

Edinburgh Tram - Traffic Regulation Order: TRO1 Review

Transport, Infrastructure and Environment Committee

21 September 2010

Purpose of report

- 1 The report, *Edinburgh Tram - Traffic Regulation Order*, to this Transport, Infrastructure and Environment Committee considers objections to the TRO1 Orders and recommends a number of actions, some of which will require the promotion of a Variation Order (TRO2) or separate Orders. This report considers how to take those recommendations forward.

Main report

Background

- 2 The TRO1 Orders were advertised on 22 February 2010. The bulk of the objections (92%) focused on two issues; the proposed banning of the right turn from London Road into Blenheim Place, and the wider-area impact of the proposed general traffic restriction on Shandwick Place. The remainder of the objections generally related to access, loading and parking issues at specific locations along the route of the tram.
- 3 The *Edinburgh Tram - Traffic Regulation Order* report recommends that a number of the issues raised by the objectors be reviewed and that any necessary modifications to the TRO1 Orders be brought forward in a Variation Order (TRO2). This report summarises those recommendations.
- 4 The report also notes that there are a number of “wider-area” issues that need to be considered, which may require the promotion of separate Orders. This report summarises those recommendations.
- 5 There are a number of issues which are outwith the scope of the TRO1 Orders that need to be considered, and the report recommends that workshops be set up “*to engage objectors, or their representatives, and the local Community Councils in discussions of all of the issues which have been raised*”. This report makes recommendations as to the membership, remit and management of the workshops.

- 6 It is important to understand that TRO2 relates to variations to the TRO1 Order. Where the review process or the workshops identify a need for changes to the regulations on the road network beyond the TRO1 area, that will require the promotion of separate, new, Orders. This distinction is discussed in greater detail in the Edinburgh Tram - Traffic Regulation Order report on the *TRO Strategy* which was considered by the Transport Infrastructure and Environment Committee on 22 September 2009.

TRO2

- 7 As noted in paragraph 6 above TRO2 relates specifically to variations to the TRO1 Order. The actions which fall into this category are:

	Issue	Recommendation
1	Blenheim Place banned turn	Review the design and promote a variation to TRO1 (which will be TRO2) to accommodate right-turn, if appropriate.
2	Impact on retail sector of restriction on access to Stafford Street	Review the design of the Canning Street and Stafford Street junctions and promote a variation to TRO1 (which will be TRO2) to improve access provision, if appropriate.
3	Forth Ports objection to the “bus only” restriction at the cruise liner terminal access.	Review terminal access restrictions and promote a variation to TRO1 (which will be TRO2), as necessary.

Table 1 – Potential Variations to TRO1

- 8 If Committee approve the recommendations made in the *Edinburgh Tram - Traffic Regulation Order* report, the required design reviews noted in Table 1 will be instructed and any necessary TRO1 variations will be promoted (as TRO2) in due course.

Wider-area

- 9 A number of other issues have been identified which relate to issues outwith the scope of the TRO1 Order (and therefore of a variation to that Order) and which may require the promotion of a separate Order. These are:

	Issue	Recommendation
1	Objections to the Shandwick Place general traffic restriction on the grounds of the impact of diverted traffic on the surrounding road network.	Workshops to consider wider-area mitigation measures.
2	Objection to the banned right turn from Balfour Street into Leith Walk.	Review the impact of the banned turn on the Balfour Street area, post implementation of tram.

