

South East Edinburgh Bus Priority Scheme – Phase 1 Update

Transport, Infrastructure and Environment Committee

9 February 2010

Purpose of report

- 1 To update the committee on the progress of the South East Edinburgh Bus Priority Scheme Phase 1 proposals. This includes the results of a review, which recommends that a number of its elements be cancelled. Estimated construction costs are now significantly higher than the initial estimates reported previously and are no longer considered to represent good value for money.
- 2 To seek approval to postpone implementing a proposed inbound segregated bus lane section on Old Dalkeith Road and promote an amended scheme reconfigured to accommodate the removal of the segregated bus lane section.
- 3 If the report's recommendations are approved, the utilisation of the £1.069 million savings, within Transport's Capital Investment Programme, shall be the subject of a future virement report to Committee.

Main report

Background

- 4 In October 2007 consultants, *Halcrow Group Ltd.*, were commissioned to engage with bus operators and neighbouring local authorities and to develop a public transport strategy, including bus priority measures, for south east Edinburgh that could be delivered in the short to medium term.
- 5 The resulting strategy document, the *South East Edinburgh Bus Priority Study (SEEBPS)*(background paper 3), considered the potential for improvements in bus routes in south east Edinburgh concentrating specifically on engineering measures that would enhance bus priority and improve journey times.
- 6 Unfortunately, there was insufficient funding available to progress all of the proposals put forward within the original study. The consultants were therefore instructed to undertake a supplementary analysis to configure a first phase of bus priority measures that could be delivered within the available capital funding.

- 7 The Phase 1 scheme comprised public transport infrastructure improvements at the following seven locations. The figures in brackets are the estimates previously reported to Committee on 25 November 2008 (background paper 1):-
- a) Lady Road – new bus lane and pre-signal - (£472,000);
 - b) Old Dalkeith Road – new bus lanes, including possible road widening, at the flood defences - (£632,000);
 - c) Inch Park to Edinburgh Royal Infirmary – new bus lane (inbound only) – (£189,000);
 - d) Cameron Toll to Niddrie – new bus lanes – (£281,000);
 - e) The Wisp – new bus lane on approaches to junction – (£425,000);
 - f) Liberton Rd – new bus lanes south of Kirkgate junction – (£14,000); and
 - g) Newcraighall Park & Ride – new bus lane/stop – (£126,000).
- 8 On 25 November 2008 the Committee approved the strategy of a phased approach, with Phase 1 scheduled for implementation over financial years 2009-10 and 2010-11.

Update

- 9 It is proposed that the Lady Road, Liberton Road and Newcraighall Park & Ride elements of Phase 1 are cancelled, as their estimated construction costs (including additional utilities diversion and engineering costs) have increased significantly compared to the initial estimates given above and are no longer considered to represent good value for money.
- 10 The Old Dalkeith Road and Inch Park to Edinburgh Royal Infirmary elements are contiguous elements and were combined and promoted as one scheme. Due to high utilities diversions costs to widen the carriageway Halcrow's original proposals were re-configured.
- 11 Public consultation was undertaken on the re-configured proposals (background paper 5) which included an inbound segregated bus lane section on Old Dalkeith Road adjacent to the flood wall. The segregated bus lanes would have given additional time savings by allowing the buses to bypass the traffic signals on the entry to Cameron Toll Roundabout.
- 12 The re-configured proposals which include significant improvements for cyclists were formally advertised in October/November 2009, resulting in 6 objections being received.

- 13 Following discussions with the Convener of the Transport, Infrastructure and Environment Committee and local ward councillors concerning the estimated costs of the segregated element in relation to the predicted bus time savings it was decided that the segregated bus lane section should be postponed. The remainder of the proposals that went out to public consultation are reconfigured to accommodate the removal of the segregated bus lane section.
- 14 This new configuration (Appendix 1) will consist of an extension to the existing bus lane and significantly enhanced cycling provision.
- 15 The extension of the existing bus lane into the city will enable buses to avoid general traffic queues on the approach to Cameron Toll roundabout and thus reduce delays to buses. The bus lane extension will not reduce road capacity for inbound general traffic.
- 16 Old Dalkeith Road between Cameron Toll and Edinburgh Royal Infirmary is a major on-road cycle route. Nearly half of the total responses received during the public consultation raised concerns regarding the current cycling provision, including safety. These proposals will introduce waiting and loading restrictions which will ban parking thus protecting the cycle and bus lanes. These measures are supported by SPOKES and should help encourage modal shift to cycling along this corridor.
- 17 If the proposal is accepted, public consultation for the amended scheme will be undertaken in spring 2010, with implementation to follow in late summer 2010.
- 18 The remaining two elements; The Wisp and Cameron Toll to Niddrie bus lanes are scheduled for completion by March 2011. Public consultation will be undertaken in spring 2010.

