

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 25 April 2024

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Scott Arthur (Convener)	Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Dobbin Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Munro Councillor O'Neill	Alison Coburn Operations Manager Rachel Gentleman Committee Services Carolanne Eyre Committee Services

Recent news	Contact for further information
<p>Kirkliston Crossroads</p> <p>Committee is asked to note this update on progress since the issue of the Kirkliston Junction Reconfiguration Business Bulletin on 15 June 2023.</p> <p>As detailed in previous Bulletin, Dandara East Scotland has awarded the contract to Yunex Traffic (formerly Siemens) to carry out the installation of the upgraded signals and the installation of the Microprocessor Optimised Vehicle Actuation (MOVA) control system.</p> <p>The signal installation works were completed on 8 September 2023. With MOVA validation completed and system active on 1 December 2023.</p> <p><u>Tasks Carried Out to Date</u></p> <ul style="list-style-type: none">• Journey Time Surveys prior to junction modifications taking Place.• Junction upgrade completed.• MOVA validation completed.• Journey Time Surveys after upgrade and MOVA validation. <p>Final Results</p> <p>To carry out the journey time surveys we utilised our new UTMC system (Urban Traffic Management and Control).</p>	<p>Gavin Brown</p> <p>Wards Affected: 1 - Almond</p>

As part of the system, we have journey time routes that monitor the main arterial routes within the city, these are provided using floating car data from HERE. So that we could provide continuous monitoring of the Kirkliston Crossroads junction before, during and after the upgrade works, 4 spare journey time links were assigned to the 4 approaches of the junction.

- Queensferry Road South bound, starting at M90 flyover
- Main Street West bound, starting at Almondhill Steading
- Station Rd North Bound, starting at Lochend Road
- Main Street East bound, starting at Stirling Road roundabout

The system provides specific journey time or an average for any given day. The results of the journey time surveys are detailed below.

WC 26/06/23	AM average	AM Max	PM average	PM Max
North Bound	1m 45s	2m 52s	2m 16s	5m 49s
South Bound	3m 16s	6m 19s	3m 18s	4m 22s
East Bound	2m 18s	3m 26s	2m 43s	2m 52s
West Bound	1m 17s	1m 42s	1m 20s	3m 11s
AM 07:00 - 09:00				
PM 16:00 - 18:00				

WC 15/01/23	AM average	AM Max	PM average	PM Max
North Bound	1m 29s	2m 47s	1m 49s	7m 25s
South Bound	2m 10s	8m 47s	2m 10s	4m 18s
East Bound	2m 18s	6m 43s	2m 18s	2m 58s
West Bound	1m 17s	1m 50s	1m 17s	1m 50s
AM 07:00 - 09:00				
PM 16:00 - 18:00				

The above shows a slight improvement over both AM & PM peak periods across all movements, with a reduction in over a minute for South bound vehicles. The max times

identified are not an average, but the max on a specific day over the course of the week monitored.

The max times could be for any number of reasons affecting the network. These spikes are identified in the attached journey time data sheet which shows the data in graph format. This is only available for the results after MOVA implementation as this functionality wasn't available within the system at the time of doing the pre installation monitoring.

The MOVA system itself has limitations as a result of the capacity limitations of the physical junction layout. The system does however react to changes to traffic flow and adjusts the traffic signal timings accordingly. The result of this is the reduced average time over a shorter period, rather than spikes in journey times over a longer period.

Major Junctions Review

On 11 January 2024, Committee approved an adjusted motion to undertake the following actions, and update on each is noted below:

- 1) To proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3), seek funding progress with engagement, detailed design and traffic orders promotion in 2024.

Update: Officers are currently developing an enhanced version of the (road safety based approved) Option 3 layout. Design work is underway to replicate the dedicated cycle crossing arrangement on the Seafield Road (North) side of the junction and to make all of the signal crossings into Toucan facilities. Considering Option 3 required replacement of the traffic signal apparatus, it was considered appropriate to upgrade all the crossing points to a Toucan arrangement. The proposed design layout, with bus lane extensions, is expected to be available in late April.

