compared with Haymarket Terrace which has high sided buildings on both sides and experiences roughly 4.5 times as much traffic as Coates Gardens is expected to, at approx. 900vph. Despite this, [the Council's air quality monitoring](#) shows that levels of air pollution on Haymarket Terrace have been within legal limits since 2018 and has been reducing consistently over the past few years. The predicted level of traffic on Coates Gardens following the introduction of TRO/23/17, if approved, is not therefore be considered to give rise to concerns in terms of poor air quality.

#### **Other concerns regarding increased traffic on Eglinton Crescent and Coates Gardens**

- 4.29 Objectors have raised various other concerns about increased levels of traffic on Eglinton Crescent and Coates Gardens, such as potential road safety impacts and impacts on vulnerable residents and those with protected characteristics. Each of these concerns however apply equally to the streets which will be most affected if Magdala Crescent retains two-way operation, i.e. Douglas Crescent and Magdala Crescent. Under the proposals in TRO/23/17 all of these streets are predicted to experience a 'low' level of traffic.
- 4.30 Objectors have also raised concerns about the 'fairness' of diverting traffic from Magdala Crescent to Coates Gardens, when the number of households on the former street is considerably lower than the number of households on the latter.
- 4.31 The two streets expected to see reduced traffic levels if TRO/23/17 is implemented are Magdala Crescent and Douglas Crescent, which have a combined total of 51 buildings (23 on Magdala Crescent, 28 on Douglas Crescent). The two streets predicted to see increased levels of traffic are Eglinton Crescent (west of Coates Gardens) and Coates Gardens. The combined number of buildings on these streets is 56 (44 on Coates Gardens, 12 on Eglinton Crescent).
- 4.32 The number of households that are predicted to experience increased traffic levels is therefore similar to those expected to experience reduced traffic.

#### **Request for Late Consideration of Objections**

- 4.33 The Council received requests from some objectors to consider additional material to supplement their original objections. These requests were received several weeks after the advertised closing date of the Objection Period and thus these requests were refused. As a standard practice, the Council does not accept late representations to TRO consultations. While discretion may sometimes be applied if

representations are received in the days immediately following the Objection Period, this was not the case in this instance.

## **5. Next Steps**

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- 5.1 If the Committee approves the recommendations in this report, Traffic Regulation Order TRO/23/17 will be made and will come into effect shortly thereafter.
- 5.2 Officers will also arrange for further traffic surveys to be undertaken during spring 2024 to inform post-implementation monitoring of traffic levels across ‘the Crescents’.

## **6. Financial impact**

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- 6.1 The proposals outlined in this report will have minimal financial impacts. The costs associated with advertising TRO/23/17, if made, are modest and the costs associated with implementing the proposed layout at Magdala Crescent are already included in the budgeted costs for construction of the CCWEL project.

## **7. Equality and Poverty Impact**

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- 7.1 An [Integrated Impact Assessment](#) was conducted for the CCWEL project and has been updated to reflect consideration of the proposals in TRO/23/17. Updates have reflected the inclusion of a northbound one-way traffic restriction on Magdala Crescent, at its junction with Haymarket Terrace.
- 7.2 Positive impacts have been updated to include the reduction in the impact of through traffic at this, and other streets on all road users. Negative impacts have been updated to include the impact of displaced traffic on air and noise pollution on alternative routes.
- 7.3 Mitigations have been updated to include the proposed traffic monitoring in affected streets, such as the Crescents, and consideration of mitigations as required.

## **8. Climate and Nature Emergency Implications**

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- 8.1 The impact of the CCWEL project, of which TRO/23/17 is proposed to form a part, is deemed to be have a positive impact on sustainability, by encouraging modal shift from private car to active modes of travel.

## **9. Risk, policy, compliance, governance and community impact**

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- 9.1 The CCWEL project has involved considerable stakeholder engagement and consultation since 2015. The proposals entailed by TRO/23/17 were suggested by

affected residents during the previous statutory consultation in 2018 for TRO/17/91, which introduced the relevant restrictions for the introduction of the CCWEL project.

- 9.2 TRO/23/17 has been subject to two periods of consultation, as required by the Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999. The former provided an invitation to provide comment, while the latter provided an opportunity to object formally or to comment. The representations made as part of the latter consultation are detailed in Appendix 1, alongside the Council's responses to the concerns raised.

## **10. Background reading/external references**

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- 10.1 None.

## **11. Appendices**

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Appendix 1 – Objections and the Council's Responses

Appendix 2 – West End Community Council Objection

Appendix 3 – Summary of Traffic Modelling Data

Appendix 4 – Traffic Modelling Report

## Appendix 1 – Objections and Council Response

Content	No.	Material Objection	Suggestion	Response
<p><b>Increase in Traffic - Noise Pollution</b></p> <p>272; 294; 299; 326: Coates Gardens has cobbles for approximately 80% of its length. The traffic currently travelling over cobbles as a result of the roadwork diversions, is extremely noisy and CCWEL's projected 40% increase in traffic will increase this noise. Additionally, as the road is residential on both sides the noise cannot escape therefore it reverberates and echoes.</p> <p>273: If the intention of this change is to reduce the effect of traffic on residents in the area then this would not seem like a rational decision, as one street over the same route is possible through Coates Gardens that affects twice the number of residents as Magdala Crescent (residents on both sides of street). The cobbled street also means the noise levels we incur are significantly higher than on Magdala Crescent, that is not cobbled.</p> <p>276: The new routes are much more susceptible to noise and vibration with buildings on both sides of the road particularly with a long stretch of noisy cobbled road instead of the current tarmac route. The current position is better suited by having open spaces, gardens and so better dissipates the traffic impact.</p> <p>282: The cobbles (or sets) on Coates Gardens means that additional traffic results in increased noise nuisance.</p> <p>283; 321; 321: TRO/23/17, if it went ahead, would divert traffic away from Magdala Crescent onto Coates Gardens, greatly increasing the noise and pollution in Coates Gardens. The proposal will benefit only a small number of properties/households in Magdala Crescent to the disadvantage of 3 to 4 times the number in Coates Gardens. There are houses on both sides of Coates Gardens which would trap extra pollution whereas this is an open space on one side of Magdala Crescent so pollution can disperse.</p>	36	Y	N	<p>Some objectors have raised concerns regarding the displacement of traffic from Magdala Crescent onto Coates Gardens in terms of noise pollution. The former is a street with buildings on one side and an asphalt surface, the latter is a street with buildings on both sides and a setted surface. As such it is reasonable to assert that the noise impact of a given vehicle movement will be greater on Coates Gardens than on Magdala Crescent.</p> <p>Nonetheless, the Traffic Modelling which has been carried out predicts that traffic levels on Coates Gardens will rise by an additional 55 vehicles during the AM peak period to 196vph, representing a 39% increase. This level of traffic remains well within the threshold for 'low flow' of 300vph. As such, the level of noise pollution can still be expected to be minimal and far below many other setted streets in the city.</p> <p>Should Coates Gardens see an increase in traffic greater than that predicted by the modelling exercise this impact could be exacerbated.</p> <p>The Council will conduct traffic monitoring post implementation and, should these surveys record traffic levels of more than 300 vehicles per hour during the peak period in any of the affected streets, or if</p>

Content	No.	Material Objection	Suggestion	Response
<p>284: we live in an area with cobbled streets with houses on both sides so the noise will be amplified</p> <p>285: the impact of effectively making Magdala Crescent a one-way will exacerbate the already elevated noise levels experienced by far more people in Coates Gardens than that in Magdala Crescent.</p> <p>1. Magdala Crescent and Douglas Crescent are bordered by green foliage, as is the majority of Eglinton Crescent. Green spaces/foliage help absorb traffic noise. Coates Gardens has no foliage whatsoever.</p> <p>2. Coates Gardens is the only road amongst those mentioned to have the majority of its length cobbled. Cobbled streets are noisier than paved ones - just ask the residents of Comley Bank &amp; those on Brighton Place in Portobello.</p> <p>3. Of the streets mentioned, Coates Gardens is the only one that suffers from the "Canyon Effect. This is the "reverberation produced by multiple reflections of sound in streets framed by high buildings. This effect raises the ambient noise level in urban settings and makes it difficult to localize sounds".</p> <p>286: My primary concern revolves around the expected surge in southbound traffic passing through Coates Gardens as a result of the proposed one-way system on Magdala Crescent. Coates Gardens is a stunning lined terrace street, notable for its uninterrupted row of historic buildings from end to end. While this architectural feature lends our street its unique character, it simultaneously poses significant challenges in terms of noise and air pollution.</p> <p>The continuous row of buildings in Coates Gardens acts as an amplifier for noise, and I am deeply concerned that an increase in traffic, especially commercial vehicles, will significantly elevate noise levels. These buildings, dating back to the 1850s - 1870s, were never designed to endure the cacophony generated by traffic, and the soundproofing measures currently in place are insufficient to counteract any surge in noise levels.</p> <p>I must emphasise the impact this could have on my professional life. I work from home in a professional field that requires my participation in audio/visual meetings conducted in a distraction-free environment.</p>				<p>the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and Environment Committee with proposed mitigation measures.</p>

Content	No.	Material Objection	Suggestion	Response
<p>287: Because the road surface is sets, the noise from passing vehicles is intrusive, especially when speeding. We also have the noise of trucks reversing down the street as they collect rubbish.</p> <p>288: The noise and vibration of all that traffic on the cobbled surface (one of the few left in the west end) will be intolerable.</p> <p>289; 290: Coates Gardens is entirely unsuited for increased traffic flow. Any increase in traffic would have a vastly disproportionate impact on the street for the following reasons: As a cobbled street every vehicle creates vastly increased noise pollution compared to tarmacked streets. A 40% increase in traffic would therefore generate far greater excessive noise than were this traffic to be directed down a different adjoining street such as Magdala Crescent which is tarmacked. This has not been considered by the Council in making the TRO. The Council has confirmed in response to my Freedom of Information access request (EDIR:43742) that no noise pollution impact assessment has been undertaken. Failure to do is evidence of their failure to take into account the specific attributes of the street, and therefore of their acting unreasonably. Unlike alternative streets, Coates Gardens has houses on both sides of the street. This increases the impact of any increase in noise and pollution, with the noise echoing off the hard surfaces, and the pollution unable to disperse. In contrast, Magdala Crescent has buildings only on one side of the street and gardens on the other side of the street which helps reduce the noise and allows for pollution to better disperse. Unlike alternative streets, the buildings on Coates Gardens do not have front gardens. This increases the impact of any increase in noise. In contrast, houses on Magdala Crescent have front gardens with trees/shrubs which help absorb the noise and lessen the impact of traffic. Coates Gardens includes basement flats. These suffer particular impact from road noise. The equivalent stretch of Magdala Crescent (from Haymarket Terrace to Eglinton Crescent) does not have basement flats.</p> <p>292: I am also concerned about the noise - it is already very intrusive (I'm a resident of a ground floor property with the only living space at the front of the property facing the road) due to the number of vehicles using Coates Gardens and many speeding. I thought this situation would be temporary for the CCWEL works and so have been understanding about</p>				

Content	No.	Material Objection	Suggestion	Response
<p>that. However if this is a permanent situation and it would directly affect my living conditions. There is no acoustic support to dampen the noise from the cobbles, actually quite the opposite with stone buildings creating the perfect environment to amplify the sound of the traffic.</p> <p>293; 315: The Coates Gardens residents' concerns include a reduction in amenity, increase in vehicular traffic, pollution and noise level. No investigation appears to have taken place to assess the impact of these problems.</p> <p>295: Not only this but the corridor of buildings will trap the fumes from the vehicles and amplify the noise. The noise, particularly early in the morning will be highly intrusive.</p> <p>296: I am woken up at all hours of the night due to cars and massive lorries/other large vehicles far exceeding the speed limits and creating a great disturbance on the cobbled streets, amplified by the corridor of buildings (with no front gardens to separate us from the pollution, noise pollution and other sorts). Other streets in the area do not have cobbled streets or this corridor of buildings, so it seems to me that Coates Gardens was not the right choice to redirect traffic down. This traffic order has made our street more unsafe, noisy and polluted. It has changed the character of our street and decreased my quality of life in depriving me of sleep when I work early hours.</p> <p>297: Intrusive noise would also be inevitable</p> <p>298: I am a resident of Coates Gardens and I believe that the above traffic order will have a detrimental impact on Coates Gardens (far greater than any impact that is currently experienced on Magdala Crescent). Currently there is a two-way traffic system in place at Magdala Crescents, however if the above traffic order was to be implemented this will increase general traffic on Coates Gardens (the next street). This will have the following negative impacts:</p> <ul style="list-style-type: none"> <li>• This will have a far greater negative impact on local residents in the area because Magdala Crescent has residential buildings on one-side of the street (the other side of the street are public gardens) whereas Coates Gardens has residents living on both sides of the streets.</li> </ul>				

Content	No.	Material Objection	Suggestion	Response
<ul style="list-style-type: none"> <li>• There will be greater traffic through Coates Gardens if cars are unable to drive through Magdala Crescent.</li> <li>• Coates Gardens is a cobbled street whereas Magdala Crescent is not. The above traffic order will increase traffic on Coates Gardens and will increase noise pollution (due to the cobbles) on the street. This is particularly an issue at night and early in the morning.</li> </ul> <p>301; 302; 314: I am writing to register my objection to this decision, mainly on the grounds that Coates Gardens is a cobbled street and any traffic makes substantial noise (as opposed to Magdala Crescent which is a tarmac street).</p> <p>312: As there are houses on both sides of the street, without front gardens, large trees, and open spaces (this being different from other streets in the area), traffic noise cannot be absorbed and increased traffic would worsen the road noise due to an echo effect. The same applies to air pollution.</p> <p>313: I would like to object to the above proposal on the basis of the negative effects on Coates Gardens residents: Increased traffic in a cobbled street. Increased noise pollution.</p> <p>316: The entire length of the undulating street is cobbled and the increase in traffic would significantly increase noise levels. None of this noise can be absorbed or reduced with changes to our property (conservation area prevents me from upgrading my single pane windows)</p> <p>317: A huge increase in traffic flow down a cobbled street, will cause excessive noise on a surface simply not able to withstand such an increase in traffic volume and heavy traffic too. The street of Coates Gardens has residents to both sides with no buffer of large trees or gardens like other streets in the surrounding area. Being a conservation area with listed buildings, windows are single pane glazed meaning noise is not reduced for residents.</p> <p>318: One of us suffers with tinnitus and now wakes up regularly in the middle of the night with ears ringing due to vehicles illegally speeding</p>				



Content	No.	Material Objection	Suggestion	Response
<p>across the cobbles. There is no traffic calming and no enforcement of the 20mph speed limit.</p> <p>Coates Gardens is maintained with its historic cobbles on heritage grounds. It does not make sense for the Council to effectively designate this street one of the main routes out of town.</p> <p>When one weights for air pollution (longer route, built-up residential on both sides) and noise pollution from the Coates Gardens cobbles one sees that the negatives outweigh the positives very substantially.</p> <p>It does not directly affect us, but we would also like the Council to bear in mind the increased noise and risk to the vulnerable people housed on Coates Gardens and the impact on the trade of the Hotels on the route, particularly given their guests will have their sleep affected.</p> <p>324: Unlike the tarmac surface of other surrounding roads, Coates Gardens' cobblestone surface generate excessive noise. The noise level generated by increase in traffic flow on cobblestone surface is differently from roads with tarmac surface.</p> <p>Coates Gardens are front to front stone building, noise and fumes generated here will further echo/circulate between the stone buildings. In comparison, one side of Magdala Crescent is a big open space with no building, easily facilitate noise/fumes dissipation.</p> <p>Coates Gardens has no trees/front gardens. While, both sides of Magdala Crescent have big trees acting as acoustic insulation and the only side of Magdala Crescent with buildings all have front gardens that can absorb/isolate noise.</p> <p>Basement level residence on both sides of Coates Gardens with their windows facing cobblestone road surface will suffer more with your current proposal. Noting: no basement level residences on Magdala Crescent.</p> <p>325: The proposed changes will inevitably lead to significantly increased traffic on Coates Gardens. As a previous resident I know that Coates Gardens is a cobbled, quiet, residential street and is unsuited for significant through traffic, which would cause disproportionate detriment to the residents.</p> <p>328: There is already disturbing noise and vibration generated when a car passes along the cobbled surface of Coates Gardens even worse if a heavier vehicle.</p>				

Content	No.	Material Objection	Suggestion	Response
<p>This is a historic cobbled street not designed for modern infrastructure. Noise will echo off the buildings opposite.</p> <p>329: Unlike other streets in the area Coates Gardens is cobbled which generates excessive noise when driven on, this will impact residents as traffic volume increases.</p> <p>Coates Gardens does not have mid street gardens or front gardens to absorb traffic noise and unlike other streets in the area there are residents on both sides meaning more people will be affected by the proposed change.</p>				
<p><b>Increase in Traffic - Air Pollution</b></p> <p>272; 294; 299; 326: Coates Gardens has residential properties on both sides unlike other roads which have open spaces or gardens on one side. As a result, the increase in pollution from greater vehicle numbers will not disperse quickly.</p> <p>282: Coates Gardens has families living on both sides of the road and traffic pollution will disperse more slowly than adjacent streets where only one side of the street has housing.</p> <p>283; 321; 321: TRO/23/17, if it went ahead, would divert traffic away from Magdala Crescent onto Coates Gardens, greatly increasing the noise and pollution in Coates Gardens. The proposal will benefit only a small number of properties/households in Magdala Crescent to the disadvantage of 3 to 4 times the number in Coates Gardens. There are houses on both sides of Coates Gardens which would trap extra pollution whereas this is an open space on one side of Magdala Crescent so pollution can disperse.</p> <p>285: More traffic = more noise, never mind elevated pollution levels, elevated risk of road traffic collisions &amp; injury, etc.</p> <p>286: My primary concern revolves around the expected surge in southbound traffic passing through Coates Gardens as a result of the proposed one-way system on Magdala Crescent. Coates Gardens is a stunning lined terrace street, notable for its uninterrupted row of historic buildings from end to end. While this architectural feature lends our street its unique character, it simultaneously poses significant challenges in terms of noise and air pollution.</p>	25	Y	N	<p>It is understandable that residents may be concerned about the impact of diverted traffic on local air quality on these streets. Tailpipe emissions are a primary factor in local air pollution and residents are correct to highlight that Coates Gardens, unlike Magdala Crescent, has high sided buildings on both sides of the street, reducing the dispersal of air pollutants. Nonetheless, it is not expected that the potential increase in traffic on Coates Gardens could worsen local air quality to an extent that would be a cause for concern.</p> <p>Air Quality in central Edinburgh has improved considerably over the past few years with levels of Nitrogen Dioxide at monitoring sites across the city showing ongoing reductions, most likely due to improving engine efficiency and fleet renewal, especially for bus fleets.</p> <p>The Council does not have an air quality monitoring station on Coates Gardens, however there are monitoring stations on Haymarket Terrace. Haymarket Terrace provides a useful comparison as it is nearby and is also a street with high sided buildings on both sides.</p>