Table 2 – Wider Area Recommendations

- 10 As Table 2 above notes, the *Edinburgh Tram - Traffic Regulation Order* (TRO1) report recommends that workshops be set up to consider certain of these issues. The following paragraphs make recommendations as to the structure, remit and operation of those workshops:

Workshops

- 11 The bulk of objections refer to the Moray Feu area (the Randolph Crescent, Great Stuart Street, Ainslie Place and St Colme Street route), so it is proposed that the workshops should focus on that area and only on the objections received. Appendix 1 lists a summary of suggestions made by objectors and it is proposed that these should form the basis of initial workshop discussions.
- 12 As it would be impractical to include all 146 objectors to the Shandwick Place restriction in the workshops, it is proposed that an initial open forum meeting be held to set the scene and allow objectors to elect representatives to sit on future workgroups. It is proposed that the meeting, and subsequent workshops, should be chaired by a local Ward Member and that **tie Ltd** and Council officials should administer the process.
- 13 It is important to have a clear structure and a defined remit for the workshops and that any objectives set comply with the appropriate Council policies, including Best Value.
- 14 It is anticipated that the workshops will identify matters which will require further investigation or initial design work to be undertaken. This may include monitoring or traffic modelling, all of which will have budgetary implications.
- 15 To ensure that there is appropriate oversight, it is recommended that once the workshops have agreed the proposed workstreams, timescales and financial implications that these be reported back to the Transport, Infrastructure and Environment Committee for a decision.

Financial Implications

- 16 The costs for TRO1 and TRO1 variations will be contained within the tram budget.
- 17 A provisional sum has been identified in the tram budget to cover the remaining TRO process and wider-area traffic management measures including the establishment of the workshops. This will be reassessed when the full scope of the workshop workstreams is confirmed.

Environmental Impact

- 18 There are no adverse environmental impacts arising from this report.

Equalities Impact

- 19 There are no adverse equalities impacts arising from this report.

Recommendations

- 20 It is recommended that the Committee:
- a) note the position with regard to design reviews and promotion of TRO1 variations (which will be called TRO2), where appropriate; and
 - b) agree the set up of the proposed workshops and appoint a Chair; and
 - c) agree that the proposed workstreams, timescales and financial implications from the workshops will be reported back to the Transport, Infrastructure and Environment Committee for a decision.

Dave Anderson
Director of City Development

Appendices	1	Recommended focus of the proposed workshops
Contact/tel/Email	Alan Bowen, 0131 623 8804, alan.bowen@edinburgh.gov.uk	
Wards affected	All wards	
Single Outcome Agreement	Supports National Outcome 10 – ‘We live in well-designed, sustainable places where we are able to access the amenities and services we need’. Supports National Outcome 15 – ‘Our public services are high quality, continually improving, efficient and responsive to people’s needs’.	
Background Papers	None	

Extract from main report (Appendix 3). Recommended focus of the proposed workshops.

	SUGGESTION	RESPONSE	ACTION
1.2	Allow private vehicles to exit Queensferry Street onto Shandwick Place and the Lothian Road interchange	<p>To accommodate the Edinburgh Tram Network infrastructure and to allow the tram to operate in accordance with its approved business case, the designers found it necessary to restrict access on Shandwick Place during tram operational times to trams, buses, taxis and cycles only; key issues the designers had to contend with were overall reduction in road capacity and consequential road safety concerns.</p> <p>The same issues and considerations applied to the West End junction complex, and the same solution applied. So the suggestion to introduce more general traffic into the junction would be impractical.</p>	Workshop
1.3	Reopen Glenfinlas Street to allow private vehicles the option of turning left into Ainslie Place to access West End/retain left turn from North Charlotte Street.	As noted in the main report a significant number of objections have been lodged on the grounds of the impact of increased traffic through the Moray Feu area. It is therefore considered that it would be inappropriate to re-open Glenfinlas Street and/or the left turn from North Charlotte Street into St Colme Street as either or both would heighten those concerns.	Workshop