- 2) Following City Mobility Plan (CMP) Review of the 40 early intervention and top 10 prioritised schemes would be carried out to consider resources required to project manage and programme each package.

Update: A brief has been developed to procure design resource for the Package 2 proposal (early interventions at 40 junctions). The design costs are expected to be in the region of £400,000 with intervention costs estimated at £1m. Dedicated officer resources need to be identified to manage the design

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Wards Affected: All

stage and promote ETROs and to plan and project manage the delivery phase. Additional resources would also be required to procure, and co-ordinate traffic management and contract works.

Funding (£1.4m) is required in 2024/25 (and possibly into 2026) to deliver the Package 2 works.

For Package 3, developing concept designs for the five remaining (top 10 junctions) is a significant piece of work and requires dedicated resources to be identified. Officers will continue the discussions on resourcing these activities.

Package	Scope	Estimated design cost	Estimated delivery cost* <small>*External funding required to deliver each package.</small>
Package 1 Kings Road/Portobello High Street junction. Medium-term measures	PROGRESS Detailed design, engagement, Traffic Regulation Order (TRO), Redetermination Order (RSO), modelling and delivery package	£100k 24/25/26 Road safety funding	£750k to £1m
Package 2 40 Fully developed designs for early intervention schemes	PAUSE Detailed design, engagement and pre-construction package ready for delivery	£400k (40 x £10k) <small>*External funding required</small>	£1m (40 x £25k)
Package 3 5 Concept designs for remaining junctions included in the top 10 prioritised scheme list.	PAUSE Concept design for improved junction layouts	Up to £50k for each concept design only <small>External funding required</small>	£2m to £5m for each scheme

- 3) A note would be issued TEC and Local members regarding the timeline to complete the Kings Road works.

Update: A project update note will be distributed towards the end of April 2024 with information on the proposed design and an updated project programme.

- 4) To agree officers would provide regular written progress updates via email to the relevant communities starting in February (including councillors for wards 14 and 17, Portobello and Craigentenny/Meadowbank community councils, Spokes Party and Living Streets).

Update: See above.

- 5) Officers would work with political groups to identify budget requirements to deliver the priorities identified in

the Major Junctions Review, ahead of the 24/25 budget setting process.

Update: This will be progressed once further discussions have taken place on the resources required and available for this programme.

Cammo Road Experimental Traffic Regulation Order (ETRO)

On 3 November 2022, Committee approved an adjusted motion to delay the proposed trial road closure until the completion of the new Maybury Road/Craigs Road signalised junction.

The construction of the new junction was anticipated to commence around Spring 2023, however, significant delays caused by various reasons have delayed the project further.

At the time of this update the technical signalised junction design had been approved, however, a variation to the Planning Consent is under consideration.

Planning officers have confirmed the Planning variation should be expected shortly and, when project costs/contributions are agreed, the project should be able to commence, subject to roadworks co-ordination.
(Expected project duration 9 to 12 months)

Assuming construction of the new junction commences in Summer 2024, the ETRO trial road closure would be expected to start in Spring/Summer 2025. In advance of this a new ETRO would need to be advertised.

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Wards Affected: 1 – Almond

Strategic Review of Parking, S6 Update

This bulletin provides an update on monitoring in the S6W area and of progress made in Westfield Street.

S6W Monitoring update

All of the planned monitoring surveys in S6W are now complete. Analysis of the data compiled from the original 2019 survey and the monitoring surveys conducted before, during and after the implementation of S6E is nearing completion.

That analysis, along with a suggested course of action for S6W, will be provided to Ward Councillors shortly after this Committee meeting.

Westfield Street

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Wards Affected:

7 – Sighthill / Gorgie

9 – Fountainbridge / Craiglockhart

Recent investigations into the status of Westfield Street have confirmed that the carriageway element of this privately maintained road is owned by Tesco plc.

The Council is currently in discussion with Tesco, following a request from them to transfer maintenance responsibility to the Council. This would require the Council to formally adopt the road for maintenance purposes.

While adoption is not legally required to allow the Council to introduce parking restrictions, this is an option that the Council is considering.

Officers are additionally considering options that would enable the control of the adjacent, Council-owned strip that is currently used for parking.