Content	No.	Material Objection	Suggestion	Response
<p>287: It also increased pollution and reduced air quality. Unlike other streets in the West End, we have no green space and there are buildings both sides.</p> <p>289; 290: Unlike alternative streets, Coates Gardens has houses on both sides of the street. This increases the impact of any increase in noise and pollution, with the noise echoing off the hard surfaces, and the pollution unable to disperse. In contrast, Magdala Crescent has buildings only on one side of the street and gardens on the other side of the street which helps reduce the noise and allows for pollution to better disperse.</p> <p>291: I also believe the increased in traffic will result in an increase in pollution on our road. Unlike the neighbouring crescents, Coates Gardens does not benefit from open spaces or gardens to disperse the pollution.</p> <p>293; 315: The Coates Gardens residents' concerns include a reduction in amenity, increase in vehicular traffic, pollution and noise level. No investigation appears to have taken place to assess the impact of these problems.</p> <p>295: Not only this but the corridor of buildings will trap the fumes</p> <p>296: This traffic order has made our street more unsafe, noisy and polluted.</p> <p>297: The proposed changes will increase pollution, particularly given the fact both sides of our road are lined with houses so the pollution will become trapped.</p> <p>298: Increased air pollution trapped by the corridor of buildings in Coates Gardens, the impact of air pollution wouldn't be as great on Magdala Crescent given, as noted above, this street has only one side of residential buildings whereas Coates Gardens have residential buildings on both sides.</p>				<p>Following the implementation of TRO/23/17 it is predicted that Coates Gardens may experience traffic levels of up to around 200vph. In 2018 Haymarket Terrace experienced traffic levels of around 900vph, more than 4 times as much, including many buses and HGVs. At this time the monitored level of NO<sub>2</sub> was 31µg/m<sup>3</sup> on the north side of the road and 41 µg/m<sup>3</sup> on the south side of the road. The legal limit is 40 µg/m<sup>3</sup>. In 2021, the most recent year of published data, these figures had fallen to 25.1 µg/m<sup>3</sup> and 26.2 µg/m<sup>3</sup> respectively despite Haymarket Terrace continuing to carry a considerably larger volume of traffic than Coates Gardens would ever be expected to.</p> <p>As such, while it is possible that the introduction of a one-way restriction on Magdala Crescent may result in an increase in air pollution on Coates Gardens, this would only be marginal and would not be expected to result in levels of air pollution that would be a cause for concern.</p> <p>The Council operates an Air Quality Management Area throughout the City Centre which includes Haymarket Terrace, and we have numerous Air Quality Monitoring Sites throughout the city. More information about these can be found via our website here:  <a href="https://www.edinburgh.gov.uk/airquality">https://www.edinburgh.gov.uk/airquality</a></p> <p>It is also worth noting that the Council has introduced a <a href="#">Low Emission Zone</a> across</p>

Content	No.	Material Objection	Suggestion	Response
<p>300: The massive increase of pollution to a residential area, also seems very much at odds with the overall city objectives, of cutting off "rat runs" and directing traffic towards more use of main roads.</p> <p>312: As there are houses on both sides of the street, without front gardens, large trees, and open spaces (this being different from other streets in the area), traffic noise cannot be absorbed and increased traffic would worsen the road noise due to an echo effect. The same applies to air pollution.</p> <p>313: I would like to object to the above proposal on the basis of the negative effects on Coates Gardens residents: Increased air pollution.</p> <p>318: When one weights for air pollution (longer route, built-up residential on both sides) and noise pollution from the Coates Gardens cobbles one sees that the negatives outweigh the positives very substantially.</p> <p>324: Coates Gardens are front to front stone building, noise and fumes generated here will further echo/circulate between the stone buildings. In comparison, one side of Magdala Crescent is a big open space with no building, easily facilitate noise/fumes dissipation.</p> <p>328: Furthermore the associated pollution will impact health, especially those with asthma or similar respiratory conditions.</p>				<p>the city centre and enforcement of this LEZ will commence in June 2024. While the streets affected by TRO/23/17 fall outwith the Low Emission Zone area, it is anticipated that the presence of the Low Emission Zone will encourage fleet renewal, reducing the proportion of vehicles which are non-compliant throughout the city, resulting in improvements to local air quality across a wider area. As such it is possible that Air Quality in Coates Gardens will remain stable, or improve, even in the context of a marginal increase in traffic volume on the street.</p>
<p><b>Impact of Current Traffic Layout Demonstrates that Modelling Incorrect/ that changes should not be made permanent</b>            272; 294; 299; 326: The displacement of traffic from the current diversions into Coates Gardens is much greater than the number assumed in CCWEL's modelling.</p> <p>273: I live on Coates Gardens and there is already significant noise caused by traffic going down the road on the cobbles. I have moved from the front bedroom to the back due to the noise in the early hours of the morning waking me up and there is a significant worry that this will increase dramatically once the proposed traffic changes are introduced (not allowing cars onto Magdala Crescent from Haymarket Terrace).</p> <p>277: We are already experiencing Increased and dangerous traffic levels</p>	17	Y	N	<p>Some respondents have raised concerns regarding the current level of traffic using Coates Gardens while the works to build the cycleway on Haymarket Terrace are ongoing. It is noted that while the works are taking place there is already a one-way restriction on Magdala Crescent allowing for northbound traffic only and many respondents have suggested that the current layout reflects the proposal in TRO/23/17 but that the results are far worse than predicted.</p> <p>It is understandable that residents may be concerned about the current volume of</p>

Content	No.	Material Objection	Suggestion	Response
<p>Speeding vehicles Increased litter Nosy and noisy travellers that stare into our homes as though we are public display - a gross infringement of our right to enjoy our homes Higher pollution levels affecting air quality and the integrity of our listed buildings Early morning and evening traffic jams We did not pay premium property prices to live on a main thoroughfare. Millions of ratepayers money has been invested in the infrastructure to Glasgow Road and Haymarket Terrace - make use of it! Do not allow this change to be permanent.</p> <p>282: [The traffic noise on the cobbles on Coates Gardens] has been particularly noticeable through the night and early morning during the recent roadwork diversions. Noise far exceeds what would be an acceptable level for a neighbour's party or building site for example. The increase in HGVs and commercial traffic has also introduced noticeable vibration in basements flats such as mine. If the traffic volumes created by the current diversions are anything to go by, the Council's modelling of a 40% increase in traffic flow on Coates Gardens is seriously understated. Furthermore it does not take account of the impact during the night and early morning where noise disruption is a particular problem, or of the impact of the large increase in commercial traffic.</p> <p>286: Regrettably, the ongoing works to upgrade Haymarket Terrace have already introduced a considerable increase in traffic noise, affecting the quality of my work environment. Sustaining traffic levels at or beyond the current levels in the long term would significantly hinder my ability to perform effectively</p> <p>287: We have already noticed; Significant increase in traffic down Coates Gardens. We note CCWEL itself projected a 40% increase Traffic includes heavy goods vehicles unsuitable for this street Traffic frequently exceeding the speed limit</p> <p>291: There is already an increased in traffic on our street since the cycle path construction works started. The traffic is very noisy due to cars,</p>				<p>traffic. However it is important to note that this does not reflect the proposed layout. This is because while the construction works associated with the CCWEL project are ongoing Rosebery Crescent is also closed. Once these works are complete Rosebery Crescent will be open to southbound vehicles accessing Haymarket Terrace, providing a parallel route to Coates Gardens.</p> <p>It is also worth noting that the eastbound closure of Haymarket Terrace results in delivery vehicles seeking to access premises on Haymarket Terrace being required to use Coates Gardens to access loading areas. Once Haymarket Terrace has re-opened to eastbound traffic this will no longer be required.</p> <p>For these reasons the current volume of traffic on Coates Gardens does not provide a good indication of the level of traffic that could be expected under the proposals in TRO/23/17.</p> <p>The Council will conduct traffic monitoring post implementation and, should these surveys record traffic levels of more than 300 vehicles per hour during the peak period in any of the affected streets, or if the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and Environment Committee with proposed mitigation measures.</p>

Content	No.	Material Objection	Suggestion	Response
<p>vans and lorries coming down the road sometimes at significant speed. This is not only unsafe, but very noisy, especially for those who have bedrooms at the front of the house like our young daughter. She has complained several times about the cars waking her up for example.</p> <p>292: Since the road works for CCWEL have started - restricting Magdala Crescent to a one way system - there has been a noticeable increase in traffic going Southbound on Coates Gardens, and particularly worrying at dangerous speeds.</p> <p>296: I am woken up at all hours of the night due to cars and massive lorries/other large vehicles far exceeding the speed limits and creating a great disturbance on the cobbled streets, amplified by the corridor of buildings (with no front gardens to separate us from the pollution, noise pollution and other sorts). Other streets in the area do not have cobbled streets or this corridor of buildings, so it seems to me that Coates Gardens was not the right choice to redirect traffic down. This traffic order has made our street more unsafe, noisy and polluted. It has changed the character of our street and decreased my quality of life in depriving me of sleep when I work early hours.</p> <p>300: As a resident of Coates Gardens, my quality of life has deteriorated significantly since a huge increase of traffic has been diverted down Coates Gardens, as a consequence of the 8 months of roadworks scheduled in the surrounding area. To be now confronted with plans to make this arrangement permanent is a bitter pill for residents to swallow. There is now a constant noise, all day and all night, of a greatly increased volume traffic, speeding down the cobbled street. Speeding on Coates Gardens has always been an irritant, but with this increased level of traffic, it presents a clear and present danger to residents moving their cars from a parking bay onto the road. I have had several near misses myself from drivers ridiculously speeding down Coates Gardens with no regard for parked cars moving off.</p> <p>312: The current road work diversions already indicate an increase in commercial goods vehicles which has increased the noise level. The traffic travelling through Coates Gardens because of the current roadwork diversions has made the street less safe for vulnerable people</p>				

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<p>and children and they are an indication of the safety implications of the proposed changes.</p> <p>318: The temporary closure of Magdala Crescent south-bound has shown that the modelling figures are wrong and there has been no decrease in traffic; it has simply shifted from one residential street to another, and now affects many more residents than previously. We live overlooking the junction with Coates Gardens and Eglinton Crescent and work from home so have had a full opportunity to observe the consequences. We have seen a large increase in noisy, polluting traffic (including many heavy / commercial vehicles) travelling down Coates Gardens. The increase overnight has been particularly significant and traffic now presents a major interference with sleep, having previously been minor.</p> <p>320: I moved here in 2015 as it was, up until this year, a quiet residential street with the odd taxi bombing down it from time to time. Now however we have constant car flow and all types of vehicle - articulated lorries, car transporters, coaches and every other type of commercial vehicle coming down the street. taking the corners badly and pulling U-turns carelessly.</p> <p>329: With the current disruptions in place we are already seeing frustrated drivers using Coates Gardens as a quick exit and speeding down with no regard for residents' safety, as someone with a young daughter it concerns me that this is an accident waiting to happen if made permanent.</p>				
<p><b>Increased risk of speeding / accidents on those streets with increased traffic levels or new one-way designations</b></p> <p>276: Increased risk of accidents particularly at the junctions and with cars parking along the longer and indirect routes. It's worrying how many near misses we see with traffic turning and going into spaces. The proposed plan has more safety issues.</p> <p>282: There is no traffic calming on Coates Gardens and speeding is commonplace, and the norm during commuting hours when Coates Gardens is used as a 'rat run'. The design of the street (downhill, wide and with an angled entrance to the North) encourages speeding.</p>	17	Y	N	<p>All of the streets affected by the proposals in TRO/23/17 have a 20mph speed limit and under the proposed changes are anticipated to experience traffic levels which can be considered 'low flow' of below 300vph. As such the risk of collisions on affected streets remains low.</p> <p>The Council will conduct traffic monitoring post implementation and, should these surveys record traffic levels of more than</p>

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<p>Neighbouring residents with young families have voiced particular concern over this. As a cyclist I am also concerned about the speed of traffic encountering the new cycle route to the South.</p> <p>283; 321: I am particularly concerned about the increased amount of traffic on a slip road outside my flat due to this proposal and ineffective traffic controls. At the moment, traffic travels at speed in both directions on this slip road even though it is only one way. This will inevitably result in a serious accident one day. Heavy lorries also use this to reverse down, in the wrong direction to turn around. The lack of routes will force more vehicles to use this slip road. greatly increasing chance of serious accident and damage to my property and maybe even risk to my own safety.</p> <p>I was travelling in the correct direction along Glencairn Crescent a few months back and a medium sized transit van was travelling towards me at great speed in the wrong direction. I have constantly seen vehicles around here travelling the wrong way down a 1 way street.</p> <p>285: More traffic = more noise, never mind elevated pollution levels, elevated risk of road traffic collisions &amp; injury, etc.</p> <p>286: Furthermore, I have reservations about whether traffic traveling southbound through Coates Gardens will adhere to speed limits, potentially jeopardising the safety of residents.</p> <p>288: This will significantly reduce our quality of life, and make the street more dangerous to children, pets and pedestrians. In short, it's horrible and it's unfair.</p> <p>292: A main concern is the speed that many drive at - going at dangerous speeds on a street that has two sides of parking, and houses many families, residents, hotel guests and vulnerable adults.</p> <p>295: This change would significantly increase the volume of traffic and commercial traffic moving up and down this road which will have a huge impact on safety for families with children living here.</p> <p>296: This traffic order has made our street more unsafe, noisy and polluted.</p>				<p>300 vehicles per hour during the peak period in any of the affected streets, or if the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and Environment Committee with proposed mitigation measures.</p>



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<p>297: already i've noticed a number of cars speeding down the road.</p> <p>312: The traffic travelling through Coates Gardens because of the current roadwork diversions has made the street less safe for vulnerable people and children and they are an indication of the safety implications of the proposed changes.</p> <p>313: I would like to object to the above proposal on the basis of the negative effects on Coates Gardens residents: Safety issues in street with many young families.</p> <p>317: The Council have no respect for residents on this street. It is a residential street with a large number of families with small children. These proposed changes will make crossing the road even more difficult and potentially cause accidents. It is already at times dangerous with small children due to the speed that people and heavy vehicles transit down the street as if it is a main trunk road, even before proposed changes. The proposed one way system for Magdala Crescent only encourages speeding along this section.</p> <p>318: We write to object to the provision pertaining to Magdala Crescent. The proposal is unsafe. The proposed change will see some 15,000 vehicles per week will exit right from Coates Gardens. The Council has stated "On quiet low speed streets, there may be no need for a cycle lane" and that "Where there is good visibility cyclists and on-coming drivers should be able to negotiate passage safely". This volume of traffic is not indicative of a quiet street. At peak times this volume of traffic will see vehicles queuing to exit. Traffic surveys show larger, heavier vehicles also use this rat-run. It is extremely likely that vehicles will queue over the cycle lane, negating the positive impact of the cycle lane and increasing the likelihood of vehicular-cyclist collisions.</p> <p>320: There is a serious need focus on the most important thing which is road safety. I would really like to see how the council will ensure the correct safety for Coates Gardens and the west end in general whilst</p>				

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<p>pushing traffic down alternate routes due to the new cycle lane restrictions.</p> <p>327: The changes to prevent southbound traffic from accessing Haymarket Terrace will effectively mean one-way vehicular traffic (North) on Magdala Crescent. One-way streets see an increase in speed and the proposal does not include any speed reduction measures in Magdala Crescent, nor any measures to ensure the safe crossing of pedestrians across the junction at Magdala Crescent and Eglinton Crescent. The diversion currently in place has seen speed restriction measures put into place in Magdala Crescent. It has seen the Magdala Crescent Junction with Eglinton Crescent narrowed and a dedicated crossing point across this junction. These are all safety measures, none of which have been incorporated into the revised design being proposed.</p> <p>The City Mobility Plan sets out that wide junctions will be narrowed to provide a safe crossing for pedestrians. The narrowing of the Magdala Crescent / Eglinton Crescent junction should be included in the proposals for the changes to Magdala Crescent.</p>				
<p><b>Fairness in Impact on Streets</b></p> <p>272; 294; 299; 326: The change to the flow of traffic into Coates Gardens was not in the original proposals and these have been changed as a result of Magdala Crescent's understandable representation. This decision has benefitted 11 houses (possibly 40 to 45 flats) but significantly disadvantaged 50 other households (possibly 150+ flats), without giving these disadvantaged households an opportunity for input.</p> <p>276: Increased and unacceptable traffic, noise, pollution and inconvenience to a much larger number of residents along the newly proposed routes. Relatively few residents benefit from the new plans at the expense, and greater disadvantage, of a significantly larger number of people along the longer routes. Maintaining the status quo would seem more appropriate.</p> <p>283; 321; 321: TRO/23/17, if it went ahead, would divert traffic away from Magdala Crescent onto Coates Gardens, greatly increasing the noise and pollution in Coates Gardens. The proposal will benefit only a small number of properties/households in Magdala Crescent to the disadvantage of 3 to 4 times the number in Coates Gardens. There are</p>	13	Y	N	<p>Objectors have also raised concerns about the 'fairness' of diverting traffic from Magdala Crescent to Coates Gardens, when the number of households on the former is considerably lower than the number of households on the latter. The two streets expected to see reduced traffic levels if TRO/23/17 is implemented at Magdala Crescent and Douglas Crescent, which have a combined total of 51 (23 on Magdala Crescent, 28 on Douglas Crescent).</p> <p>The two streets predicted to see increased levels of traffic if TRO/23/17 is implemented are Eglinton Crescent (west of Coates Gardens) and Coates Gardens. The combined number of buildings on these streets is 56 (44 on Coates Gardens, 12 on Eglinton Crescent).</p>

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<p>houses on both sides of Coates Gardens which would trap extra pollution whereas this is an open space on one side of Magdala Crescent so pollution can disperse. Edinburgh Council/CCWEL appears to be treating people in Magdala Crescent proportionally much better than those in Coates Gardens, it doesn't make any sense.</p> <p>289; 290: Unlike alternative streets, Coates Gardens has houses on both sides of the street. This means far greater numbers of households are affected by this change than for instance were the new regulations not brought into force and traffic able to enter and exit down Magdala Crescent as currently. To be specific, Coates Gardens consists of 39 buildings, each 4 stories high and most divided into 4 flats. The equivalent stretch of Magdala Crescent (from Haymarket Terrace to Eglinton Crescent) consists of just 10 buildings, each only 3 stories high. In short, that means likely well over 4 times the number of residents will be adversely impacted than were this traffic instead to be routed via Magdala Crescent.</p> <p>Why a proposal has been made to benefit the much smaller number of residents on Magdala Crescent, who were given far greater opportunity to input to the proposals, to the clear disadvantage of a far greater number of residents on Coates Gardens -why has this bias in decision making taken place?</p> <p>311: This TRO has been designed merely to provide an advantage to the Magdala and Douglas Crescent residents by disadvantaging those in Eglinton, Coates and Glencairn. This is neither fair nor does it address the problem, it merely moves it about.</p> <p>318: The proposal benefits 11 houses on Magdala Crescent between Haymarket Terrace and the junction with Coates Gardens / Eglinton Crescent, but negatively impacts 50 houses on Coates Gardens and Eglinton Crescent. When one weights for air pollution (longer route, built-up residential on both sides) and noise pollution from the Coates Gardens cobbles one sees that the negatives outweigh the positives very substantially.</p> <p>320: The Magdala route has long been the alternate route to Haymarket terrace. With full well laid tarmac and only 11 houses on the east side of the street. The other side is open to donaldsons college allowing for</p>				<p>As such the number of households affected is broadly equivalent between those predicted to experience increased, vs decreased levels of traffic.</p> <p>Under the proposals within TRO/23/17 to introduce a one-way restriction at the southern end of Magdala Crescent, these streets are projected to have the following levels of traffic (expressed as the number of vehicles in either direction during the peak hour in a typical week day):</p> <p>Magdala Crescent – 201vph  Douglas Crescent – 235vph  Eglinton Crescent (w) – 165vph  Coates Gardens – 196vph</p> <p>As such, the proposals are predicted to establish a roughly even distribution of traffic between the affected streets and affect a roughly equivalent number of properties.</p>