	SUGGESTION	RESPONSE	ACTION
1.8	That Charlotte Square and Hope Street is opened to two way traffic to relieve the pressure of the high levels of displaced private vehicles.	<p>A number of options, including this proposal, were considered in the <i>Edinburgh Tram – West End Traffic Management</i> report to the Transport, Infrastructure and Environment Committee on 5 May 2009.</p> <p>The report noted that to introduce a two-way Hope Street link would require “a significant change to the tram project because of the impact in changing the design and bus routings” and that “this could not be accommodated into the tram construction programme, without causing considerable delay and disruption and incurring significant cost penalties from the appointed contractors”.</p> <p>So the recommendation was that while a two-way option could be considered at a future date, the one-way eastbound option was a practical alternative. That recommendation was approved and the one-way eastbound measure is included in this Order.</p>	Workshop
1.9	The introduction of a 20 mph speed limit on Randolph Crescent, Great Stuart Street, Ainslie Place and St Colme Street. Also extend it to Heriot Row and Moray Place and all parts of the New Town. Queen Street should also be a compulsory 20mph.	<p>This is outwith the scope of the tram project.</p> <p>However, the Council has an ongoing initiative which seeks to introduce 20mph zones in residential areas across the city; this was most recently reported to the Transport, Infrastructure and Environment Committee on 24 November 2009.</p> <p>That report defined ‘residential areas’ as “housing areas enclosed by ... one or more main traffic/public transport routes.” (Guidance on what constitutes main traffic/public transport routes is contained in the Local Transport Strategy 2007-2010.) The report also noted that it was “necessary to maintain a network of 30mph roads for the safe and efficient movement of traffic around the City.”</p>	Workshop

	SUGGESTION	RESPONSE	ACTION
1.12	<p>If Shandwick Place cannot be open to all vehicles then, as minimum, a restriction should be placed on heavy commercial vehicles using the residential areas during the evening and night hours (say 20.00 hrs to 07.00hrs) and this would need to be enforced through the use of CCTV or something similar. Ban eastbound heavy goods vehicles, buses and coaches from Randolph Crescent. At a minimum ban commercial traffic from residential areas from 6pm to 6am, Ban westbound heavy goods vehicles, buses and coaches from Great Stuart Street 20:00 07:00 hours. This would also need to be policed by CCTV or similar device.</p>	<p>The issue of HGV bans is discussed elsewhere in the report.</p> <p>CCTV is not a legally approved method (i.e. not “type approved”) for enforcement of such measures.</p>	Workshop
1.13	<p>The TRO should divert heavy traffic through non-residential areas forcing heavy traffic that is not delivering to the centre, to use the relief roads that begin on the outskirts of the City.</p>	<p>The issue of HGV bans is discussed elsewhere in the report.</p> <p>The impact of freight traffic is a city-wide concern and needs to be addressed in those broader terms. The Council therefore intend to engage with the industry to investigate options for a strategy which will seek to minimise freight movements and intrusion within the city. The Local Transport Strategy identifies a number of aims, objectives and policies in this context and the Transport 2030 Vision, which was approved by Transport, Infrastructure and Environment Committee on 9 February 2010 and which aims to establish a clear, long-term vision, will help to guide that work.</p>	Workshop

	SUGGESTION	RESPONSE	ACTION
1.16	Northbound traffic from Lothian Road could be directed down Queensferry Street during the same traffic light phase that allows eastbound traffic to turn right into Princes Street and then left into South Charlotte Street.	<p>To accommodate the Edinburgh Tram Network infrastructure and to allow the tram to operate in accordance with its approved business case, the designers found it necessary to restrict access on Shandwick Place during tram operational times to trams, buses, taxis and cycles only; key issues the designers had to contend with were overall reduction in road capacity and consequential road safety concerns.</p> <p>The same issues and considerations applied to the West End junction complex, and the same solution applied. So the suggested modification, which would introduce more general traffic into the junction and would conflict with other stages in the signals, would be impractical.</p>	Workshop
1.18	It seems to me that the City of Edinburgh Council should take immediate steps to plan an alternative route for East-West traffic which will involve Melville Street, Queensferry Street, Princes Street, South Charlotte Street, Charlotte Square, St Colme Street and Queen Street (and vice versa).	The main report recommends that Workshops be set up to engage objectors, or their representatives, and the local Community Councils in discussions of all of the issues which have been raised.	Workshop