Investigations are continuing with the aim that, should S6 be extended to encompass the area around Westfield Street, it will be possible to include Westfield Street.

Further updates will be provided to Ward Members and Committee as investigations and discussions continue.

Travel Tracker System Update

All 330 screens within Edinburgh have now been replaced and 15 operators are using the new Travel Tracker System to show departure information across the Sustran region (this includes 2 new operators now using the system). 14 of the 15 operators continue to show high levels of accuracy for their associated real time departure information on screens across the region.

Local Authorities within the Sustran region are continuing to purchase and install screens for their areas through the Council's contract so that travel information throughout the region provides the same if not a very similar experiences for customers throughout their journey. Midlothian Council are set to replace all of their existing 48 screens in the coming months with the same displays as in Edinburgh.

"Deep dive" sessions were carried out in February and March with 4 operators with the aim of improving their real time accuracy. This, with investigative work and action taken by the operators, has increased real time percentages in some cases by 30% (from 65% to 95% or more).

By 26 March 2024, work was completed on finalising the Lothian Buses data feed (which is integral to communicating their real time data to the Council's Travel Tracker system). This feed contains improved information than that of the previous system, capable of delivering live disruption information on on-street signs and through the Council's open Application Programme Interface (API)

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Wards affected: All

Previous Update:

[7 March 2024](#)

(which allows website and application developers to deliver the same high level of information through those outlets). A Virtual Private Network (VPN) connection has been established between the Lothian Buses and Council systems and testing has now started.

Next Steps

The Council is undertaking a survey of 80 – 100 sites to consider installing new tracker screens in additional locations across the city. Investigations on the potential installation of screens within shelters is also being progressed to determine if it would be possible to install them at locations that were not viable in the past.

Further “Deep Dive” sessions are planned in April and May 2024 with another 4 operators to help those operators improve real time accuracy and provide improved information for customers (e.g. higher levels of disruption information etc).

With development of Lothian Buses’ real time information feed now complete, testing will continue. The testing process is complex and has already identified issues where some further development is required. Given some of the issues identified to date, there will be a slight delay on the estimated delivery of real time information. For the fleet that have been upgraded, it is estimated that Lothian Buses real time information will be available from mid May. Scheduled information will continue to be shown for the remaining fleet, with an expectation that the whole fleet will have real time information available from late summer 2024.

Work will now begin to upgrade the new Travel Tracker website. This will enable live disruption information to be relayed through the website and through the open API to external website and application developers. The website will be capable of showing information for all modes of transport including bus, tram, rail and air travel.

Supported Bus Services

Tendering is currently underway for five supported bus routes in the west of the city:

- Queensferry to The Gyle
- Balerno to Cramond
- Gyle to Corstorphine and Clermiston
- Chesser/Wester Hailes; and
- Ratho.

Tender evaluation on the basis of Quality and Price is currently underway. Following this, it is anticipated that a report will be submitted to Committee on 23 May 2024 with

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Wards Affected: All, particularly:

1 – Almond;

2 – Pentland Hills;

11 – City Centre;

14 –

Craigentinny/Duddingston

recommendations on proposed routes for each of these services. Tenders have been received for each of the route options, including some alternative route and timetable proposals

Dynamic Purchasing System (DPS)

A contract award notice was published on 3 April 2024 notifying the outcome of the tender process for the framework – this is in line with the Council’s obligations to publish the outcome of tenders within 30 days of award, and in line with the report that was taken to Finance and Resources Committee in January.

This award notice is published [here](#).

As yet, no contracts have been awarded to operators on the DPS. The DPS has also been re-opened for applications and all operators not yet included can apply at any time.

17 –

Portobello/Craigmillar

T7 Longstone Link

On 1 February 2024, Committee approved a motion by Councillor McKenzie requesting a Business Bulletin update on progress on a funding application for a new bridge over the Water of Leith at Longstone.

This bridge would form part of a new active travel route, connecting Lanark Road to Gorgie Road via a new development of 120 flats that has recently been granted planning permission. This route is identified in the recently approved Our Future Streets Framework as forming part of the primary cycling network but is not included within the current Active Travel Investment Programme, as approved by Committee on [14 October 2021](#).