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<p>noise and pollution to disperse much easier. This is a well known route for commuters, buses and taxis. I cannot see a good argument why this should be changed to a much more densely populated family street of Coates gardens which also has many bed and breakfasts for tourists. The population of these two streets is vastly different. Coates Gardens has cobbles and the traditions of old west accommodation. Magdala only has these few houses who are already used to the traffic flow and have bought their houses knowing this is the way it is.</p>				
<p><b>Construction work commencement</b>            272; 294; 299; 326: Balfour Beatty has commenced the work to alter the road and pavement layout at the bottom of Magdala and Coates Gardens. Concerns regarding how this can be undertaken in advance of the completion of the TRO process, and that this suggests TRO consultation responses will be ignored.</p> <p>283; 321: It looks to me like Edinburgh Council/CCWEL have already made the infrastructure changes for TRO/23/17 at the bottom of Magdala Crescent, the road is not wide enough now for 2-way traffic. Please could you confirm if this is the case or not? If this is the case then that would either make a mockery of the TRO process as this would indicate Edinburgh Council expects it to go ahead regardless, or shows that Edinburgh Council/CCWEL is not spending public funds efficiently as it would involve extra cost to change it if the objections are upheld.</p> <p>285: Seeing the work that Balfour Beatty has already carried out in Haymarket Terrace has made the changes envisaged in the TRO a <i>fait accompli</i>, one can't help but wonder why the window for objections was scheduled <u>after</u> this work was carried out. To an objective observer, it would appear that the Council had no intention of taking any objections into account with respect to the TRO now that roadwork alterations have already been done. Is there another conclusion that may be drawn from this? There are sufficient court cases where a Judicial Review has found that the council in question has been in breach of the regulations in respect of the statutory consultation process and yet have refused to order the said council to reverse its decision out of concern that "cash-strapped" councils would have to incur more costs. So much for justice. No doubt the council is aware of this &amp; ratepayers can only speculate whether this has any influence in such decisions.</p>	13	Y	N	<p>Respondents have raised concerns related to the apparent ongoing work at the junction of Magdala Crescent and Haymarket Terrace. In particular, that the current construction work implies that the decision to introduce the restrictions detailed in TRO/23/17 at the southern end of Magdala Crescent are a <i>fait accompli</i> with no option to retain two-way traffic flow at this location.</p> <p>This is not correct. The construction work undertaken at Magdala Crescent to date is consistent with both one-way and two-way traffic.</p>

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<p>291: I have also been made aware that this change of flow in traffic wasn't in the original CCWEL proposal and I can see that work on it has already started. Why is this happening if there is supposed to be a consultation period?</p> <p>293; 315; 315: Despite this being a proposal construction work at the junction is almost complete and has reduced the width of the junction from 8.00 metres to 6.00 metres prior to the consultation period. This has been pointed out to Councillor McFarlane who informed us on the West End Residents Facebook page that "I have had confirmation from the officers that whether or not the TRO is adopted it will not actually affect what is built in this location therefore they are cracking on. It won't impact public consultation." If that is the case why has the work already been carried out? This would suggest that it is a fait accompli!</p> <p>317: Despite being invited to voice our objections, it appears the work to alter to bottom on the street joining Haymarket Terrace has already been completed anyway.</p> <p>324: Infrastructure changes for TRO/23/17 already took place before TRO consultations. In my opinion, infrastructural changes for TRO/23/17 currently taking place at the bottom of Magdala Crescent should halt immediately until further study is done.</p>				
<p><b>Compliance with Legislation regarding impact of commercial vehicles / lack of consideration of commercial vehicles</b></p> <p>272; 294; 299; 326; 321: Under the 1984 act the local authority has to take into account the impact of commercial vehicles on local amenities and surroundings. Concerns that this work has not been done, and if done, has not been shared with affected residents.</p> <p>283; 321: Most of the noise and pollution comes from heavy vehicles. I believe that TRO/23/17 is demonstrating that Edinburgh Council/CCWEL isn't really considering this in respect of Coates Gardens, it is just forcing more heavy traffic along Coates Gardens rather than Magdala Crescent. As I write this a very heavy lorry reversed the wrong way down the slip road I mentioned above. Late at night these roads are used as a rat run for very heavy delivery vehicles, daisy chained to be twice the size of a normal large HGV. Edinburgh Council/CCWEL are not dealing with the issue of heavy commercial vehicles, they are just moving and</p>	12	Y	N	<p>It has been suggested by some respondents that under the Road Traffic Regulation Act 1984, the Council must <i>"take into account the impact of commercial vehicles on local amenities and surroundings"</i>. Respondent have queried what work has been undertaken in this regard.</p> <p>The above requirement is included within Section 37 of the Road Traffic Regulation Act 1984, however this only applies to any Traffic Regulation Order which is advertised with the stated purposes of a <i>"general scheme of traffic control"</i>. This is not the case for TRO/23/17 and thus</p>

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<p>concentrating the problem onto Coates Gardens and the slip road. During the summer I had a 3 day outage of my internet, phone and cable TV. This was caused by a burst water main on road junctions, likely caused by the very heavy traffic again. Most road damage/potholes are caused by heavy vehicles, yet there is no control/restriction on these in residential areas like Coates Gardens. The loss of my phone could have been fatal if I had had a fall/accident/heart attack or similar medical emergency in my home at the time and was unable to call an ambulance.</p> <p>289; 290; 324: Under the 1984 Act the local authority has to take into account the impact of commercial vehicles on local amenities and surroundings. Concerns that this has not been undertaken.</p> <p>295: This change would significantly increase the volume of traffic and commercial traffic moving up and down this road which will have a huge impact on safety for families with children living here.</p> <p>320: The change in the traffic flows recently and the long term ones proposed from the changes are of great concern. I provide some pictures and footage below of large commercial vehicles which should not be navigating Coates gardens cutting across corners and getting stuck in Coates gardens adding a health and safety risk and danger of damaging cars. (Please watch the video of the car transporter trying to reverse back up in the street and getting stuck) There is also a picture showing the damage to the corners where heavy goods vehicles are cutting across. This is really troubling what damage could be done by these vehicles and the risk they pose to the residents particularly to children and the elderly.</p>				<p>Section 37 of the Road Traffic Regulation Act 1984 does not apply.</p> <p>The impact of commercial vehicles on local amenities is also relevant to Section 122 of the Road Traffic Regulation Act 1984. Under the provisions of Section 122 the Council has a duty “to secure the expeditious, convenient and safe movement of ... traffic” but in doing so, so far as practicable should “have regard to” other matters including “the effect on the amenities of any locality affected and ... the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.”</p> <p>The Council is satisfied that the proposals detailed in TRO/23/17 are consistent with our duties under Section 122 of the Road Traffic Regulation Act 1984, these proposals aim to establish a more even and equitable distribution of traffic between the residential streets within the affected area of ‘The Crescents’ while ensuring that each of these streets is subject to a ‘low’ level of traffic flow. This aim is supported by the traffic modelling that the Council has undertaken.</p>
<p><b>Lack of Opportunity for Feedback</b> 272; 294; 299; 326: Traffic modelling has not been shared with Coates Gardens residents. This is inconsistent with the approach in 2018 where via the WECC residents in Magdala Crescent were asked for input and the proposals were subsequently changed</p> <p>282: Consultation has been very poor for Coates Gardens residents. We first heard about this earlier in the year and many of us wrote to the Council voicing our concerns. We were told that our letters would not be</p>	11	Y	N	<p>Respondents have raised concerns in relation to the degree of notification and opportunity to comment on the proposals provided to affected residents in relation to TRO/23/17. In particular respondents were concerned that traffic modelling information was not shared with the residents of Coates Gardens, and that the approach</p>

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<p>considered in the consultative process, and a letter from the Council to the Community Council misrepresented the concerns we had voiced.</p> <p>283; 321: I believe the changes and impact of TRO/23/17 have not been communicated to those in Coates Gardens who will be impacted, failure from Edinburgh Council/CCWEL to meet their responsibilities under the 1984 act. There has been no circular put out to explain the impact and the changes and impact hasn't been fully explained online. I would recommend that Edinburgh Council/CCWEL need to put a hold on this proposal , leave the road permanent traffic flow as both ways on Magdala Crescent while those in Coates Gardens are properly informed about the impact and everyone is given the chance to comment/object. Councillor Macfarlane was very patient in explaining to me how I keep up to date on the progress of TRO/23/17 online. It wasn't straightforward or easy to find in my opinion, well hidden away. I'd like to thank him for this as it helped me but only after he explained at length. The Edinburgh Council/CCWEL needs to address the issues with communication on TRO/23/17 as a matter of urgency.</p> <p>289; 290: Why traffic modelling data was not proactively shared with Coates Gardens residents (as I understand this happened with Magdala Crescent residents in 2018 when WECC residents were asked for input and the proposals subsequently changed)? I had to resort to Freedom of Information access requests to obtain the data, but many residents will not have done this and will therefore be unaware of the impacts. I believe the Council should be transparently making clear the rationale for their proposals and the key underlying evidence and data. Failure to do makes any consultations a sham.</p> <p>312: Residents have not been consulted and traffic modelling has not been shared. It is alarming, that the road contractors are already altering the pavement and road layout at the bottom of Magdala Crescent and Coates Gardens ahead of the consultation process. It looks as if a decision has already been made even before the consultation process has ended.</p> <p>324: TRO/23/17 have not been communicated to those in Coates Gardens who will be impacted. There has been no circular put out to</p>				<p>followed contrasts with previous engagement activities.</p> <p>In line with the Council's standard procedures the West End Community Council were notified of the proposed TRO/23/17 in advance of both the initial invitation for feedback, and the Statutory Consultation. Residents of Coates Gardens, and other affected streets, had the opportunity to comment on the proposals during both periods, and many residents took advantage of this opportunity. The traffic modelling proposals were shared with West End Community Council in July 2022 and have been shared with many residents of the West End via email correspondence since.</p> <p>The CCWEL project has involved considerable stakeholder engagement and consultation since 2015. The proposals entailed by TRO/23/17 were recommended by affected residents during the Statutory Consultation for the TRO/17/91, which introduced the relevant restrictions for the introduction of the CCWEL scheme, in Spring 2018.</p> <p>TRO/23/17 has been subject to two periods of consultation as required by the Local Authorities Traffic Orders (Procedure)(Scotland) Regulations 1999, the former providing an invitation to provide feedback, the latter providing an opportunity to object.</p>

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explain the impact and the changes. Equally, the impact and the changes hasn't been fully explained online.				
<p><b>Impact on Utilities</b>            272; 294; 299; 326: The Haymarket Terrace watermain is continually being repaired. It is believed to link to a Victorian watermain at the bottom of Coates Gardens. Concerns about impact on this main from increased traffic on Coates Gardens.</p> <p>293; 315: Scottish Water inform us that the existing main below the road surface is in a delicate condition and ideally should be replaced as opposed to periodic patchwork repairs. An increase in traffic will only exacerbate this problem.</p> <p>312: There is a very old water mains below the road surface, which has already caused flooding, with basement properties especially affected and increased vehicular traffic will make the problem worse</p> <p>316: There is an ancient water main underneath the cobbled road. Between acquiring my basement flat in 2017 and today, I can think of two occasions when the main has burst, requiring the road to be dug up. On one occasion the burst main flooded my property. My fear is with increased traffic this will only make matters worse!</p> <p>317: Beneath the cobbles is an ancient water system which has already suffered multiple burst water mains, including the flow of high pressure mains water through my own property in recent years. This will without doubt happen again with increased strain through larger volume of traffic on the street with further wear and damage to the cobbles and underlying water mains, likely leading to yet more poorly completed works, more closures, more impact to residents with flood water.</p> <p>318: Coates Gardens has an uneven surface and a Victorian watermain beneath, it is not a suitable road for increased traffic including heavy commercial vehicles.</p>	10	Y	N	<p>Concerns have been raised regarding the Scottish Water mains pipe under Haymarket Terrace and Coates Gardens, and the risk of damage to this water main due to the increased level of traffic running across the surface of this street.</p> <p>It is not uncommon for water mains in Edinburgh to be very old and there are many Victorian water mains still in operation throughout the city. The maintenance of said water main is the responsibility of Scottish Water, rather than the Council. In any event, as outlined above, under the restrictions proposed in TRO/23/17 the volume of traffic on Coates Gardens would still be considered 'Low Flow' and this is not expected to materially increase the risk of future damage to the water main on Coates Gardens.</p>
<p><b>Coates Gardens is more Susceptible to Road Surface Failures due to Setted Surface</b>            276: The cobbles are also less capable of suitably accommodating more traffic. There are many dips and uneven sections which seems to be an ongoing problem as they seem to recur even after repair.</p>	9	Y	N	The predicted increase in traffic on Coates Gardens is approximately 39%, from 141vph to 196vph. This would still be considered a street with 'low flow' and is



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<p>288: The clear result of this will be for vast amounts of all kinds of road traffic to be forced to funnel down Coates Gardens (the cobbled surface of which is currently in a dreadful state, with property railings and cope stones already being adversely affected by the existing weight of traffic).</p> <p>293; 315: The current road surface in Coates Gardens can only be described as undulating and is made up of stone setts although there are various patches of tarmac and even bricks to replace setts that have been removed.</p> <p>300: The road itself is already in a state of disrepair, and the increase in traffic, in particular HGVs, will ensure that constant, short term repairs will be the order of the day.</p> <p>312: Most of Coates Gardens has a very old surface (it is a cobbled street and one of the few left in the West End of Edinburgh) that has been patched up and which originally was not built for car traffic and thus is not suitable for extensive car and heavy goods vehicle usage.</p> <p>317: Where the cobbles have already collapsed in parts along Coates Gardens this has been completely mismanaged with no regard for the conservation status of the area by being patched in an unsightly manner with dumped lumps of tarmac on top of the collapsed areas. This only adds to the underlying damage and I suspect will become increasingly frequent with the proposed changes as more heavy vehicles use this cobbled route. This is a cheap fix, a false economy that only adds to the damage. (This as been at a time where the traffic flow is an estimated 87% less that that after proposed change!)</p> <p>324: Cobblestones are not as robust as asphalt. An increased traffic will exacerbate displacement, which lead to increased long term council road repair cost. Located in UNESCO world heritage site, the cobblestone surface of Coates Gardens is of special value that worth protection, rather than further introduce unnecessary stress and damage.</p>				<p>not expected to make a significant difference to the road surface.</p>

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329: By diverting traffic down Coates Gardens, traffic volume will increase significantly further damaging the cobbled street which is already in a poor condition.				
<p><b>Impact on Vulnerable Individuals</b> 272; 294; 299; 326: CCWEL, like all public organisations has a responsibility to vulnerable persons. Concerns that this has not been adequately assessed or considered.</p> <p>312: The traffic travelling through Coates Gardens because of the current roadwork diversions has made the street less safe for vulnerable people and children and they are an indication of the safety implications of the proposed changes.</p> <p>318: It does not directly affect us, but we would also like the Council to bear in mind the increased noise and risk to the vulnerable people housed on Coates Gardens</p>	6	Y	N	<p>Objectors have raised concerns about the increased level of traffic on Eglinton Crescent and Coates Gardens in terms of other factors such as impact on personal safety of other road users and impact on vulnerable residents and those with protected characteristics. Each of these concerns however apply equally to the streets which will be affected if Magdala Crescent retains two-way operation, ie: Douglas Crescent and Magdala Crescent. Under the proposals in TRO.23.17 all of these streets are predicted to experience a 'low' level of traffic.</p> <p>Concerns have been raised regarding the potential impact of these proposals on vulnerable residents living in those streets which may see an increase in traffic, including those who are owner/occupiers, or those housed in safe places by the Council.</p> <p>The aim of the proposals included in TRO/23/17 in introducing a one-way restriction at the southern end of Magdala Crescent is to more evenly distribute traffic across the streets within 'The Crescent's area. Without this alteration the Council's projections suggest that both Magdala Crescent and Douglas Crescent could see increased traffic levels reaching over 300 vehicles per hour at peak time. This level of traffic would be considered 'Medium Flow'. By introducing a one-way restriction at the southern end of Magdala Crescent this traffic is divided between Magdala Crescent</p>

Content	No.	Material Objection	Suggestion	Response
				<p>and Douglas Crescent, and Eglinton Crescent and Coates Gardens. This is predicted to result in each of these streets having a level of traffic considerably below 300 vehicles per hour at peak time, which is considered 'Low Flow'.</p> <p>Any impact that an increase in traffic on Eglinton Crescent and Coates Gardens might have on vulnerable residents equally applies on Magdala Crescent and Douglas Crescent. Thus these proposals which seek to establish a low level of traffic on each of these streets are consistent with the council's responsibility to vulnerable persons.</p>
<p><b>Changes render Coates Gardens the 'primary route to/from the city from the west'</b></p> <p>285: I welcome anyone - especially the author of the letter - to explain how "TRO/23/17 does not" render "Coates Gardens the primary route to/from the city from the west".</p> <p>One wonders if the author has ever travelled from the city to the west by car. Because if they did, given the changes already made under the TRO, they almost certainly would drive from Douglas Gardens/Palmerston Place via Glencairn Crescent down Coates Gardens. The route from Palmerston Place, via Torphichen Street/Place into Morrison Street has no less than five traffic light intersections and one controlled pedestrian crossing before passing Coates Gardens on Haymarket Terrace. Previously traffic from the city would divide itself between Magdala Crescent and Coates Gardens. Now that the former is closed off, the latter is the only route to the west.</p> <p>287: We are extremely concerned that the road changes under TR23/17 will fail to deliver the proposed benefits and instead will reduce health indicators and have a negative environmental and social impact on the residents of Coates Gardens. This amendment will not reduce traffic volumes but simply divert them, in this case down our street. This will remain the case in the future as west-bound traffic avoids Haymarket</p>	5	Y	N	<p>Under TRO/17/91, which is in effect, Coates Gardens is subject to a one-way designation at its southern extent such that vehicles are not permitted to turn into Coates Gardens from Haymarket Terrace. Thus Coates Gardens is not available as a route 'to the city from the west'.</p> <p>The primary route 'from the city to the west' in the vicinity of TRO/23/17 is, and is expected to remain, Haymarket Terrace.</p> <p>The Council will conduct traffic monitoring post implementation and, should these surveys record traffic levels of more than 300 vehicles per hour during the peak period in any of the affected streets, or if the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and Environment Committee with proposed mitigation measures.</p>

Content	No.	Material Objection	Suggestion	Response
<p>Terrace entirely either because it is congested or because it remains closed to non PSV traffic.</p> <p>292: I am really concerned about the proposal that would make Coates Gardens the primary route for traffic, including the to/from city rat run and the continued confusion about it being one/two way.</p> <p>316: I am writing to you to express my concern and objection to the proposed traffic order TRO/23/17. The proposal would redirect traffic through Coates Gardens, instead of sharing the flow with Magdala &amp; Haymarket Terrace as it does currently. My objections are due to the following</p> <ol style="list-style-type: none"> <li>1. An 87% increase in traffic to an already busy road</li> </ol> <p>328: I doubt this residential street was ever designed to be a primary route out of Edinburgh and would like to know who wants this to happen? It appears that no thought has been given to the people who need to live here.</p>				
<p><b>Environmental Impact of Traffic Re-Routing</b></p> <p>276: The traffic will unnecessarily navigate a longer and indirect route. This brings significantly increased pollution and environmental damage.</p> <p>283; 321: Vehicles using roads ignore one-way signs and one-way causes more pollution. Use of 1 way streets does not reduce traffic levels and it causes more pollution locally as traffic needs to travel a greater distance to get where it needs to be. That is not good for the environment or health of people living in the extra streets/route travelled. Edinburgh/CCWEL is not considering the extra pollution due to longer routes vehicles will need to travel.</p> <p>287: We are extremely concerned that the road changes under TR23/17 will fail to deliver the proposed benefits and instead will reduce health indicators and have a negative environmental and social impact on the residents of Coates Gardens. This amendment will not reduce traffic volumes but simply divert them, in this case down our street. This will remain the case in the future as west-bound traffic avoids Haymarket Terrace entirely either because it is congested or because it remains closed to non PSV traffic.</p>	4	Y	N	<p>The additional journey distance associated with re-routing from Magdala Crescent onto Coates Gardens is approximately 200m. In the context of journeys made by car this is very marginal distance which would not be expected to materially impact on pollution.</p> <p>Additionally, the reduced convenience of travelling on this route by private vehicle, combined with the presence of the high quality cycle route, may help contribute to reducing private car usage and encouraging modal shift thus providing environmental benefits.</p>