A bid for external match funding for the early stages of design work for the route (RIBA Stages 0-2) is currently under preparation. This will include the design of a new 5m wide bridge, suitable for shared use by people walking and cycling. There is currently a degree of uncertainty over whether there will be any funding for Stages 0-2 design work this year through Sustrans’ Places for Everyone programme. Should this source of funding not become available, the potential to bid for alternative external funding streams will be investigated.

If external funding is secured, work will commence on initial feasibility work for the scheme. It is anticipated that the bridge and its new connecting paths could potentially be delivered ahead of the remainder of the route to serve residents of the development as it first becomes occupied.

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Wards affected:

7- Sighthill / Gorgie

9 - Fountainbridge /
Craiglockhart

Engagement with the developer and partners from the Water of Leith Conservation Trust is ongoing with the aim of co-ordinating the planning and delivery of the development and the active travel route.

All sections of the route, whether on- or off-street, will be lit to an appropriate level and the measures necessary to achieve this will be determined as part of the design process.

Data on Safety for Cyclists and Cycling Uptake

On 1 February 2024, Committee considered a [report](#) on the first review of the City Mobility Plan (CMP).

During discussions about data on rates of cycling amongst Edinburgh residents, and CMP Key Performance Indicator (KPI) 4 (Increase the proportion of trips to school by active and sustainable modes) and KPI 27 (Increase the percentage of people who perceive cycling in Edinburgh to be safe), Committee requested details of any evidence based on results (as opposed to responses to consultations) indicating a clear link between improved safety for cyclists and increased cycling uptake. This bulletin outlines some of the available evidence on this topic.

The evidence included is from UK and international research. Links to research papers are included, with some short relevant extracts provided for convenience. The evidence sources apply differing research methodologies, providing assurance that the findings are reliable.

Overall, the evidence demonstrates that complementary packages of interventions, including a comprehensive and safe cycle network, lead to increases in cycling mode share. The CMP proposes an integrated approach to achieving its targets, in line with what evidence shows to be effective. To achieve the aims of the CMP, the evidence below emphasises the importance of implementing a complementary package of interventions, with safe cycling infrastructure being a necessary component.

The following studies evidence that the introduction of improved cycling facilities can encourage greater uptake of cycling, and a modal shift towards cycling.

- Aldred, R., Woodcock, J., & Goodman, A. (2021). Major investment in active travel in Outer London: Impacts on travel behaviour, physical activity, and health. *Journal of Transport & Health*, 20, 100958. doi:10.1016/j.jth.2020.100958

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Wards affected: All

- Fishman, E. (2016). Cycling as transport. *Transport Reviews*, 36(1), 1-8.
doi:10.1080/01441647.2015.1114271
- Mitra, R., Ziemba, R. A., & Hess, P. M. (2017). Mode substitution effect of urban cycle tracks: Case study of a downtown street in Toronto, Canada. *International Journal of Sustainable Transportation*, 11(4), 248-256.
doi:10.1080/15568318.2016.1249443
- Teschke, K., Chinn, A., & Brauer, M. (2017). Proximity to four bikeway types and neighborhood-level cycling mode share of male and female commuters. *The Journal of Transport and Land Use*, 10(1), 695-713.
doi:10.2307/26211751
- Zahabi, S. A. H., Chang, A., Miranda-Moreno, L. F., & Patterson, Z. (2016). Exploring the link between the neighborhood typologies, bicycle infrastructure and commuting cycling over time and the potential impact on commuter GHG emissions. *Transportation Research Part D: Transport and Environment*, 47, 89-103. doi:https://doi.org/10.1016/j.trd.2016.05.008

The following examples provide extracts from studies demonstrating the link between safe cycling infrastructure and increased levels of cycling.

Comparison of ‘mini-Holland’ neighbourhoods to ‘non-mini-Holland’ areas in London, showing increases in cycling after one year:

“One year’s worth of interventions was associated with an increase in active travel among those living in areas defined as ‘high-dose’ neighbourhoods. Specifically, those in high-dose areas were 24% more likely to have done any past-week cycling at follow-up, compared to those living in non mini-Holland areas (95% CI, 2% to 52%). The mid-point estimate for increase in active travel (walking plus cycling) time for the same group was an additional 41.0 min (95% CI 7.0, 75.0 min).”

Aldred, R., Croft, J., & Goodman, A. (2019). Impacts of an active travel intervention with a cycling focus in a suburban context: One-year findings from an evaluation of London’s in-progress mini-Hollands programme. *Transportation Research Part A: Policy and Practice*, 123, 147-169.
doi:https://doi.org/10.1016/j.tra.2018.05.018

Review of 14 locations and effective measures:

“Many studies show positive associations between specific interventions and levels of bicycling. The 14 case studies show that almost all cities adopting comprehensive packages of interventions experienced large increases in the number of bicycle trips and share of people bicycling. [...]

Substantial increases in bicycling require an integrated package of many different, complementary interventions, including infrastructure provision and pro-bicycle programs, supportive land use planning, and restrictions on car use.”

Pucher, J., Dill, J., & Handy, S. (2010). Infrastructure, programs, and policies to increase bicycling: An international review. *Preventive Medicine*, 50, S106-S125. doi:<https://doi.org/10.1016/j.ypmed.2009.07.028>

Rapid implementation of cycle infrastructure impact over 5 years:

“From 2006 to 2011 Seville experienced a rapid growth of urban cycling, from a negligible participation in the modal share up to a 5.6 per cent of the total mobility (9 per cent of vehicular trips). This rapid growth relied on some active policies heavily based on the rapid building of a continuous and homogeneous network of separated-from-traffic cycle paths. In addition separation from motorized traffic, connectivity, continuity, visibility, uniformity, bi-directionality and comfort have proven to be valuable criteria for the design of such infrastructures. All these criteria are aimed to make cycling not just safe but also easy and comfortable for everybody. Our analysis suggests that the rapid building of such infrastructure provides solid grounds for the development of utilitarian cycling with a high cost effectiveness, even in cities without a previous tradition of cycling, such as Seville.”

Calvo-Salazar, M., & Marqués, R. (2018). Seville, Spain: Improving cycling mobility in a city with no previous cycling culture. In Global Planning Innovations for Urban Sustainability (pp. 106-120): Routledge.

Greenbank to Meadows Quiet Connection – Delivery of Option 3

Following feedback from Committee on the [report](#) for this scheme (considered on 7 March 2024), it is proposed to initially implement revised Option 3 for the Braid Estate using temporary materials, including Cycle Lane Defenders (which the Council already has in store) for the duration of the new Experimental Traffic Regulation Order (ETRO) trial period. This will be considerably less expensive than the

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Wards affected: 10 –
Morningside

estimated cost which was provided in the March report and is not expected to have any material impact on delivery of other projects.

If a decision is subsequently taken to retain the scheme on a permanent basis, options for replacing these temporary materials with permanent infrastructure will be considered and external match funding will be sought for this.

Designs for the implementation of Option 3 using temporary materials are progressing well. It is anticipated that implementation of the scheme, including speed reducing measures where appropriate, will proceed during autumn 2024 following completion of the designs, a Road Safety Audit, and a construction tender process.

Traffic counts were undertaken in March 2024, prior to the start of the school Easter holiday period, to establish up to date baseline conditions. Further counts will take place after the implementation of Option 3 to establish its impacts on traffic behaviour in the area.

West End Crescents

In line with the action agreed by Licensing Sub-Committee on [TRO/23/17](#) on 12 December 2023, traffic counts have been conducted at each of the streets in the West End Crescents during March 2024.

The results of these traffic counts, along with comparisons to baseline counts conducted in 2018, and the associated traffic modelling report, are presented in Appendix 2 below.

This shows that, following the introduction of the City Centre West East Link (CCWEL) project and associated alterations to streets in the Crescents, traffic at all the streets considered has reduced when compared with the traffic counts which were conducted in 2018, and all of the streets considered have traffic flow levels which would be considered 'low' (<300 vehicles per hour) or 'very low' (<150 vehicles per hour).