Content	No.	Material Objection	Suggestion	Response
<p><b>The Proposal is not consistent with Council Policy to reduce traffic in the city</b>            289; 290; 321: Under CCWEL, the Council has a stated aim to remove intrusive traffic from the City, this proposal merely displaces traffic</p> <p>318: The proposal does not meet the City Mobility Plan objective of reducing traffic through residential streets and rat-running.</p>	4	Y	N	<p>The proposals under TRO/23/17 are intended to mitigate the impact of through traffic in the Crescents, which is achieved by establishing a low traffic volume on all affected streets, rather than an imbalance in through traffic between streets, with some local streets experiencing 'medium flow' traffic.</p> <p>It is not a requirement of TRO/23/17 that it remove through traffic. However, by introducing a restriction on Magdala Crescent this Order does reduce the convenience and attractiveness of private car journeys in the city centre, which could help to support modal shift to sustainable journeys.</p>
<p><b>The Council has failed to 'act reasonably' under relevant legislation</b>            289; 290; 321: I believe that the proposals from the Council do not meet their obligations, specifically: The Council must act reasonably under the Road Traffic Regulation Act 1984</p>	3	Y	N	<p>The Council has met all relevant stipulations of the Road Traffic Regulation Act 1984, and all other relevant legislation.</p>
<p><b>The Proposal fails to meet its aim to 'Mitigate Traffic'</b>            289; 290: I note that whilst as a result of this TRO traffic on Coates Gardens in peak periods is expected to increase by at least 40% compared to the baseline and 125% compared to the original CCWEL proposal, in contrast Magdala Crescent's traffic will reduce by 40% compared to the baseline, and by 50% compared to the CCWEL proposals. Note the original CCWEL proposals – and which Magdala Crescent's residents objected to, would only have increased their traffic flow by approximately 10%. This demonstrates:</p> <ul style="list-style-type: none"> <li>the proposal fails in its stated aim of mitigating concerns about increased traffic – a 40% increase in traffic is not mitigation, it is exacerbation of the issue. The proposal is therefore flawed and the logic irrational. I note the fact that Statement of Reasons (and the Executive Director's Report that approved the proposal obtained through Freedom of Information access request) make no reference to any detrimental impacts on any street (I call a 40% increase in traffic detrimental) and therefore unbalanced and biased, and evidence of a flawed decision making process</li> </ul>	3	Y	N	<p>The proposals under TRO/23/17 are intended to mitigate the impact of through traffic in the Crescents, which is achieved by establishing a low traffic volume on all affected streets, rather than an imbalance in through traffic between streets, with some local streets experiencing 'medium flow' traffic.</p>

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<ul style="list-style-type: none"> <li>the proposal is clearly unjustified by any changes brought by CCWEL. The original CCWEL proposal (envisaging a bar on northbound traffic entering Coates Gardens) would have only led to a 10% increase of traffic on Magdala Crescent. Magdala Crescent residents' original concerns could presumably have been easily addressed by not pursuing the original plan to introduce a northbound restriction preventing vehicles accessing Coates Gardens from Haymarket Terrace. Instead of a 10% increase in traffic in Magdala Crescent as under the original CCWEL proposals, these proposals will lead to a 40% increase in traffic on Coates Gardens, suggesting clearly disproportionately worse outcomes.</li> </ul> <p>311: By plugging Magdala Crescent in the way set out in the TRO the southbound traffic will either turn off Magdala Crescent and proceed along Eglinton Crescent and down Coates Gardens or stay on Palmerston Place before turning right along Glencairn Crescent and down Coates Gardens. It will not reduce traffic rat running through the crescents. Although the plug will greatly benefit residents on Magdala and Douglas Crescents, by the displacing rather than reducing the traffic, it will severely impact the residents in Eglinton and Coates and to a lesser extent, Glencairn. This is supported by the CCWEL team's own figures.</p>				
<p><b>Magdala Crescent has always been a busier route</b></p> <p>276: Within the current position and original plan Magdala Crescent has always been a relatively busier thoroughfare and has been seen as such. Moving for the benefit of a relatively small section seems unjust. We had not expected our road to become a main thoroughfare with a significant impact of increased traffic.</p> <p>320: The Magdala route has long been the alternate route to Haymarket terrace. With full well laid tarmac and only 11 houses on the east side of the street. The other side is open to donaldsons college allowing for noise and pollution to disperse much easier. This is a well known route for commuters, buses and taxis. I cannot see a good argument why this should be changed to a much more densely populated family street of Coates gardens which also has many bed and breakfasts for tourists. The population of these two streets is vastly different. Coates Gardens has cobbles and the traditions of old west accommodation. Magdala only</p>	2	Y	N	Under the Edinburgh Street Design Guidance 'Street Types Map' both Magdala Crescent and Coates Gardens are identified as 'Local Streets'. The proposals in TRO/23/17 aim to establish a level of traffic on both of these streets which is appropriate for this designation.

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has these few houses who are already used to the traffic flow and have bought their houses knowing this is the way it is.				
<p><b>Concerns over reliability of traffic survey and modelling</b>            289; 290: What reassessment has been made of the modelling – I note the Council is relying on traffic modelling done in 2018 (i.e. 5 years ago, so very dated)? I also note this modelling was done in August 2018 and therefore is likely unrepresentative taking place in the school holidays/peak summer holiday period (note significant rat run traffic maybe school runs to the schools in the north or west of the city)?</p>	2	Y	N	<p>It is acknowledged that the traffic survey data utilised for this exercise is now several years old, however as it provides a pre-covid baseline it reflects a 'worst case' scenario and thus an appropriate metric for the current assessment.</p> <p>The surveys were carried out on Tuesday 28 August 2018, during term time.</p>
<p><b>Proposal is unsafe for cyclists using CCWEL and Side Roads</b>            327: As an experienced cyclist, I would consider the revised junction to be unsafe as follows: The two-way traffic on Magdala Crescent is up to the 'No Entry' sign. The section from the 'No Entry' sign to the junction of Haymarket Terrace is one way only for motorists - northbound. Cyclists heading south on Magdala Crescent will therefore face oncoming traffic between the 'No entry' sign and the cycleway on Haymarket Terrace. There are no road markings proposed to show cyclists how to navigate onto the cycle path along Haymarket. There is no physical protection proposed to separate cyclists from oncoming traffic. Whilst signage is proposed to advise vehicular traffic that cyclists may exit southbound these signs cannot be seen from Haymarket Terrace, only visible on turning into Magdala Crescent. I consider that, given the high volume of motorised traffic travelling north along Magdala Crescent, that the proposal provides insufficient protection for cyclists travelling south to join the cycleway along Haymarket.</p>	1	Y	N	<p>The design of the CCWEL has been subject to a Designer's Risk Assessment and a Stage 2 Road Safety Audit. The Council is satisfied that the design meets all relevant safety requirements and design standards.</p>
<p><b>Additional Traffic would require removal of cobbles</b>            Coates Gardens is a quiet residential street, and the presence of cobblestones makes it an unsuitable road surface for a higher volume of traffic, which would be diverted from Magdala Crescent. I do not wish to see the character of our street destroyed by proposals, which I am almost certain would be forthcoming, to uproot the historic cobblestones in order to lay down a surface more befitting increased traffic levels. This would fundamentally damage the character of the street and surrounding area.</p>	1	Y	N	<p>There are no plans to remove the cobbled surface of Coates Gardens and doing so would be a clear contravention of existing Council policy on setted streets.</p>
<p><b>Objection from West End Community Council (WECC)</b></p>	1	Y	N	<p>The proposals under TRO/23/17 are intended to mitigate the impact of through traffic in the Crescents, which is achieved</p>

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<p>The objection and suggestion is provided in full in Appendix 2. In summary:</p> <p>The proposals for changes to the road network for CCWEL are not the optimal solution to ensure the safety of cyclists on the cycle path, or those cyclists joining the cycle path.</p> <p>The WECC objects to the TRO on the basis that the CCWEL proposals do not adequately consider the volume of through traffic that rat runs through the Crescents and the impact this will have on the safety of cyclists. Traffic queuing across the cycle path will negate any positive impact of the path and cause frustration to cyclists.</p> <p>The WECC objects to the TRO on the basis that the proposal fails to make any meaningful or significant reduction in through traffic through the Crescents. It therefore fails to deliver on the policies set out in the City Mobility Plan to reduce or eliminate intrusive through traffic and to improve the liveability of a residential street.</p>				<p>by establishing a low traffic volume on all affected streets, rather than an imbalance in through traffic between streets, with some local streets experiencing 'medium flow' traffic.</p> <p>The Council will conduct traffic monitoring post implementation and, should these surveys record traffic levels of more than 300 vehicles per hour during the peak period in any of the affected streets, or if the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and Environment Committee with proposed mitigation measures.</p>
<p><b>Suggestions:</b></p>				
<p><b>Proposals aim to address rat-running but fail to adequately do so</b> 289; 290: I assume therefore this proposal is not connected to CCWEL but intended to tackle the pre-existing rat run of traffic cutting through the area coming from/ to the North of the City via Douglas Gardens and the A8 in the West. Whilst I understand concerns about this rat run, the proposals now made are profoundly flawed as they just displace this traffic southbound onto Coates Gardens and do not the tackle the real issue. If the Council wishes to actually tackle this rat run, they need to come up with solutions that actually work (e.g. turning Coates Gardens and Magdala Crescent into cul de sacs, or prohibiting southbound traffic turning right out of either Coates Gardens or Magdala Crescent onto Haymarket Terrace, with a similar restriction on the A8 eastbound preventing traffic turning left onto Coates Gardens or Magdala Crescent). Instead, these proposals just transfer traffic onto a street – Coates Gardens – the only cobbled street in the area – which is clearly unsuited to handle it.</p>	4	N	Y	<p>The proposals under TRO/23/17 are intended to mitigate the impact of through traffic in the Crescents, which is achieved by establishing a low traffic volume on all affected streets, rather than an imbalance in through traffic between streets, with some local streets experiencing 'medium flow' traffic.</p>



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<p>311: The reason put forward for plugging Magdala Crescent are that the Cycleway will significantly increase traffic rat running through Magdala and Douglas Crescents and CCWEL wish to share this around with residents in Eglinton and Coates. How the increase in traffic was not foreseen during the CCWEL planning process is difficult to understand especially given that it has been stated that during the process particular care was taken to ensure that there was minimal impact on surrounding streets. Indeed in their email 28 May 2020 the CCWEL team explicitly stated that the traffic through the West End crescents would <b>significantly</b> reduce after the implementation of the Cycleway! When asked repeatedly for evidence to back this up, after over a year traffic forecasts were eventually provided which showed that this was not even remotely accurate. When approached by Magdala and Douglas Crescent residents the CCWEL team decided that they would address their concerns not by discouraging or reducing the rat running, but by diverting this traffic onto residents in adjoining streets. If the Council believe that there is a rat running issue which is being exacerbated by the Cycleway (which is clearly the case) they should address the problem just as they have been happy to do in various parts of the New Town where they have closed many of the residential streets to rat running.</p> <p>The traffic currently turning off Haymarket Terrace is not local traffic but is quite clearly general traffic avoiding congestion at the Haymarket junction. The TRO proposal (and the reconfiguration of Haymarket Terrace) will further encourage and facilitate this. The congestion at Haymarket, it should be noted, is not of the residents making but has arisen as a result of the change in the road configuration to accommodate the trams and now the cycleway. People who live in the West End tend to walk and use their cars far less than people who live outwith the city centre. It is ironic that those who contribute the least to pollution and traffic congestion are being disadvantaged to allow the Council to accommodate those who contribute the most and who wish to take a short cut. It certainly makes it clear that the Council does not intend that the residential streets of the West End will be a low traffic neighbourhood especially if it impacts on the convenience of the drivers of lorries, trucks, coaches, vans and general traffic, the vast majority of which pay scant regard to the speed limit.</p> <p>The CCWEL Team (finally) admitted that rat running through many of the West End crescents will increase as a result of the Cycleway but by</p>				

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<p>spreading it about this somehow makes it alright. Is this a new traffic management principle which is being adopted by the Council? I have not noticed it being applied anywhere else in the city centre (quite the reverse) but appears to being adopted in the West End to justify pushing more and more traffic off the A8 and onto residential streets.</p> <p>327: The proposal does not reduce the volume of through traffic in “The Crescents” (ratrunning) The proposal advises “This change is proposed in order to mitigate the impact of throughtraffic in ‘The Crescents’, including on Magdala Crescent.” I would not consider that the proposal will mitigate the impact in any way. The proposal has not fully evaluated the rat-running experienced by The Crescents. The analysis is based on current levels in the Crescents and is justified on the basis there will be no increase in traffic volumes. It fails to consider that the current levels are a result of the tram works, and these levels need to be reduced or eliminated. The proposal simply moves traffic from one street to another. The City Mobility Plan states that rat-running will be reduced or eliminated. The proposal does not consider how this could be achieved though junction changes made for CCWEL.</p>				
<p><b>Monitoring Should be Carried Out</b> 311: If the TRO is progressed, residents have a right to expect, not only that monitoring (to include traffic counts/speed monitoring not just, as was done with the trams, subjective appraisals) will be undertaken after implementation of the cycleway, and if traffic has increased, that steps be taken (traffic restrictions, calming etc) to bring it back down to at least if not below current projected levels. This, of course, should be the case even if the TRO is not progressed. CCWEL have failed to give categoric assurances that such steps will be taken.</p>	1	N	Y	The Council will conduct traffic monitoring post implementation and, should these surveys record traffic levels of more than 300 vehicles per hour during the peak period in any of the affected streets, or if the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and Environment Committee with proposed mitigation measures.
<p><b>Traffic Calming Measures Should be Introduced</b> 311: The TRO proposal, which acknowledges that traffic through many of the crescents will increase, does not include any traffic calming measures. From the Maybury roundabout to the West End it is difficult to turn left off the A8 into residential streets without encountering traffic calming measures until you reach the West End crescents where not one single measure has ever been put in place in living memory. The conclusion drawn is that encouraging greater volumes of traffic to divert</p>	2	N	Y	The Council will conduct traffic monitoring post implementation and, should these surveys record traffic levels of more than 300 vehicles per hour during the peak period in any of the affected streets, or if the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and

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<p>off the A8 and to travel at greater speeds through residential streets is part of the West End traffic management plan.</p> <p>318: The proposal has disproportionate negative impacts. It has been brought in at the legitimate request of Magdala Crescent residents to reduce traffic, but there are better ways to achieve this such as traffic controls, traffic calming and restrictive junctions.</p>				Environment Committee with proposed mitigation measures.
<p><b>Size/Weight Restriction Should be Introduced</b></p> <p>311: An alternative way of reducing rat running traffic through Magdala and Douglas would be if a size/weight restriction was put in place prohibiting large/heavy vehicles from turning left at the junction. The extremely small number of these vehicles that wish to access addresses in the crescents could still do so via Palmerston Place. Vehicles using the crescents as a short cut would instead be required to remain on the main roads which are much more suited for these types of vehicles. As these vehicles tend to be the most polluting and, as the crescents have been inexplicably omitted from the LEZ, it would bring a positive health (and safety) benefit to all residents. It would also have the benefit of reducing traffic turning left off Haymarket Terrace which will decrease the likelihood of accidents involving cyclists and pedestrians (as, of course, would a no left turn for all traffic). There is no credible justification for allowing/encouraging significant volumes of large commercial vehicles to turn off the A8 and take a short cut through residential streets when it can be easily prevented.</p>	1	N	Y	The Council will conduct traffic monitoring post implementation and, should these surveys record traffic levels of more than 300 vehicles per hour during the peak period in any of the affected streets, or if the level of traffic is affecting the operation of the cycleway or continuous footway, a report will be prepared for Transport and Environment Committee with proposed mitigation measures.
<p><b>Provision of Pedestrian Crossing on Coates Gardens</b></p> <p>316: I have two young children and we already find it difficult to cross the road safely. Will pedestrian crossing be added to ensure safe passage for those on foot?</p>	1	N	Y	The introduction of the CCWEL project will create a 'continuous footway' crossing over Coates Gardens at its junction with Haymarket Terrace to provide improved crossing facilities at this junction.
<p><b>Alternative Suggested by WECC</b></p> <p>The objection and suggestion is provided in full in Appendix 2. In summary:</p> <p>318: We would like to ask the Council to prefer the proposal agreed by the West End Community Council which improves safety and does not have disproportionate negative impacts: Magdala Crescent. Eastbound traffic on A8: No left turn for vehicles from A8 Haymarket Terrace. No right turn for vehicles into Haymarket Terrace (as proposed by CCWEL and supported by the WECC).</p>	1	N	Y	<p>The Council does not generally implement 'banned left turns' as these are routinely ignored and extremely difficult to enforce.</p> <p>The introduction of no-right turns onto Haymarket Terrace could be viable and could be an option considered to be taken forward as a mitigation should the post-implementation monitoring find that levels of traffic in the Crescents are unsuitable.</p>

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<p>Coates Gardens: Eastbound traffic on A8. No left turn for vehicles from A8 Haymarket Terrace (as proposed by CCWEL and supported by WECC). No right turn for vehicles into Haymarket Terrace.</p> <p>This proposal improves the safety of cyclists using the cycle path and adjoining roads is significantly improved as vehicles crossing the cycle path at these junctions will be significantly reduced. It will improve the experience of cyclists using the cycle path.</p> <p>Through traffic / rat-running will be significantly reduced /eliminated on residential streets in accordance with the objective mandated by the City Mobility Plan.</p>				<p>Introduction of such bans would need to consider the possible impact of re-routing traffic on public transport viability on Haymarket Terrace.</p>
<p><b>Douglas Crescent should be made 'no exit'</b></p> <p>327: A request was made for a change in Douglas Crescent to prevent exit at its junction with Palmerstone Place. This was refused due to the diversion works. This should be considered again as a measure to reduce through traffic</p>	1	N	Y	<p>The introduction of a 'no-exit' restriction from Douglas Crescent on to Palmerston Place could be viable and could be an option considered to be taken forward as a mitigation should the post-implementation monitoring find that levels of traffic in the Crescents are unsuitable.</p> <p>Introduction of such a bans would need to consider the possible impact of re-routing traffic on public transport viability on Haymarket Terrace.</p>
<p><b>Suggestion from WECC</b></p> <p>The objection and suggestion is provided in full in Appendix 4. In summary:</p> <p>WECC alternate proposal Magdala Crescent. Eastbound traffic on A8. No left turn for vehicles from A8 Haymarket Terrace. No right turn for vehicles into Haymarket Terrace (as proposed by CCWEL and supported by the WECC). Coates Gardens: Eastbound traffic on A8. No left turn for vehicles from A8 Haymarket Terrace (as proposed by CCWEL and supported by WECC). No right turn for vehicles into Haymarket Terrace. Rosebery Crescent: Eastbound traffic on A8. No left turn for vehicles from A8 Haymarket Terrace (as proposed by CCWEL and supported by WECC). No right turn for vehicles into Haymarket Terrace.</p> <p>Outcome of the changes proposed by the WECC:</p>	1	N	Y	<p>The Council does not generally implement 'banned left turns' as these are routinely ignored and extremely difficult to enforce.</p> <p>The introduction of no-right turns onto Haymarket Terrace could be viable and could be an option considered to be taken forward as a mitigation should the post-implementation monitoring find that levels of traffic in the Crescents are unsuitable.</p> <p>Introduction of such bans would need to consider the possible impact of re-routing traffic on public transport viability on Haymarket Terrace.</p>