Accessibility Commission Update

The Accessibility Commission had its inaugural meeting on 6 March. The meeting focussed on discussions around key challenges faced by disabled people in accessing Edinburgh's public streets and spaces, which then led to initial discussions on developing the Commission's Work Plan. In addition to Commission members, each Transport and Environment Committee Group spokesperson was invited to attend.

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Wards affected: 11 – City Centre

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Wards affected: All

Once the Work Plan has been further developed and agreed by the Commission it will be shared on the Commission's dedicated [webpage](#). A further update will then be provided to Committee.

Queensferry High Street

Since the update in 2021 we have delivered the first phase of the High Street works, developed a final design layout in conjunction with the Project Steering Group and sought committee approval to promote the necessary traffic orders.

Following approval of the final layout, at the Council Transport and Environment Committee, the project team are focusing on promoting the new Traffic Orders required to:

- Create a permanent one-way road layout (traffic heading east), to allow widening of the pavements including a contraflow cycle lane heading west.
- Introduce a Restricted Zone through the High Street to restrict parking out with defined bays.
- Retain most of the existing Pay & Display parking bays and introduce full time disabled persons parking places.
- Introduce a 7.5 tonne weight limit on the High Street (with a relaxation to allow morning deliveries).
- Widen the pavements and slightly narrow the road to create a safer layout for pedestrians and westbound cyclists (with a segregated cycleway on Edinburgh Road).
- Create dedicated loading bays on the High Street that operate during the morning to support local businesses.
- Introduce a parking bay for a Car Club vehicle on the High Street and 2 EV charging bays on Edinburgh Road.

Discussions with local stakeholders have recently focused on the provision of parking facilities for local residents and visitors. The final scheme layout has evolved to strike a balance between maintaining a town centre that is safe and welcoming whilst facilitating local business needs and residents' parking.

To make these changes we will need to promote new Traffic Orders and the legal process to make these proposed changes is due to commence shortly and

[Robert Armstrong](#)

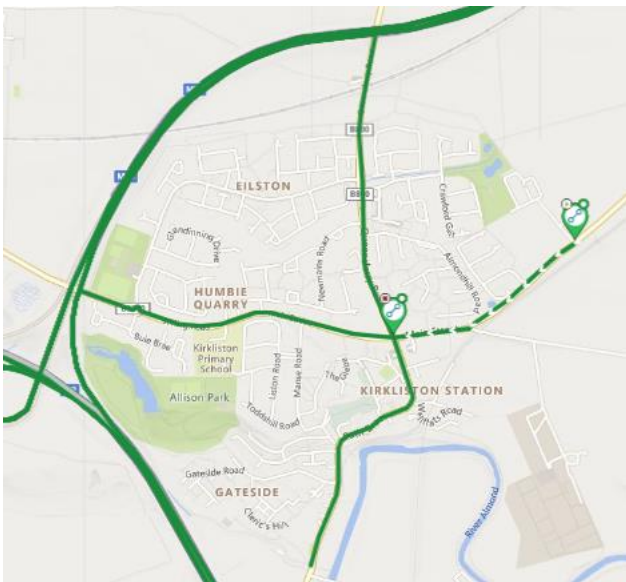
Ward Affected – 1,
Almond

everyone will have an opportunity to comment on the proposals. Unfortunately, the statutory process can take some time. It is expected to take between 6 to 9 months to promote the various orders.