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<ul style="list-style-type: none"> <li>The safety of cyclists using the cycle path and adjoining roads is significantly improved as vehicles crossing the cycle path at these junctions will be significantly reduced. It will improve the experience of cyclists using the cycle path.</li> <li>Through traffic – rat running - will be significantly reduced /eliminated.</li> </ul>				
<b>Other Comments not containing material objections or relevant suggestions:</b>				
<p><b>Access to Coates Gardens for Refuse Vehicles</b> 293; 315: It has come to my attention that, due to the closure of the junction allowing access from Haymarket Terrace to Coates Gardens, the vehicle that empties the communal refuse bins requires a double reversing manoeuvre to access the bins because the vehicle can only uplift from its nearside. This is a dangerous procedure at the present time which will intensify if carried out in the face of increased oncoming traffic.</p>	2	N	N	This manoeuvre was banned by TRO/17/91 which has already come into effect. It is not affected by TRO/23/17.
<p><b>Geometry of Junctions Layout is Flawed at Magdala Crescent</b> 311: Although not clear from the drawings, the design of the Haymarket Terrace/Magdala junction does not appear to conform to the Edinburgh Street Design Guidance of 2015 which includes in its Guiding Principles the use of tight radii at junctions to encourage vehicles to slow down at corners. The current corner has a tight radius, a raised gate and a narrow entrance all of which help to slow traffic down. Similarly it appears the new corner will have a raised gate but the radius of the corner appears to have been increased and, by removing oncoming traffic, the entrance will be significantly wider for those turning off the main road. By increasing the radius, widening the entrance and removing any oncoming traffic, it will make it easier and encourage greater volumes of traffic to turn off the main road and at higher speeds than they can currently. This will increase the likelihood of accidents involving both cyclists and pedestrians. It should be noted that all traffic, which had previously been shared between three junctions, will now be passing through Magdala. More than 95% ( probably more than 99%!) of this traffic is not, as has been claimed, local traffic but is traffic taking a short cut and is usually in a hurry. It would, therefore, appear imprudent to widen the radius and the entrance in this way. At the very least the tight radius should be maintained and a bollard or bollards should be</p>	1	N	N	<p>This layout has been established by RSO/18/05 and is not affected by the current TRO/23/17.</p> <p>The layout has been designed in accordance with Edinburgh Street Design Guidance and has been subject to a Stage 2 Road Safety Audit and a detailed Designer's Risk Assessment. A Stage 3 Road Safety Audit will be conducted following completion.</p>

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<p>placed at the right angled apex of the corner to stop vehicles from driving across the corner. This will help ensure turning traffic will have to slow down appreciably and will reduce the likelihood of collisions with cyclists and pedestrians from the increased traffic volume. It will also discourage traffic from leaving the A8 and rat running through residential streets.</p>				
<p><b>Traffic turning into Magdala Crescent will block the A8</b>            311: With the closure of Coates and Roseberry, Magdala will be the only left turn off Haymarket Terrace and it will become the busiest left turn for incoming traffic between Murrayfield and Palmerston Place. As designed, there will be room for one vehicle to turn into the junction and wait while cyclists and pedestrians pass before proceeding up Magdala. If, as is likely, where there are two or more vehicles turning (or one or more large vehicles) this will block and delay traffic, including buses, from proceeding along Haymarket Terrace. This would be ameliorated if the junction is designed to discourage/limit traffic leaving the A8 and rat running through residential streets rather than, as is the case, facilitating it.</p>	1	N	N	<p>This manoeuvre turning into Coates Gardens and Roseberry Crescent were banned by TRO/17/91 which has already come into effect. They are not affected by TRO/23/17.</p> <p>The junction design does discourage traffic leaving the A8 as there is a zebra crossing where motorists turning in must cede priority to the large number of crossing pedestrians and cyclists.</p>
<p><b>Previously provided rationale for not pursuing a ban on HGVs in Crescents prioritises delivery companies of residents</b>            311: It has been argued by CCWEL that an HGV/ large vehicle ban would be an inconvenience to the extremely small number of HGV drivers wishing to access addresses in the crescents from Haymarket Terrace and would have to divert by way of Palmerston Place. It appears that a minor inconvenience to a very small number of drivers is more important than the benefit to a large number of residents through the removal of significant numbers of HGV's from the residential streets. It would appear that the residents of the crescents, in this and many other issues, are at the bottom of the food chain as far as the CCWEL/Council are concerned.</p>	1	N	N	<p>Consideration of a ban on HGVs from certain streets is not related to the proposals in TRO/23/17.</p> <p>It is not standard practice to introduce bans on certain types of vehicles on given streets unless there are structural or topographical reasons why such bans are required.</p> <p>Nonetheless, such a ban would most likely not be considered proportionate given each of the streets are predicted to experience 'low flow' traffic conditions. Furthermore, this could inconvenience residents especially when organising large deliveries such as moving vans or when carrying out domestic construction work.</p>

## West End Community Council Consultation Response – September 2023

TRO/23/17

Magdala Crescent, Haymarket Terrace & St Andrew Square  
Proposed CCWEL moving traffic restrictions.

[REDACTED], West End Community Council Traffic Convenor

The WECC objects to the proposal for the following reasons:

- **The proposals for changes to the road network for CCWEL are not the optimal solution to ensure the safety of cyclists on the cycle path, or those cyclists joining the cycle path.**
- **The CCWEL changes fail to mitigate the impact of through traffic as is being suggested in the TRO proposal. The proposal fails to meet the needs of residents who wish to see a significant reduction or elimination of through traffic rat-running through The Crescents\***

\*The Crescents comprise Magdala Crescent, Eglinton Crescent, Douglas Crescent, Glencairn Crescent, Coates Gardens, Rosebery Crescent, Grosvenor Crescent and Lansdowne Crescent.

**The changes to the road network which the WECC considers optimal, to ensure both cyclists safety and reduce through traffic, is set out below. It is these changes that should be proposed by the City of Edinburgh Council.**

### WECC alternate proposal

**Magdala Crescent.** Eastbound traffic on A8. No left turn for vehicles from A8 Haymarket Terrace. No right turn for vehicles into Haymarket Terrace (as proposed by CCWEL and supported by the WECC).

**Coates Gardens:** Eastbound traffic on A8. No left turn for vehicles from A8 Haymarket Terrace (as proposed by CCWEL and supported by WECC). No right turn for vehicles into Haymarket Terrace.

**Rosebery Crescent:** Eastbound traffic on A8. No left turn for vehicles from A8 Haymarket Terrace (as proposed by CCWEL and supported by WECC). No right turn for vehicles into Haymarket Terrace.

**Outcome of the changes proposed by the WECC:**

- **The safety of cyclists using the cycle path and adjoining roads is significantly improved as vehicles crossing the cycle path at these junctions will be significantly reduced. It will improve the experience of cyclists using the cycle path.**
- **Through traffic – rat running - will be significantly reduced /eliminated.**

## Safety of cyclists using the cycle path and adjoining roads

The CCWEL road safety audit identified (stage 2 problem ref 3.5.2) that at several locations it is proposed to have a cycle contraflow whereby only cyclists will be entering the side road, whilst all vehicles are permitted to exit the side road. Motorists intending to turn right out of the junctions are likely to position themselves within the area that a cyclist turning into the junction would wish to occupy. This could lead to vehicular-cyclist collisions. The audit recommendation made was that a section of cycle lane is marked through the raised table section of the junctions to separate cyclists from vehicles. The issue with contra-flow cycling was also raised as problem 4.4.9.

The Council rejected the recommendations made in the audit on the basis that LTN 1/20 Paragraph 6.4.21 states "There should be a general presumption in favour of cycling in both directions in one-way streets, unless there are safety, operational or cost reasons why it is not feasible." The Council argued that the guidance advises that "On quiet low speed streets, there may be no need for a cycle lane" and that "Where there is good visibility cyclists and on-coming drivers should be able to negotiate passage safely".

The WECC does not consider the safety of cyclists has been sufficiently taken into account in its proposals for road changes. The proposed changes in the TRO to the Magdala Crescent junction will displace traffic from Magdala to Coates Gardens. The volume of traffic will be high – some 15,000 vehicles per week will exit right from Coates Gardens. This volume of traffic is not indicative of a quiet street. At peak times this volume of traffic will see vehicles queuing to exit. Traffic surveys show larger, heavier vehicles also use the rat-runs. It is extremely likely that vehicles will queue over the cycle lane, negating the positive impact of the cycle lane and increasing the likelihood of vehicular-cyclist collisions.

The CCWEL road safety audit (problem 4.4.7) raised a risk with the Magdala junction that "right turning drivers, will be focussing on oncoming traffic and fail to observe westbound cyclists". Further, "the issue is exacerbated having two/three approaching lanes, their concentration may be focussed on approaching eastbound traffic, including cyclists, and the junction". For the Magdala junction the "risk may be further increased by the fact it's a through route and traffic may be less familiar with the junction."

The Magdala Crescent TRO also fails to consider the safety of cyclists wishing to exit right from Magdala Crescent and join the cycle path at this junction. A cyclist turning right from the Magdala Crescent junction to join the cycle lane would expect to have priority over vehicular traffic. Drivers will be required to give way to cyclists on the cycle lane. The WECC would query whether there is good visibility for both cyclists and motorists. Given the high volume of vehicular traffic, some 15,000 per week, this could lead to vehicular-cyclist collisions.

**The WECC objects to the TRO on the basis that the CCWEL proposals do not adequately consider the volume of through traffic that rat runs through the Crescents and the impact this will have on the safety of cyclists. Traffic queuing across the cycle path will negate any positive impact of the path and cause frustration to cyclists.**



**Reduction / elimination of through traffic – rat running**

The TRO proposal advises “This change is proposed in order to mitigate the impact of through-traffic in ‘The Crescents’, including on Magdala Crescent.”

Some street context. In addition to being residential streets the Crescents have a number of characteristics which make them unsuitable for high volumes of through traffic. The Magdala Crescent / Eglinton Crescent junction is a wide junction. Vehicular traffic crosses this junction at speed making this an unsafe crossing for pedestrians. Magdala Crescent at its junction with Douglas Crescent is a sharp bend which has seen accidents. It is also the pedestrian access to the Water of Leith pathway. Douglas Crescent has seen subsidence in the street. Coates Gardens has historic cobbles and thus traffic noise is greater than a tarmac street. Rosebery Crescent has a school and the tight bend turn in from Lansdowne Crescent.

The following information was provided to the WECC demonstrating that CCWEL would see a reduction in overall traffic.

Predicted Traffic Levels per Street Location	Baseline			CCWEL w/ Magdala C One-Way			
	AM	PM	Total Peak	AM	PM	Total Peak	Change
Magdala Cres	347	237	584	201	141	342	-242
Coates Gdns	141	95	236	196	127	323	87
Rosebery Cres	69	128	197	37	124	161	-36
Grosvenor St	22	29	51	33	20	53	2
Eglinton Cres*	148	133	281	210	144	354	73
Douglas Cres	266	153	419	235	119	354	-65
Eglinton Cres**	162	138	299	165	151	316	17
Glencairn Cres**	162	138	299	165	151	316	17
Grosvenor Cres**	96	114	210	76	133	209	-2
Lansdowne Cres**	96	114	210	76	133	209	-2
<b>Totals:</b>	<b>1509</b>	<b>1279</b>	<b>2786</b>	<b>1394</b>	<b>1243</b>	<b>2637</b>	<b>-151</b>

\*Between Douglas Crescent and Coates Gardens  
 \*\*50% of combined counts for both sides of garden

The reduction in traffic volumes arising from CCWEL will only see an anticipated overall reduction of 5%. With traffic volumes of some 30,000 vehicles through the Crescents each week, this is only a reduction of some 1,500 vehicles per week. The result is that 28,500 vehicles will still use the Crescents as a through route, a rat run. The mitigation being suggested is merely to move traffic between streets. The WECC was not provided with any explanation as to why traffic is expected to be reduced.

The current TRO proposal is based on analysis undertaken in 2018, which pre-dates the latest thinking as set out in the City Mobility Plan. The City Mobility Plan states that rat-running will be reduced or eliminated, with the PLACE 4 objective being to improve the liveability of a residential street. The TRO fails to deliver on these aspects.

The TRO proposal does not propose any meaningful reduction in vehicular traffic through the junction changes being proposed. The data also pre-dates the LEZ. The Crescents will sit outside the LEZ boundary which we believe will result in an increase in traffic flows through the Crescents.

The TRO proposal fails to mitigate the impact of through traffic as the changes merely displace traffic rather than significantly reduce or eliminate rat-running. Nor does the TRO include any traffic calming measures in the Crescents despite speeding being raised as a concern on numerous

occasions. Cyclists will join and leave the cycle path from the Crescents leaving a safe environment for a hostile environment.

The current diversion through part of the Crescents to facilitate the installation of the cycle path, includes a number of pedestrian safety measures. This includes a reduction in the width of the Magdala Crescent/ Eglinton Crescent junction and the installation of safe crossing points. None of these safety measures have been incorporated into the revised design being proposed.

The City Mobility Plan sets out that wide junctions will be narrowed to provide a safe crossing for pedestrians.

**The WECC objects to the TRO on the basis that the proposal fails to make any meaningful or significant reduction in through traffic through the Crescents. It therefore fails to deliver on the policies set out in the City Mobility Plan to reduce or eliminate intrusive through traffic and to improve the liveability of a residential street.**

## **Response to Objection from WECC**

The Council is grateful for the considered and details objection and suggestions for alternatives from the West End Community Council. Consideration and response to these is offered below.

### ***Safety of Cyclists***

The West End Community Council submit that, should TRO/23/17 be implemented, the level of traffic on Coates Gardens will be too high, at approx. 15,000 vehicles per week, for people cycling contraflow to the one way designation to do so safely without dedicated provision.

As outlined in this report, the predicted volume of traffic on Coates Gardens following the implementation of TRO/23/17 is 196vph. Values up to 300vph are considered 'low flow', and on such streets where the speed limit is 20mph the Edinburgh Street Design Guidance factsheet on [Designing for Cycling](#) suggests that in such locations provision for cyclists can take the form of either 'quiet street' or 'cycle lanes'.

300vph equates to roughly 3,000 vehicles per day, and around 20,000 vehicles per week. As such, 15,000 vehicles per week would still be considered 'low flow'.

As such, the provision of a cycle contraflow on Coates Gardens is consistent with Edinburgh Street Design Guidance as the street is predicted to have a low level of traffic and has an existing 20mph speed limit. The introduction of the one way designation on Magdala Crescent associated with TRO/23/17 is not considered to present a meaningful risk to the safety of cyclists travelling northbound on the one-way section of Coates Crescent.

The West End Community Council also submit that traffic on Coates Gardens may queue across the cycleway while waiting to join Haymarket Terrace, and that this will undermine the value of the cycleway.

It is undoubtedly true that vehicles seeking to join Haymarket Terrace from Coates Gardens may sometimes queue across the cycleway. However, the layout of the junction will establish clearly that motorists must give-way to cyclists using the cycleway before proceeding towards Haymarket Terrace. At this point motorists may block the cycleway while waiting for a gap in traffic, however this will only be for a short period, and any following vehicles would again be required to cede priority to waiting cyclists.

The Propensity to Cycle modelling carried out as part of the Project Justification Report for the CCWEL project predicted a daily usage of the cycleway of over 3,000 cyclists, based on a 2014 baseline. As such it can be expected that cyclists crossing Coates Gardens will outnumber vehicles exiting from it.

### ***Mitigation of Traffic in The Crescents***

The West End Community Council submit that though the Statement of Reasons for TRO/23/17 states that the proposal aims to "mitigate the impact of through traffic through The Crescents", the details of the proposal will fail to achieve this, and

further, fails to meet the aims of the City Mobility Plan to reduce the impact of traffic on residential streets.

The West End Community Council submit that the proposals entailed by TRO/23/17 only displace traffic within The Crescents, with little, if any, reduction in through traffic throughout The Crescents.

West End Community Council are correct that the proposals entailed by TRO/23/17 cannot be expected to significantly reduce the volume of traffic travelling through The Crescents between Palmerston Place and Haymarket Terrace, though the modelling report does predict a small reduction (likely due to the reduced convenience of driving through these streets introduced by the restricted movements). Ultimately this is not the intention of TRO/23/17, which is instead intended to mitigate the impact of traffic through The Crescents, by establishing a 'low' level of traffic on each of these streets, rather than a notable imbalance in the level of traffic between them.

As outlined in this report, The proposals contained in TRO/23/17 were requested by objectors to TRO/17/91, who expressed concerns about the introduction of one-way restrictions on Coates Gardens and Rosebery Crescent without similar restrictions being introduced on Magdala Crescent. The modelling exercise predicts that the impact of the additional traffic restriction on Magdala Crescent would be near parity between affected streets and an appropriate level of traffic on each.

Meanwhile the impact of not proceeding with TRO/23/17 would be a considerable imbalance in the levels of traffic between different streets; with Magdala and Douglas Crescents, already the busiest streets, subject to increased levels of traffic.

It is considered that this proposal is consistent with the City Mobility Plan's aim to reduce the impact of traffic on residential streets for the reasons outlined above.

The West End Community Council are correct that further steps could possibly be taken to reduce the volume of traffic travelling between Haymarket Terrace and Palmerston Place via the Crescents, and such steps could be considered following the proposed monitoring in early 2024, should it be found that traffic levels are not in line with expectations, or affecting the operation of the crossings or the cycleway. However, any such measures would need to be considered both in terms of their impact on residential and commercial access to the affected streets, as well as the potential impact that displaced traffic could have on public transport operations, especially on Haymarket Terrace and through the Haymarket junction.

### ***Alternate Proposal***

The West End Community Council have proposed that at each of Magdala Crescent, Coates Gardens and Rosebery Crescent the Council implement a banned left turn from the A8, alongside a banned right-turn onto the A8. This would eliminate the ability to 'shortcut' through The Crescents between Haymarket Terrace and Palmerston Place as part of a journey between the west of the city and the City Centre.

Traffic is already banned from turning into Coates Gardens and Rosebery Crescent under TRO/17/91 which is in effect. Under the proposals entailed by TRO/23/17 vehicles would be banned from exiting Magdala Crescent.

Changing these proposals to permit vehicles to travel both in and out of these streets would require a further TRO. As would introducing additional banned movements to restrict vehicles from turning left into Magdala Crescent, or turning right out of Coates Gardens or Rosebery Crescent.

The Council does not generally introduce banned-left turns at side road junctions as these can be vulnerable to abuse and are very difficult to enforce.

Introducing banned right-turns at Coates Gardens and Rosebery Crescent could be appropriate options for further reducing the level of through traffic on these streets and could be considered, alongside other options, following the proposed monitoring in early 2024, should it be found that traffic levels are not in line with expectations, or affecting the operation of the crossings or the cycleway. However, any such measures would need to be considered both in terms of their impact on residential and commercial access to the affected streets, as well as the potential impact that displaced traffic could have on public transport operations, especially on Haymarket Terrace and through the Haymarket junction.

For the reasons outlined above, it is recommended that the objection from the West End Community Council is set aside.