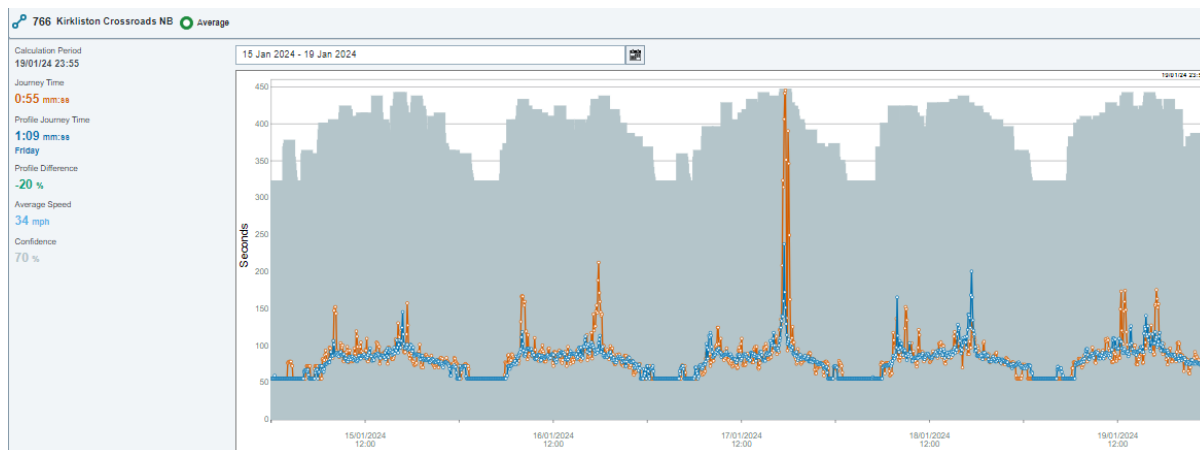
In November 2020 and June 2022 we submitted bids for external project funding to Sustrans. Unfortunately, despite early positivity both bids were rejected and further discussions in early 2023 concluded that funding would not be available unless the presence of parking was significantly reduced. City of Edinburgh Council will work to secure other project funding via council and external sources, over the next financial year whilst the TRO process is ongoing.

Appendix 1 – Kirkliston Crossroads Journey Time Data

Journey Time Links Map



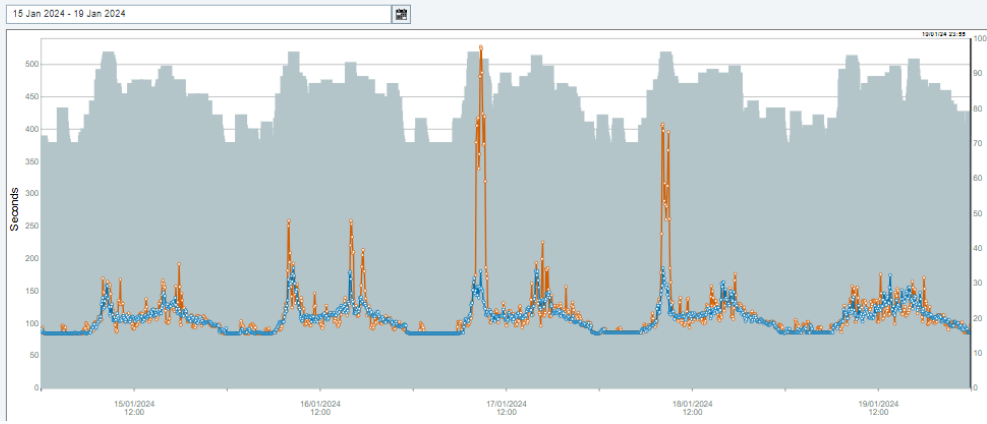
North Bound



South Bound

767 Kirkliston Crossroads SB Average

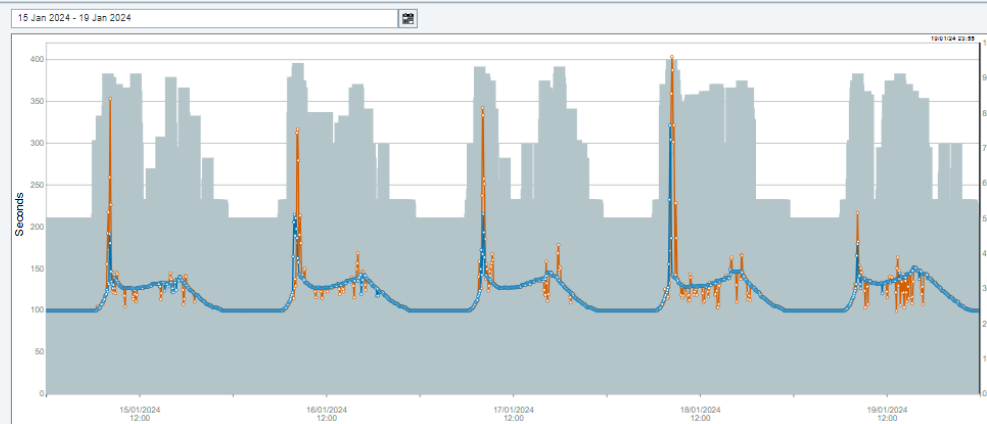
Calculation Period
19/01/24 23:55
Journey Time
1:37 mm:ss
Profile Journey Time
1:25 mm:ss
Friday
Profile Difference
14 %
Average Speed
21 mph
Confidence
79 %