**Appendix 3 – Summary of Traffic Modelling Data (figures expressed as vehicles per hour (vph))**

Predicted Traffic Levels per Street Location	Baseline			CCWEL				CCWEL w/ Magdala C One-Way			
	AM	PM	Total Peak	AM	PM	Total Peak	Change	AM	PM	Total Peak	Change
Magdala Cres	347	237	584	396	264	660	76	201	141	342	-242
Coates Gdns	141	95	236	74	69	143	-93	196	127	323	87
Rosebery Cres	69	128	197	3	85	88	-109	37	124	161	-36
Grosvenor St	22	29	51	26	12	38	-13	33	20	53	2
Eglington Cres*	148	133	281	155	142	297	16	210	144	354	73
Douglas Cres	266	153	419	329	176	505	86	235	119	354	-65
Eglington Cres**	162	138	299	142	160	302	3	165	151	316	17
Glencairn Cres**	162	138	299	142	160	302	3	165	151	316	17
Grosvenor Cres**	96	114	210	86	106	191	-19	76	133	209	-2
Lansdowne Cres**	96	114	210	86	106	191	-19	76	133	209	-2
<b>Totals:</b>	<b>1509</b>	<b>1279</b>	<b>2786</b>	<b>1439</b>	<b>1280</b>	<b>2717</b>	<b>-69</b>	<b>1394</b>	<b>1243</b>	<b>2637</b>	<b>-151</b>

\*Between Douglas Crescent and Coates Gardens

\*\*50% of combined counts for both sides of garden

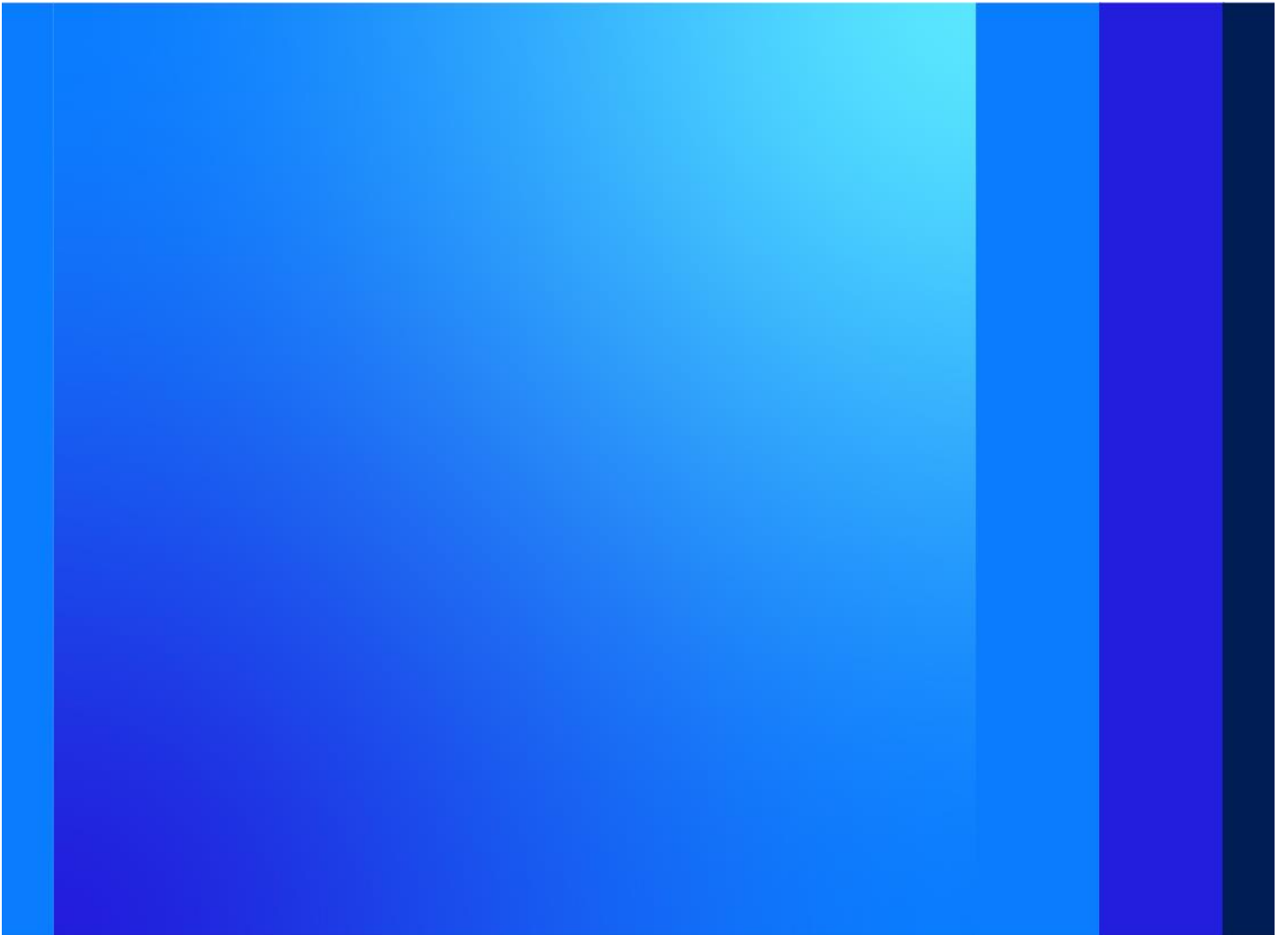


# CCWEL West End Crescents

VISSIM Traffic Modelling

18 October 2023

The City of Edinburgh Council



## CCWEL West End Crescents

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### Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	10.10.23	Draft Modelling Report	LMZ	GD	LMZ	GD
2	18.10.23	Final Modelling Report	LMZ	GD	LMZ	GD



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### Appendix A. West End Crescents Model Calibration

# 1. Introduction

## 1.1 Introduction

Jacobs has been commissioned by the City of Edinburgh Council (the Council) to assess the localised impacts of potential traffic restriction measures in the West End Crescents area of Edinburgh, north of Haymarket. The purpose of the traffic restrictions is to help facilitate new cycle infrastructure that forms part of the City Centre West to East Cycle Link (CCWEL).

CCWEL creates a quiet route network between Roseburn Terrace and York Place via Haymarket Terrace, Melville Street, Charlottes Square, George Street and Queen Street. In terms of West End Crescents, the scheme passes through Rosebery Crescent and Grosvenor Crescent/ Lansdowne Crescent in addition to impacting the streets connecting with Haymarket Terrace and Palmerston Place.

The restrictions under consideration primarily consist of one-way general traffic closures and banned turning movements. They were packaged together under the following options for assessment:

- Option A:**
  - Coates Gardens closed northbound from Haymarket Terrace; and,
  - Rosebery Crescent closed northbound from Haymarket Terrace.
  
- Option B:**
  - Option A plus Grosvenor Street closed northbound at West Maitland Street.
  
- Option C:**
  - Option B plus Magdala Crescent closed southbound at West Coates/ Haymarket Terrace.
  
- Option C1:**
  - Option C plus banned right turn from Palmerston Place to Glencairn Crescent; and,
  - Douglas Crescent closed eastbound at Palmerston Place.
  
- Option C2:**
  - Option C plus removal of the traffic lights at Glencairn Crescent/ Palmerston Place junction;
  - Glencairn Crescent closed westbound at Palmerston Place; and,
  - Douglas Crescent closed eastbound at Palmerston Place.

The assessment of the above options was undertaken using the microsimulation software VISSIM and makes use of the Council's City Centre model previously developed as part of the Edinburgh City Centre Transformation project (ECCT). The western edge of the VISSIM City Centre model is at Haymarket Terrace and the key elements of the CCWEL scheme have been captured. New observed traffic surveys were undertaken in the West End Crescents area and the model was locally optimised for this study.

The CCWEL route through the West End Crescents area of Edinburgh is highlighted in Figure 1-1 below.

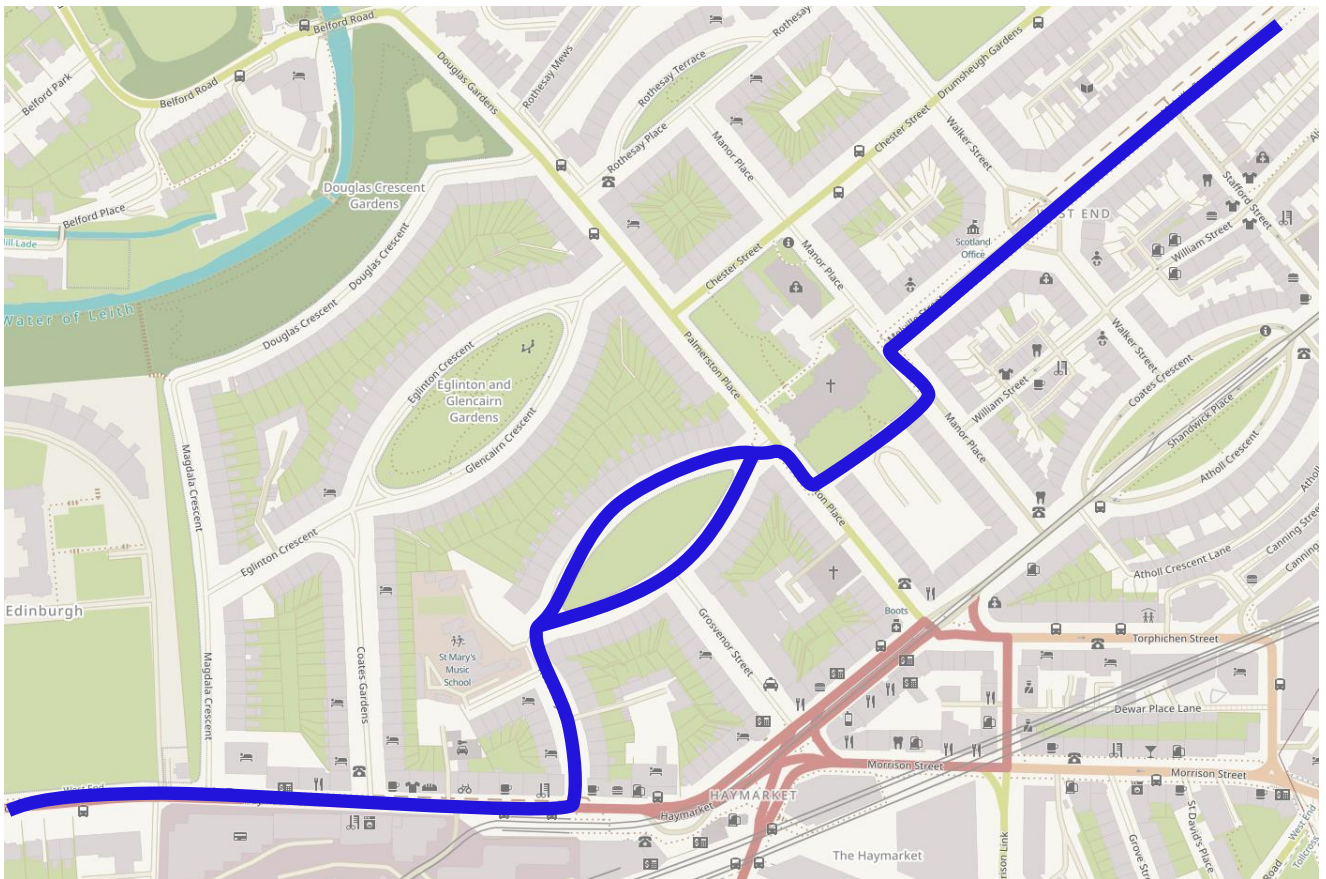


Figure 1-1: CCWEL Route Through the West End Crescents

## 1.2 Report Structure

This report provides a summary of the Base model development, including calibration performance. The traffic restriction options under consideration are then outlined alongside how they are represented in each VISSIM model. Model results for each option are examined before a final summary is provided.

The structure of this report is as follows:

- Chapter 2 – Model Development and Calibration
- Chapter 3 – Scheme Proposals
- Chapter 4 – Modelling Results
- Chapter 5 – Summary

## 2. Model Development and Calibration

### 2.1 The City of Edinburgh Council's Model Suite

The Council's model suite was originally developed and is currently maintained by Jacobs. It is based on a strategic VISUM model and associated VISSIM microsimulation models covering the city centre and key arterial corridors. Originally developed in 2005 to support the tram business case, models have been continually updated with new traffic survey and planning data.

The strategic model is a 4-stage incremental model, including highway and bus, rail and tram public transport modes.

Microsimulation models cover the city centre and key arterial routes. These simulate detailed traffic movements and help support more detailed junction and street design. Demand matrices are cordoned from the VISUM strategic model and assigned to the microsimulation models. By doing so, it is possible to model major changes, including mode change and vehicle rerouting at a strategic level and, through the cordoning procedure, replicate the impacts at the microsimulation level.

Microsimulation models include private and public transport vehicle movements. Unless specific schemes are being analysed, active travel is captured at pedestrian and cycle crossings but there is not a full representation of active travel demand across the network.

### 2.2 VISSIM City Centre Base Model Extents

The Base model used in this assessment was developed for the ECCT project and appraised the various options under consideration as part of the project. The City Centre VISSIM model originally covered the route of the tram from Haymarket to York Place and parallel diversion corridors. A subsequent extension to the north and south was designed to test the impacts of road closures required to support the redevelopment of Edinburgh St James.

The City Centre model includes a further extension to cover the whole city centre and ensures that all significant rerouting effects can be captured. The model encompasses Haymarket Station in the west, the Meadows in the south, London Road in east and Canonmills in the north. It also includes the five major east-west routes through the city centre (Meadows, Lauriston Place, Cowgate, Princes Street and Queen Street) and the three north-south corridors (Lothian Road, the Mound and the Bridges).

VISSIM model matrices have been cordoned from VISUM. The active VISUM model area, cordoned for assignment in VISSIM, is shown in Figure 2-1 and corresponds to the VISSIM network shown in Figure 2-2.

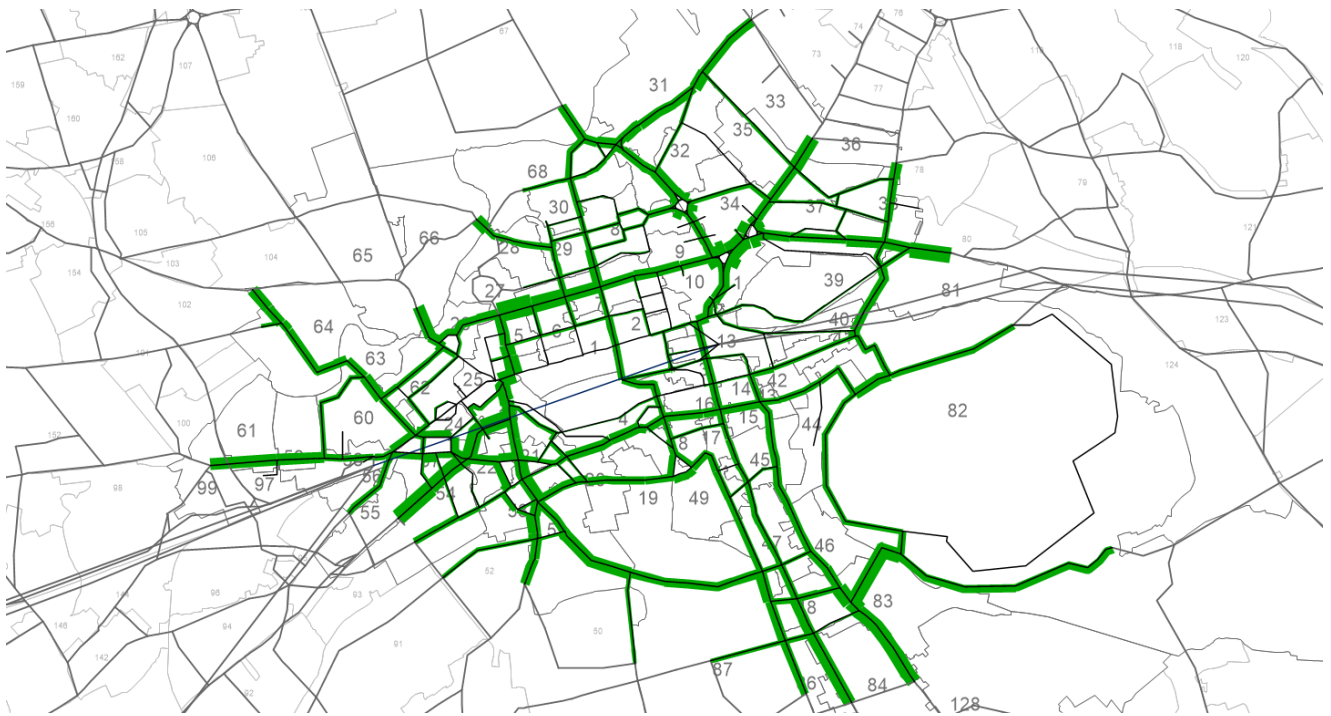


Figure 2-1: VISUM Model and Cordoned Area



Figure 2-2: VISSIM City Centre Model Extents



## 2.3 ECCT Model Cordoning

The Base VISUM model was recalibrated in December 2016, based on new traffic count data obtained in 2014 and 2016. Count data was extensive and encompassed the majority of key junctions throughout the city centre.

Cordoned Base VISSIM microsimulation models represent the same 2016 year and cover each one-hour peak (excluding an additional 15 minute warm up period), representing:

- AM (08:00-9:00), and
- PM (17:00-18:00)

It should be noted that model traffic demand represents a typical neutral month. Traffic flows do not reflect peak summer festival conditions when vehicle volumes can be significantly higher and resulting network performance can be poor.

## 2.4 WebTAG Calibration Criteria

WebTAG M3.1 provides validation guidance criteria for macroscopic models and these have been applied to the development of the City Centre VISSIM model, as far as possible.

The guidelines state that a minimum of 85% of modelled hourly flows should meet any of the following criteria:

- within 15% of surveyed counts (for flows 700-2700vph)
- within 100vph of surveyed counts (for flows <700vph)
- within 400vph of surveyed counts (for flows >2700vph)

Or

- at least 85% of the modelled hourly flows achieved GEH values of 5 or less when compared to the survey data

The GEH Statistic is a formula used in traffic engineering, traffic forecasting, and traffic modelling to compare two sets of traffic volumes. It is considered a good method for analysing a model's performance as it avoids the problems that can occur when comparing two sets of volumes using simple percentages. For example, a motorway carrying 7200 vehicles per hour and a town centre high street cannot be judged by the same single variation of percentage that is acceptable to both volumes. The equation for the GEH statistic is shown below where M is the modelled traffic volume and C is the observed traffic volume.

$$GEH = \sqrt{[(Modelled-Observed)^2 / \{(Observed+Modelled)/2\}]}$$

GEH values of 5 or less can be considered as a good match; values between 5 and 10 may require further investigation and those more than 10 may not be considered as a good match.

## 2.5 West End Crescents Model Calibration

New traffic counts were commissioned for the West End Crescents area, which allows for the ECCT City Centre model to be locally calibrated and provide greater accuracy of traffic movements for this study. A survey of all vehicle types and pedestrians at each of the following junctions for a morning peak and an evening peak period on working days during August 2018. Junctions surveyed Include:

- Magdala Crescent/ Haymarket Terrace
- Coates Gardens/ Haymarket Terrace
- Roseberry Crescent/ Haymarket Terrace
- Grosvenor Street/ Haymarket Terrace

- Douglas Crescent/ Palmerston Place
- Glencairn Crescent/ Palmerston Place
- Grosvenor Crescent/ Palmerston Place

A summary of the calibration results for the AM and PM peaks at all surveyed junctions is given in Table 2-1. A full summary of all surveyed junction turns is given in Table A-1 (AM Peak) and Table A-2 (PM Peak).

**Table 2-1: West End Crescents Base Model Calibration Summary**

Percentage Pass	AM 08:00-09:00	PM 17:00-18:00
GEH Car <5	88%	90%
GEH LGV <5	86%	96%
GEH HGV <5	96%	100%
GEH Bus <5	98%	98%
GEH Total <5	80%	75%
GEH Total <7.5	98%	98%

In the morning peak, 88% of car counts (turning volumes) have a GEH value of under 5, with 86% of LGVs and 96% of HGVs under 5. Evening peak values are slightly higher at 90%, 96% and 100% respectively, which is considered good given the scale of the model.

When combined across all transport modes, several morning and evening peak GEH values are slightly above 5, but 98% of all vehicle turns have a GEH less than 7.5 in both peaks.

Overall, the model is considered to calibrate to a satisfactory level and is fit for the intended purpose to test outline scheme options.

### 3. Scheme Proposals

The options under consideration for the West End Crescents involve a number of one-way general traffic road closures, with the primary aim to reduce the risk of conflict with cycles on Haymarket Terrace. There are also potential options that look to simplify the interaction of the West End Crescents with Palmerston Place.

The level of intervention increases through the options with the exception of two sub-options for Option C that have alternative proposals for the Glencairn Crescent/ Palmerston Place junction.

#### Option A

Closes Coates Gardens and Rosebery Crescent northbound to general traffic from Haymarket Terrace. This reduces the risk of vehicles turning at speed across the two-way cycle track on Haymarket Terrace and colliding with cycles.

#### Option B

Builds on Option A and closes Grosvenor Street to general traffic northbound from West Maitland. This simplifies the Haymarket Terrace/ Dalry Road junction and provides cyclists from Dalry Road with a safer connection to the CCWEL route.

#### Option C

Includes all the restrictions under Options A and B in addition to closing the southbound exit onto Haymarket Terrace from Magdala Crescent for general traffic. This further reduces the risk of conflict between vehicles and cycles on Haymarket Terrace.

#### Option C1

This option pivots from Option C and includes an eastbound closure for general traffic from Douglas Crescent onto Palmerston Place. It also bans the right turn from Palmerston Place to Glencairn Crescent for general traffic. Both interventions aim to simplify the connections to Palmerston Place and improve traffic flow in this area.

The proposed traffic restrictions for Options A through to Option C1 are displayed in Figure 3-1. The black arrows indicate the direction of travel that is permitted for general traffic, while the red arrow highlights the banned turning movement from Palmerston Place to Glencairn Crescent under Option C1. The CCWEL route is also shown in blue for reference.