East Bound

769 Kirkliston Crossroads EB Average

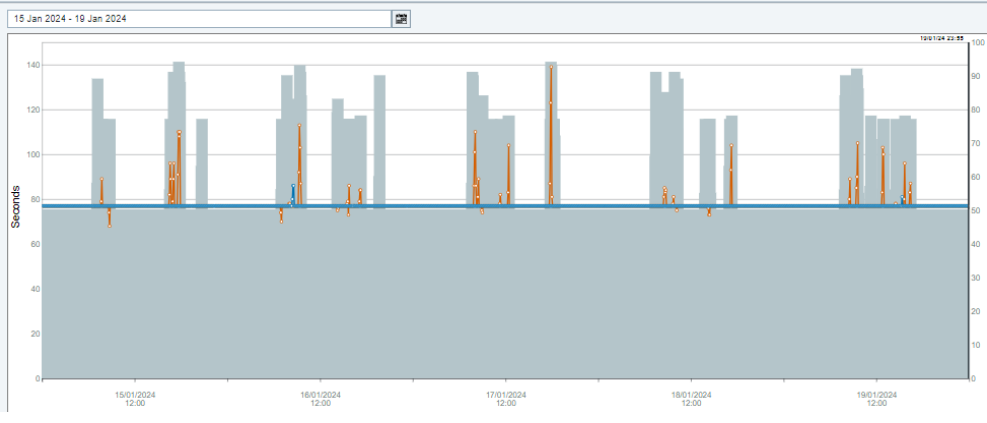
Calculation Period
19/01/24 23:55
Journey Time
1:39 mm:ss
Profile Journey Time
1:39 mm:ss
Friday
Profile Difference
0 %
Average Speed
22 mph
Confidence
50 %



West Bound

768 Kirkliston Crossroads WB Average

Calculation Period
19/01/24 23:55
Journey Time
1:17 mm:ss
Profile Journey Time
1:17 mm:ss
Friday
Profile Difference
0 %
Average Speed
18 mph
Confidence
50 %



Appendix 2 – West End Crescents Traffic Count Data

Peak Hour Traffic Levels per Street Location	2018 Counts			Traffic Model - Baseline			Traffic Model - Predicted			2024 Counts			Change 2018-24			
	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	AM	PM	Total Peak	%
Magdala Cres	374	251	625	347	237	584	201	141	342	240	164	404	-134	-87	-221	-35%
Coates Gdns	145	153	298	141	95	236	196	127	323	151	142	293	6	-11	-5	-2%
Rosebery Cres	105	105	210	69	128	197	37	124	161	22	24	46	-83	-81	-164	-78%
Grosvenor St	31	35	66	22	29	51	33	20	53	13	8	21	-18	-27	-45	-68%
Douglas Cres	207	125	332	266	153	419	235	119	354	135	113	248	-72	-12	-84	-25%
Eglinton Cres*	155	141	296	162	138	299	165	151	316	148	109	256	-8	-32	-40	-13%
Glencairn Cres*	155	141	296	162	138	299	165	151	316	148	109	256	-8	-32	-40	-13%
Grosvenor Cres*	97	110	207	96	114	210	76	133	209	61	56	116	-37	-54	-91	-44%
Lansdowne Cres*	97	110	207	96	114	210	76	133	209	61	56	116	-37	-54	-91	-44%
Totals:	1366	1169	2535	1361	1146	2505	1184	1099	2283	977	779	1756	-389	-390	-779	-31%

*50% of combined counts for both sides of garden

Counts taken at the junction of each street with Haymarket Terrace or Palmerston Place