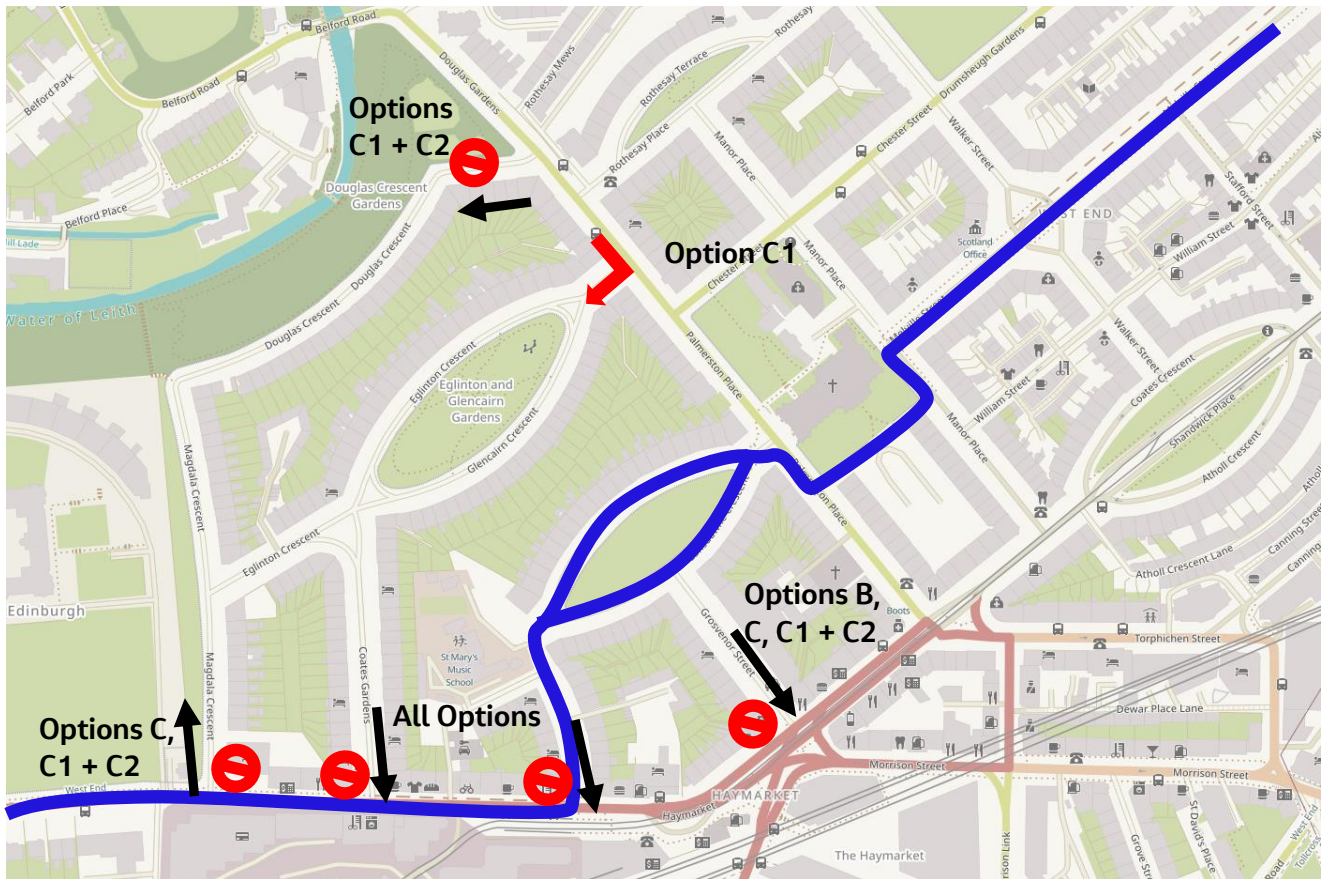


Figure 3-1: West End Crescents Options A, B, C and C1

### Option C2

This option is the same as Option C1 with the exception of the Palmerston Place/ Glencairn Crescent junction. Option C2 removes the traffic signals currently in place and creates a give way junction. To improve traffic flow at this junction, north and southbound general traffic on Palmerston Place is banned from turning into Glencairn Crescent. As with Option C1 the purpose of this proposal is to simplify the West End Crescents interaction with Palmerston Place and ease traffic flow in the area.

Figure 3-2 below illustrates Option C2 and the change at the Palmerston Place/ Glencairn Crescent junction. Again, black arrows indicate the direction of travel that general traffic is permitted and the CCWEL route is also shown in blue for reference. A crossed-out traffic light symbol at the Palmerston Place/ Glencairn Crescent junction signifies the removal of the existing traffic signals.

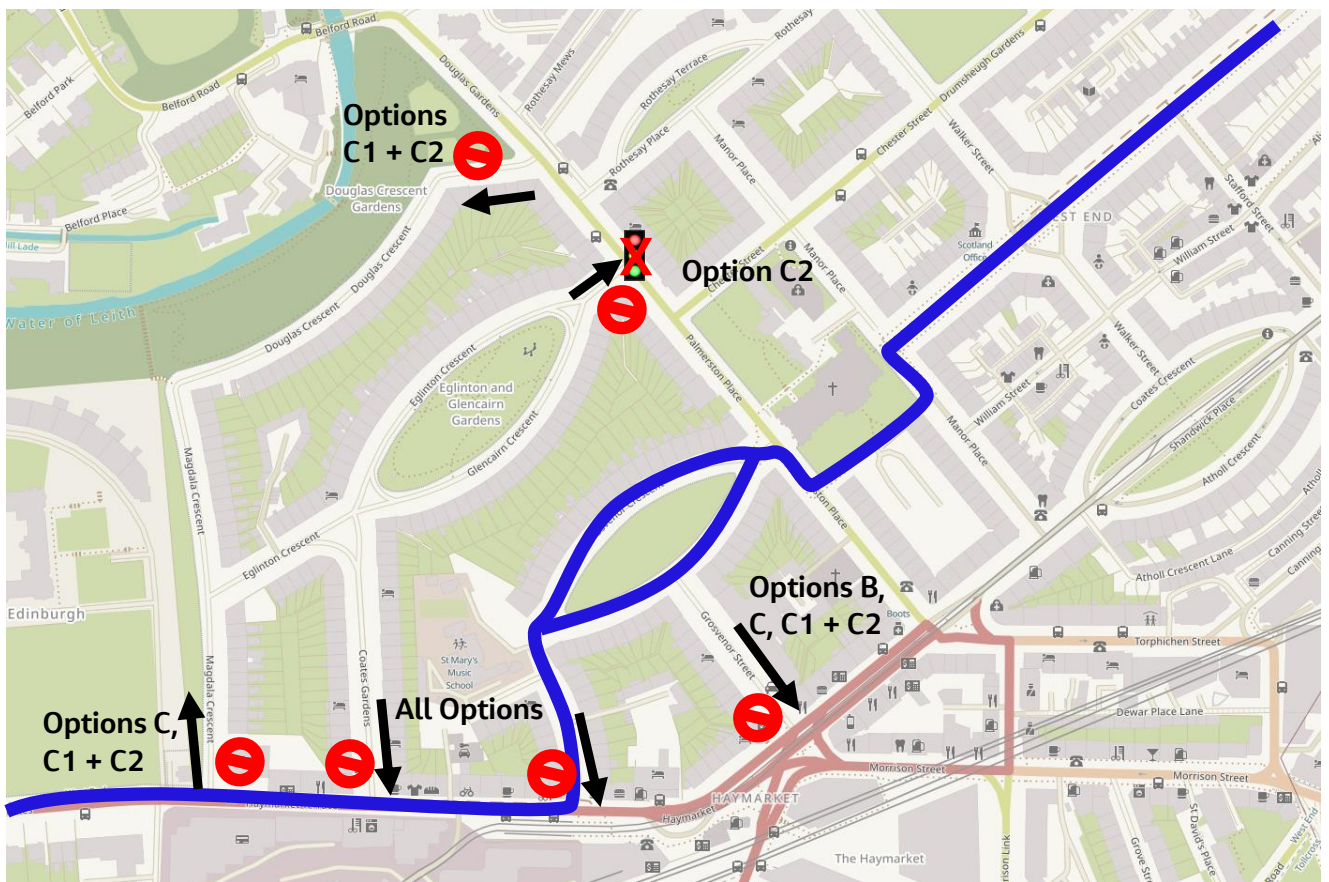


Figure 3-2: West End Crescents Options A, B, C and C2

## 4. Modelling Results

### 4.1 Introduction

The five West End Crescents options have been coded independently into the VISSIM Base model for the morning and evening peak periods. The localised impacts of the options on the West End Crescents are summarised in this section. The analysis focuses on changes in traffic flows across the options in the study area with flows compared against the Base model for reference.

The VISSIM network for the West End Crescents is shown in Figure 4-1 below. It is worth noting that there are three internal zones within the study area, as indicated in the figure. VISSIM uses zones to distribute traffic around the network and represent vehicles with an origin or destination within the West End Crescents area (e.g. travelling to/ from home or on-street parking). Inclusion of these zones explain any slight discrepancies in traffic volumes that might appear in the analysis.



Figure 4-1: VISSIM West End Crescents Network

### 4.2 AM Traffic Flow Analysis

Modelled hourly traffic volumes in the morning peak (08:00-09:00) are listed for all five options and the Base model in Table 4-1. The values shown are total across all vehicle classes (Car, LGV, HGV and Bus) in the study area and are separated by direction.



**Table 4-1: AM Hourly Traffic Volumes (All Vehicle Types)**

Location	Direction	Base	Option A	Option B	Option C	Option C1	Option C2
Magdala Crescent	NB	161	201	225	201	195	262
Magdala Crescent	SB	186	173	171	0	0	0
Coates Gardens	NB	69	0	0	0	0	0
Coates Gardens	SB	72	77	74	196	133	124
Rosebery Crescent	NB	61	0	0	0	0	0
Rosebery Crescent	SB	8	4	3	37	79	76
Grosvenor Street	NB	0	1	0	0	0	0
Grosvenor Street	SB	22	20	26	33	23	19
Eglinton Crescent (w)	EB	123	91	127	210	337	459
Eglinton Crescent (w)	WB	25	23	28	0	0	0
Douglas Crescent	EB	83	165	149	126	0	0
Douglas Crescent	WB	183	184	180	109	123	179
Eglinton Crescent (e)	EB	203	123	149	166	303	322
Glencairn Crescent	WB	120	147	135	164	113	0
Grosvenor Crescent	EB	143	85	82	72	99	58
Lansdowne Crescent	WB	49	102	89	79	140	91

The northbound closures of Coates Gardens and Rosebery Crescent results in more vehicles using Magdala Crescent as an alternative. However, overall northbound traffic through the West End Crescents reduces. In the Base model 291 vehicles per hour travel northbound on Magdala Crescent, Coates Gardens, Rosebery Terrace and Grosvenor Street. This reduces to 202 in Option A and does not go above 262 vehicles per hour across all options (195 to 262 vehicles).

There is limited traffic travelling northbound on Grosvenor Street in the Base model. The survey information indicates there should be around 14 vehicles per hour. This is not considered a significant number of vehicles and is not likely to impact the options assessment. The closure of Grosvenor Street northbound is included from Option B onwards.

The northbound closures have a direct impact on eastbound movements through the West End Crescents. Traffic volumes on Grosvenor Crescent reduce in all options due to the northbound closures of Rosebery Crescent and Grosvenor Street. There is also a notable switch of eastbound traffic using Douglas Crescent instead of Eglinton Crescent, until Options C1 and C2 when Douglas Crescent is closed eastbound at Palmerston Place. When this closure occurs in Option C1 and C2, this eastbound traffic reverts back to Eglinton Crescent and there is noticeable rise in traffic flow from the Base model.

The closure of Magdala Crescent southbound in Options C, C1 and C2 results in more vehicles using Coates Gardens and Rosebery Crescent. In the Base model overall southbound volumes through the West End Crescents is 288, which reduces to 266 in Option C, 235 in Option C1 and 219 in Option C2.

Westbound traffic volumes are consistent on Eglinton Crescent (w) until Magdala Crescent is closed southbound in Option C. This also reduces the westbound flow on Douglas Crescent until Glencairn Crescent is closed westbound from Palmerston Place in Option C2 when traffic reverts back to Douglas Crescent. In all Options traffic volumes increase on Lansdowne Crescent westbound compared to the Base model.

Option C1 bans the right turn from Palmerston Place to Glencairn Crescent, which results in a slight reduction westbound on Glencairn Crescent with vehicles opting to use Lansdowne Crescent as an alternative. Option C2 replaces the traffic signals at the Palmerston Place/ Glencairn Crescent junction with a give way. This makes it

easier for vehicles to exit Glencairn Crescent and makes this a more attractive route, increasing traffic flow eastbound on Eglinton Crescent.

### 4.3 PM Traffic Flow Analysis

The evening peak (17:00-18:00) modelled traffic volumes for all five options and the Base model are shown in Table 4-2. As with the morning peak, they are for all vehicle classes on the key West End Crescents links by direction.

**Table 4-2: PM Hourly Traffic Volumes (All Vehicle Types)**

Location	Direction	Base	Option A	Option B	Option C	Option C1	Option C2
Magdala Crescent	NB	144	217	170	141	68	129
Magdala Crescent	SB	93	113	94	0	0	0
Coates Gardens	NB	43	0	0	0	0	0
Coates Gardens	SB	52	54	69	127	138	121
Rosebery Crescent	NB	49	0	0	0	0	0
Rosebery Crescent	SB	79	91	85	124	125	126
Grosvenor Street	NB	10	67	0	0	0	0
Grosvenor Street	SB	19	23	12	20	30	25
Eglinton Crescent (w)	EB	93	135	117	144	170	271
Eglinton Crescent (w)	WB	40	35	25	0	0	0
Douglas Crescent	EB	91	117	94	72	0	0
Douglas Crescent	WB	62	85	82	47	76	117
Eglinton Crescent (e)	EB	167	144	175	163	175	156
Glencairn Crescent	WB	108	89	145	138	133	0
Grosvenor Crescent	EB	131	132	93	96	102	63
Lansdowne Crescent	WB	97	108	118	170	185	142

The modelling of the options in the evening peak follows a similar pattern to that of the morning peak. Coates Gardens and Rosebery Crescent closing northbound results in more vehicles using Magdala Crescent but overall, through the West End Crescents, there are fewer northbound vehicles in total.

With northbound and eastbound through the West End Crescents being interlinked, traffic volumes on Grosvenor Crescent reduce after the closure of Grosvenor Street northbound. Most of this traffic uses Eglinton Crescent as an alternative eastbound route.

Southbound, the closure of Magdala Crescent leads to increased traffic flow on Coates Gardens and Rosebery Crescent and more vehicles travelling westbound on Glencairn Crescent and Lansdowne Crescent.

The closure on Douglas Crescent in Options C1 and C2 places additional eastbound traffic on Eglinton Crescent. In Option C1, the banned right turn from Palmerston Place to Glencairn Crescent has minimal impact but the full westbound closure results in an increase on Douglas Crescent. Removal of the traffic signals in Option C2 improve eastbound throughput from Eglinton Crescent and makes this route more attractive to vehicles.

## 5. Summary

### 5.1 General Summary

The City of Edinburgh Council are investigating potential general traffic restrictions in the West End Crescents area of Edinburgh north of Haymarket. The purpose of the restrictions is to help facilitate new cycle infrastructure along Haymarket Terrace, Rosebery Terrace and Grosvenor Crescent/ Lansdowne Crescent, which forms part of CCWEL.

Jacobs have locally recalibrated an existing VISSIM microsimulation model of Edinburgh City Centre to test five packages of restrictions in the morning and evening peak hours to determine their anticipated traffic flow impacts on the West End Crescents. The five options are outlined below with the level of intervention increasing through the options.

- Option A:**
  - Coates Gardens closed northbound from Haymarket Terrace; and,
  - Rosebery Crescent closed northbound from Haymarket Terrace.
- Option B:**
  - Option A plus Grosvenor Street closed northbound at West Maitland Street.
- Option C:**
  - Option B plus Magdala Crescent closed southbound at West Coates/ Haymarket Terrace.
- Option C1:**
  - Option C plus banned right turn from Palmerston Place to Glencairn Crescent; and,
  - Douglas Crescent closed eastbound at Palmerston Place.
- Option C2:**
  - Option C plus removal of the traffic lights at Glencairn Crescent/ Palmerston Place junction;
  - Glencairn Crescent closed westbound at Palmerston Place; and,
  - Douglas Crescent closed eastbound at Palmerston Place.

Modelling analysis of the five options concluded that the two peak hours performed similarly. Closing Coates Gardens and Rosebery Crescent northbound under Option A results in more vehicles using Magdala Crescent northbound and Douglas Crescent eastbound. However, the northbound closures directly influence traffic volumes eastbound with reductions in flows modelled on Eglinton Crescent and Grosvenor Crescent.

Option B closes Grosvenor Street northbound and slightly amplifies the changes in traffic flows discussed above but the number of vehicles on Grosvenor Street is relatively low and the overall impact is minor.

Closing Magdala Crescent southbound in Option C has the opposite effect to the impacts modelled in Options A and B with traffic flows increasing southbound on Coates Gardens, Rosebery Crescent and Grosvenor Street, in addition to, westbound increases on Douglas Crescent, Glencairn Crescent and Lansdowne Crescent.

Options C1 and C2 both close Douglas Crescent eastbound which leads to increased usage of Eglinton Crescent eastbound. Banning the right turn from Palmerston Place to Glencairn Crescent under Option C1 has minimal impact on traffic flows through the West End Crescents. However, replacing the traffic signals at the Palmerston Place/ Glencairn Crescent junction with a give way improves throughput from Glencairn Crescent, making it more attractive to vehicles and inducing traffic.

### 5.2 Conclusions

In general, the more restrictions that are in place the less permeable the West End Crescents become, and overall traffic volumes through these streets reduce slightly. Table 5-1 shows the total peak time (AM + PM) modelled two-way traffic flows on each street within the West End Crescents and summarises the total vehicles entering/ exiting the study area from Haymarket Terrace and Palmerston Place.

**Table 5-1: Combined AM and PM Two-way Hourly Traffic Volumes (All Vehicle Types)**

Location	Base	Option A	Option B	Option C	Option C1	Option C2
Magdala Crescent	584	704	660	342	263	391
Coates Gardens	236	131	143	323	271	245
Rosebery Crescent	197	95	88	161	204	202
Grosvenor Street	51	111	38	53	53	44
Eglinton Crescent (w)	281	284	297	354	507	730
Douglas Crescent	419	551	505	354	199	296
Eglinton Crescent (e)/ Glencairn Crescent	598	503	604	631	724	478
Grosvenor Crescent/ Lansdowne Crescent	420	427	382	417	526	354
Total Entering/ Existing from Haymarket Terrace	1068	1041	929	879	791	882
Total Entering/ Existing from Palmerston Place	1437	1481	1491	1402	1449	1128

Two-way traffic volumes on most streets through the West End Crescents remain relatively consistent between Options A and B when compared to the Base model. However, due to the northbound closures there is a decrease in traffic volumes on the northbound routes through the West End Crescents from Rosebery Crescent and Coates Gardens. This traffic instead uses the northbound route via Magdala Crescent and Douglas Crescent.

Closing Magdala Crescent southbound (Option C) leads to two-way traffic volumes reducing on Douglas Crescent at the expense of Eglinton/ Glencairn Crescent. Closing Douglas Crescent eastbound (Options C1 and C2) add to these impacts.

Observed traffic counts indicate a relatively small volume of vehicles undertake the right turn from Palmerston Place to Glencairn Crescent. Banning this movement under Option C1 therefore has minimal impact on traffic flow through the West End Crescents. The changes at the Palmerston Place/ Glencairn Crescent junction in Option C2 may increase traffic volumes in the West End Crescents due to an easier exit from Glencairn Crescent onto Palmerston Place.

Although there are some positive or negative traffic flow impacts on individual streets, modelling suggests that, overall, there is a slight reduction in traffic volumes through the West End Crescents. Therefore, it is recommended that the decision to promote one option over another should be based on the benefits to the CCWEL scheme and/ or opportunities to improve the streetscape of the individual streets in the West End Crescents area.

## Appendix A. West End Crescents Model Calibration



Table A-1: AM Peak 08:00-09:00

From	To	Count					Model					Difference					GEH				
		Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total
<b>Site 1 - Magdala Cres / W Coates / Haymarket Ter</b>																					
Magdala Cres	W Coates	106	11	1	2	120	111	32	6	0	149	5	21	5	-2	29	0.5	4.5	2.7	2.0	2.5
Magdala Cres	Haymarket Ter	7	2	0	0	9	23	8	0	0	31	16	6	0	0	22	4.1	2.7	0.0	0.0	4.9
W Coates	Magdala Cres	182	43	11	0	236	143	13	1	0	157	-39	-30	-10	0	-79	3.1	5.7	4.1	0.0	5.6
W Coates	Haymarket Ter	297	53	11	49	410	360	93	16	54	523	63	40	5	5	113	3.5	4.7	1.4	0.7	5.2
Haymarket Ter	Magdala Cres	5	3	0	1	9	12	2	0	0	14	7	-1	0	-1	5	2.4	0.6	0.0	1.4	1.5
Haymarket Ter	W Coates	368	36	8	48	460	362	32	10	44	448	-6	-4	2	-4	-12	0.3	0.7	0.7	0.6	0.6
<b>Site 2 - Coates Gdns / Haymarket Ter (W) / Haymarket Ter (E)</b>																					
Coates Gdns	Haymarket Ter (W)	88	13	1	0	102	68	3	1	0	72	-20	-10	0	0	-30	2.3	3.5	0.0	0.0	3.2
Coates Gdns	Haymarket Ter (E)	15	3	0	0	18	5	0	1	0	6	-10	-3	1	0	-12	3.2	2.4	1.4	0.0	3.5
Haymarket Ter (W)	Coates Gdns	15	12	1	0	28	45	3	0	0	48	30	-9	-1	0	20	5.5	3.3	1.4	0.0	3.2
Haymarket Ter (W)	Haymarket Ter (E)	289	43	10	49	391	338	99	16	54	507	49	56	6	5	116	2.8	6.6	1.7	0.7	5.5
Haymarket Ter (E)	Coates Gdns	11	1	0	0	12	6	0	0	0	6	-5	-1	0	0	-6	1.7	1.4	0.0	0.0	2.0
Haymarket Ter (E)	Haymarket Ter (W)	280	27	8	49	364	306	31	9	44	390	26	4	1	-5	26	1.5	0.7	0.3	0.7	1.3
<b>Site 3 - Rosebery Cres / Haymarket Ter (W) / Haymarket Ter (E)</b>																					
Rosebery Cres	Haymarket Ter (W)	37	3	0	0	40	4	2	0	0	6	-33	-1	0	0	-34	7.3	0.6	0.0	0.0	7.1
Rosebery Cres	Haymarket Ter (E)	9	0	1	0	10	1	0	0	0	1	-8	0	-1	0	-9	3.6	0.0	1.4	0.0	3.8
Haymarket Ter (W)	Rosebery Cres	27	5	0	0	32	9	7	1	0	17	-18	2	1	0	-15	4.2	0.8	1.4	0.0	3.0
Haymarket Ter (W)	Haymarket Ter (E)	260	43	11	51	365	278	68	8	50	404	18	25	-3	-1	39	1.1	3.4	1.0	0.1	2.0

From	To	Count					Model					Difference					GEH				
		Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total
Haymarket Ter (E)	Rosebery Cres	19	3	1	0	23	41	4	0	0	45	22	1	-1	0	22	4.0	0.5	1.4	0.0	3.8
Haymarket Ter (E)	Haymarket Ter (W)	283	27	8	49	367	333	30	9	43	415	50	3	1	-6	48	2.8	0.6	0.3	0.9	2.4
<b>Site 4 - Grosvenor St / Clifton Ter / W Maitland St</b>																					
Grosvenor St	Clifton Ter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Grosvenor St	W Maitland St	7	0	2	2	11	18	0	2	0	20	11	0	0	-2	9	3.1	0.0	0.0	2.0	2.3
Clifton Ter	Grosvenor St	14	2	2	0	18	0	0	0	0	0	-14	-2	-2	0	-18	5.3	2.0	2.0	0.0	6.0
Clifton Ter	W Maitland St	242	38	10	51	341	279	67	8	50	404	37	29	-2	-1	63	2.3	4.0	0.7	0.1	3.3
W Maitland St	Grosvenor St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
W Maitland St	Clifton Ter	0	0	0	37	37	36	0	0	43	79	36	0	0	6	42	8.5	0.0	0.0	0.9	5.5
<b>Site 5 - Palmerston Pl (N) / Douglas Cres / Palmerston Pl (S)</b>																					
Palmerston Pl (N)	Douglas Cres	30	5	1	1	37	61	4	1	0	66	31	-1	0	-1	29	4.6	0.5	0.0	1.4	4.0
Palmerston Pl (N)	Palmerston Pl (S)	505	49	8	5	567	470	47	33	0	550	-35	-2	25	-5	-17	1.6	0.3	5.5	3.2	0.7
Douglas Cres	Palmerston Pl (N)	45	3	1	0	49	49	0	0	0	49	4	-3	-1	0	0	0.6	2.4	1.4	0.0	0.0
Douglas Cres	Palmerston Pl (S)	34	14	2	0	50	34	0	0	0	34	0	-14	-2	0	-16	0.0	5.3	2.0	0.0	2.5
Palmerston Pl (S)	Palmerston Pl (N)	385	46	4	4	439	429	51	12	0	492	44	5	8	-4	53	2.2	0.7	2.8	2.8	2.5
Palmerston Pl (S)	Douglas Cres	64	7	0	0	71	74	36	6	0	116	10	29	6	0	45	1.2	6.3	3.5	0.0	4.7
<b>Site 6 - Palmerston Pl (N) / Glencairn Cres / Palmerston Pl (S)</b>																					
Palmerston Pl (N)	Glencairn Cres	33	6	1	1	41	28	2	3	0	33	-5	-4	2	-1	-8	0.9	2.0	1.4	1.4	1.3
Palmerston Pl (N)	Palmerston Pl (S)	455	53	7	4	519	475	43	30	0	548	20	-10	23	-4	29	0.9	1.4	5.3	2.8	1.3
Glencairn Cres	Palmerston Pl (N)	30	12	2	0	44	105	1	0	0	106	75	-11	-2	0	62	9.1	4.3	2.0	0.0	7.2
Glencairn Cres	Palmerston Pl (S)	115	18	6	0	139	79	8	2	0	89	-36	-10	-4	0	-50	3.7	2.8	2.0	0.0	4.7
Palmerston Pl (S)	Palmerston Pl (N)	333	43	3	4	383	303	54	8	0	365	-30	11	5	-4	-18	1.7	1.6	2.1	2.8	0.9
Palmerston Pl (S)	Glencairn Cres	73	13	0	0	86	76	14	1	0	91	3	1	1	0	5	0.3	0.3	1.4	0.0	0.5
<b>Site 7 - Palmerston Pl (N) / Grosvenor Cres / Palmerston Pl (S)</b>																					
Palmerston Pl (N)	Grosvenor Cres	43	5	1	0	49	27	7	2	0	36	-16	2	1	0	-13	2.7	0.8	0.8	0.0	2.0
Palmerston Pl (N)	Palmerston Pl (S)	545	66	10	3	624	542	44	16	0	602	-3	-22	6	-3	-22	0.1	3.0	1.7	2.4	0.9
Grosvenor Cres	Palmerston Pl (N)	97	22	1	0	120	126	16	1	0	143	29	-6	0	0	23	2.7	1.4	0.0	0.0	2.0
Grosvenor Cres	Palmerston Pl (S)	7	4	1	0	12	1	0	0	0	1	-6	-4	-1	0	-11	3.0	2.8	1.4	0.0	4.3

From	To	Count					Model					Difference					GEH				
		Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total
Palmerston Pl (S)	Palmerston Pl (N)	400	54	8	4	466	457	66	5	0	528	57	12	-3	-4	62	2.8	1.5	1.2	2.8	2.8
Palmerston Pl (S)	Grosvenor Cres	6	3	3	1	13	10	0	0	0	10	4	-3	-3	-1	-3	1.4	2.4	2.4	1.4	0.9
<b>Historic Count 30.07.15 - Haymarket Ter (E) / Haymarket Yards / Haymarket Ter (W)</b>																					
Haymarket Ter (E)	Haymarket Yards	22	1	1	0	24	40	16	4	0	60	18	15	3	0	36	3.2	5.1	1.9	0.0	5.6
Haymarket Ter (E)	Haymarket Ter (W)	349	26	11	58	444	294	16	5	40	355	-55	-10	-6	-18	-89	3.1	2.2	2.1	2.6	4.5
Haymarket Yards	Haymarket Ter (E)	4	4	0	0	8	7	7	0	0	14	3	3	0	0	6	1.3	1.3	0.0	0.0	1.8
Haymarket Yards	Haymarket Ter (W)	14	0	1	0	15	18	15	4	4	41	4	15	3	4	26	1.0	5.5	1.9	2.8	4.9
Haymarket Ter (W)	Haymarket Ter (E)	319	44	17	44	424	286	68	8	50	412	-33	24	-9	6	-12	1.9	3.2	2.5	0.9	0.6
Haymarket Ter (W)	Haymarket Yards	36	3	0	0	39	58	30	9	4	101	22	27	9	4	62	3.2	6.6	4.2	2.8	7.4
<b>Historic Counts 30.07.15</b>																					
Haymarket Ter (EB)		281	43	17	43	384	279	67	8	50	404	-2	24	-9	7	20	0.1	3.2	2.5	1.0	1.0
Clifton Ter (EB)		277	41	17	41	376	279	67	8	50	404	2	26	-9	9	28	0.1	3.5	2.5	1.3	1.4
Morrison St (WB)		482	58	22	51	613	337	34	9	0	380	145	-24	-13	-51	-233	7.2	3.5	3.3	10.1	10.5

Table A-2: PM Peak 17:00-18:00

From	To	Count					Model					Difference					GEH				
		Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total
<b>Site 1 - Magdala Cres / W Coates / Haymarket Ter</b>																					
Magdala Cres	W Coates	52	8	0	0	60	72	6	1	0	79	20	-2	1	0	19	2.5	0.8	1.4	0.0	2.3
Magdala Cres	Haymarket Ter	4	1	0	0	5	14	0	0	0	14	10	-1	0	0	9	3.3	1.4	0.0	0.0	2.9
W Coates	Magdala Cres	155	9	0	0	164	133	7	0	0	140	-22	-2	0	0	-24	1.8	0.7	0.0	0.0	1.9
W Coates	Haymarket Ter	244	20	3	40	307	324	52	7	54	437	80	32	4	14	130	4.7	5.3	1.8	2.0	6.7

From	To	Count					Model					Difference					GEH				
		Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total
Haymarket Ter	Magdala Cres	5	3	0	0	8	4	0	0	0	4	-1	-3	0	0	-4	0.5	2.4	0.0	0.0	1.6
Haymarket Ter	W Coates	413	38	3	49	503	449	42	7	47	545	36	4	4	-2	42	1.7	0.6	1.8	0.3	1.8
<b>Site 2 - Coates Gdns / Haymarket Ter (W) / Haymarket Ter (E)</b>																					
Coates Gdns	Haymarket Ter (W)	81	10	0	0	91	47	2	0	0	49	-34	-8	0	0	-42	4.3	3.3	0.0	0.0	5.0
Coates Gdns	Haymarket Ter (E)	8	1	0	0	9	3	0	0	0	3	-5	-1	0	0	-6	2.1	1.4	0.0	0.0	2.4
Haymarket Ter (W)	Coates Gdns	8	3	0	0	11	27	3	0	0	30	19	0	0	0	19	4.5	0.0	0.0	0.0	4.2
Haymarket Ter (W)	Haymarket Ter (E)	239	18	3	40	300	311	49	7	54	421	72	31	4	14	121	4.3	5.4	1.8	2.0	6.4
Haymarket Ter (E)	Coates Gdns	17	0	0	0	17	10	2	1	0	13	-7	2	1	0	-4	1.9	2.0	1.4	0.0	1.0
Haymarket Ter (E)	Haymarket Ter (W)	340	27	3	49	419	406	40	7	47	500	66	13	4	-2	81	3.4	2.2	1.8	0.3	3.8
<b>Site 3 - Rosebery Cres / Haymarket Ter (W) / Haymarket Ter (E)</b>																					
Rosebery Cres	Haymarket Ter (W)	30	4	0	1	35	53	16	4	0	73	23	12	4	-1	38	3.6	3.8	2.8	1.4	5.2
Rosebery Cres	Haymarket Ter (E)	23	1	0	1	25	6	0	0	0	6	-17	-1	0	-1	-19	4.5	1.4	0.0	1.4	4.8
Haymarket Ter (W)	Rosebery Cres	28	3	0	0	31	44	4	0	0	48	16	1	0	0	17	2.7	0.5	0.0	0.0	2.7
Haymarket Ter (W)	Haymarket Ter (E)	227	16	4	39	286	294	42	3	53	392	67	26	-1	14	106	4.2	4.8	0.5	2.1	5.8
Haymarket Ter (E)	Rosebery Cres	24	2	1	0	27	1	0	0	0	1	-23	-2	-1	0	-26	6.5	2.0	1.4	0.0	6.9
Haymarket Ter (E)	Haymarket Ter (W)	299	25	3	48	375	340	34	1	47	422	41	9	-2	-1	47	2.3	1.7	1.4	0.1	2.4
<b>Site 4 - Grosvenor St / Clifton Ter / W Maitland St</b>																					
Grosvenor St	Clifton Ter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Grosvenor St	W Maitland St	16	5	1	1	23	17	2	0	0	19	1	-3	-1	-1	-4	0.2	1.6	1.4	1.4	0.9
Clifton Ter	Grosvenor St	18	2	0	2	22	0	0	0	0	0	-18	-2	0	-2	-22	6.0	2.0	0.0	2.0	6.6
Clifton Ter	W Maitland St	229	15	4	38	286	295	40	4	54	393	66	25	0	16	107	4.1	4.8	0.0	2.4	5.8

From	To	Count					Model					Difference					GEH				
		Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total
W Maitland St	Grosvenor St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
W Maitland St	Clifton Ter	0	0	0	44	44	39	0	0	47	86	39	0	0	3	42	8.8	0.0	0.0	0.4	5.2
<b>Site 5 - Palmerston Pl (N) / Douglas Cres / Palmerston Pl (S)</b>																					
Palmerston Pl (N)	Douglas Cres	26	2	0	0	28	10	0	0	0	10	-16	-2	0	0	-18	3.8	2.0	0.0	0.0	4.1
Palmerston Pl (N)	Palmerston Pl (S)	506	19	0	4	529	433	16	6	0	455	-73	-3	6	-4	-74	3.4	0.7	3.5	2.8	3.3
Douglas Cres	Palmerston Pl (N)	56	4	0	0	60	44	1	0	0	45	-12	-3	0	0	-15	1.7	1.9	0.0	0.0	2.1
Douglas Cres	Palmerston Pl (S)	22	2	0	0	24	42	4	0	0	46	20	2	0	0	22	3.5	1.2	0.0	0.0	3.7
Palmerston Pl (S)	Palmerston Pl (N)	462	25	1	3	491	471	29	4	0	504	9	4	3	-3	13	0.4	0.8	1.9	2.4	0.6
Palmerston Pl (S)	Douglas Cres	19	0	0	0	19	46	5	1	0	52	27	5	1	0	33	4.7	3.2	1.4	0.0	5.5
<b>Site 6 - Palmerston Pl (N) / Glencairn Cres / Palmerston Pl (S)</b>																					
Palmerston Pl (N)	Glencairn Cres	20	2	0	0	22	13	1	0	0	14	-7	-1	0	0	-8	1.7	0.8	0.0	0.0	1.9
Palmerston Pl (N)	Palmerston Pl (S)	454	18	0	2	474	446	14	6	0	466	-8	-4	6	-2	-8	0.4	1.0	3.5	2.0	0.4
Glencairn Cres	Palmerston Pl (N)	31	2	0	0	33	73	5	0	0	78	42	3	0	0	45	5.8	1.6	0.0	0.0	6.0
Glencairn Cres	Palmerston Pl (S)	83	6	0	0	89	85	3	1	0	89	2	-3	1	0	0	0.2	1.4	1.4	0.0	0.0
Palmerston Pl (S)	Palmerston Pl (N)	415	26	2	3	446	437	24	4	0	465	22	-2	2	-3	19	1.1	0.4	1.2	2.4	0.9
Palmerston Pl (S)	Glencairn Cres	101	12	0	0	113	91	3	0	0	94	-10	-9	0	0	-19	1.0	3.3	0.0	0.0	1.9
<b>Site 7 - Palmerston Pl (N) / Grosvenor Cres / Palmerston Pl (S)</b>																					
Palmerston Pl (N)	Grosvenor Cres	52	2	0	2	56	75	17	4	0	96	23	15	4	-2	40	2.9	4.9	2.8	2.0	4.6
Palmerston Pl (N)	Palmerston Pl (S)	579	31	1	2	613	694	43	8	0	745	115	12	7	-2	132	4.6	2.0	3.3	2.0	5.1
Grosvenor Cres	Palmerston Pl (N)	129	11	1	0	141	115	4	0	0	119	-14	-7	-1	0	-22	1.3	2.6	1.4	0.0	1.9

From	To	Count					Model					Difference					GEH				
		Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total	Car	LGV	HGV	Bus	Total
Grosvenor Cres	Palmerston Pl (S)	9	1	1	0	11	12	0	0	0	12	3	-1	-1	0	1	0.9	1.4	1.4	0.0	0.3
Palmerston Pl (S)	Palmerston Pl (N)	456	28	4	1	489	444	23	0	0	467	-12	-5	-4	-1	-22	0.6	1.0	2.8	1.4	1.0
Palmerston Pl (S)	Grosvenor Cres	8	3	0	0	11	1	0	0	0	1	-7	-3	0	0	-10	3.3	2.4	0.0	0.0	4.1
<b>Historic Count 30.07.15 - Haymarket Ter (E) / Haymarket Yards / Haymarket Ter (W)</b>																					
Haymarket Ter (E)	Haymarket Yards	5	0	0	0	5	10	12	0	0	22	5	12	0	0	17	1.8	4.9	0.0	0.0	4.6
Haymarket Ter (E)	Haymarket Ter (W)	400	26	6	48	480	384	38	5	47	474	-16	12	-1	-1	-6	0.8	2.1	0.4	0.1	0.3
Haymarket Yards	Haymarket Ter (E)	17	0	1	0	18	35	10	0	0	45	18	10	-1	0	27	3.5	4.5	1.4	0.0	4.8
Haymarket Yards	Haymarket Ter (W)	33	1	0	0	34	32	4	3	0	39	-1	3	3	0	5	0.2	1.9	2.4	0.0	0.8
Haymarket Ter (W)	Haymarket Ter (E)	343	21	4	44	412	302	36	3	54	395	-41	15	-1	10	-17	2.3	2.8	0.5	1.4	0.8
Haymarket Ter (W)	Haymarket Yards	9	1	1	0	11	14	13	4	0	31	5	12	3	0	20	1.5	4.5	1.9	0.0	4.4
<b>Historic Counts 30.07.15</b>																					
Haymarket Ter (EB)		318	18	5	43	384	295	40	4	54	393	-23	22	-1	11	9	1.3	4.1	0.5	1.6	0.5
Clifton Ter (EB)		319	19	5	43	386	295	40	4	54	393	-24	21	-1	11	7	1.4	3.9	0.5	1.6	0.4
Morrison St (WB)		658	45	11	52	766	301	34	1	0	336	357	-11	-10	-52	-430	16.3	1.8	4.1	10.2	18.3



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