Financial Implications

- 19 Implementing the reconfigured Old Dalkeith Road/Inch Park to Edinburgh Royal Infirmary proposals (postponing the segregated bus lane section) and cancelling Lady Road, Liberton Road and Newcraighall Park & Ride elements releases £1.069 million. The four elements being progressed can be delivered within the remaining allocated capital budget of £1.131 million.
- 20 If the report's recommendations are approved, the utilisation of the £1.069 million savings, within Transport's Capital Investment Programme, shall be the subject of a future virement report to Committee.

Environmental Impact

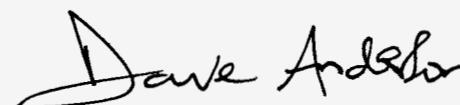
- 21 There are no adverse environmental impacts expected to arise from this report.

Equalities Impact

- 22 It is anticipated that there are no impacts due to race, disability, gender, age, sexual orientation or religion/belief arising from the proposals in this report.

Recommendations

- 23 To cancel the Lady Road, Liberton Road and Newcraighall Park & Ride elements of the South East Edinburgh Bus Priority Scheme Phase 1 proposals.
- 24 To postpone the Old Dalkeith Road segregated bus lane section and approve the promotion of the scheme that went out to public consultation reconfigured to accommodate the removal of the segregated bus lane section.
- 25 To note that if the report's recommendations are approved, the utilisation of the £1.069 million savings, within Transport's Capital Investment Programme, shall be the subject of a future virement report to Committee.













Dave Anderson
Director of City Development

Appendices	1. Plan – Proposed Old Dalkeith Road bus priority and cycling proposals
Contact/tel/Email	Len Vallance – 0131 469 3629 – len.vallance@edinburgh.gov.uk
Wards affected	Southside/Newington; Liberton/Gilmerton and Portobello/Craigmillar
Single Outcome Agreement	<p>National Outcomes; local outcome (LO) and required local action/commitments(LA/C):-</p> <p>1 <i>'We live in Scotland that is the most attractive place for doing business in Europe'</i> ;</p> <p>LO – 'Edinburgh's excellent sustainable transport infrastructure provides easy access to labour markets and facilitates economic growth'</p> <p>LA/C 11 – Implementation of the measures in the Local Transport Strategy 2007 -2012;</p> <p>i.e. PT12 - The Council will safeguard the approved route of Tram Line 3 in Local Plans and will actively seek to fund and implement the scheme, <i>including examining bus-based solutions</i>; and</p> <p>PT 20 - The Council will promote further bus priorities within the city where needed to maintain and improve public transport service quality and reliability;</p> <p>LA/C 16 – Deliver a range of proposals to ensure better mobility within the city including potential future expansion <i>bus priority works to support developments in the South East of the city, including links from the Royal Infirmary to Greendykes and Newcraighall and Queen Margaret University.</i></p>
Background Papers	<ol style="list-style-type: none"> 1. TI&E Committee report (25 November 2008) - South East Edinburgh Bus Priority Scheme 2. Executive of the Council report (31 July 2007) – South East Edinburgh Bus Priority. 3. South East Edinburgh Bus Priority Study (June 2008). 4. South East Edinburgh Bus Priority Study Supplementary Report (October 2008). 5. Old Dalkeith Road Bus Priority Measures -consultation letter with plans (09 October 2009)

DRG. NO. RTD/05/107/3/04D

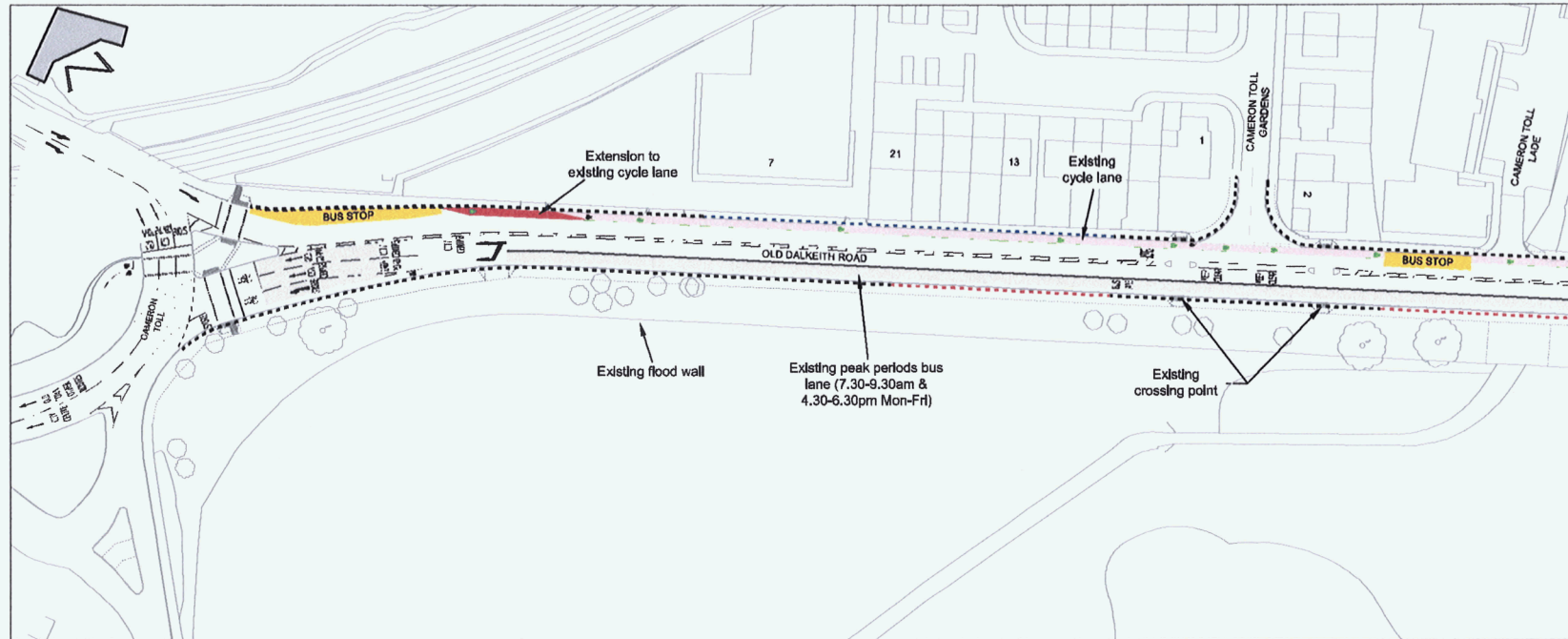
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NOTES:

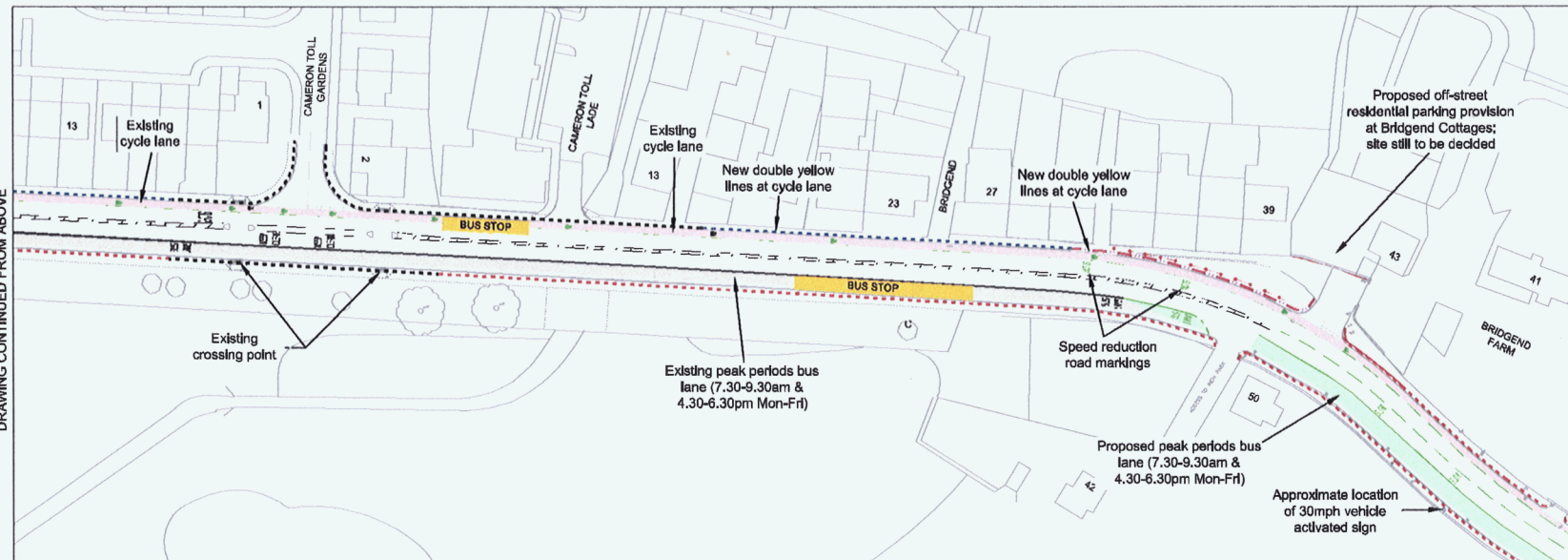
-  Existing bus lane
-  Proposed peak periods bus lane
-  Extension to existing cycle lane
-  Existing cycle lane
-  BUS STOP Existing bus stop
-  Proposed double yellow lines (no waiting at any time) - previously single yellow line
-  Proposed double yellow lines/double blips (no waiting or loading at any time)
-  Proposed single yellow lines/single blips: no waiting Mon-Fri 7.30am-6.30pm, no loading Mon-Fri 7.30-9.30am & 4.00-6.30pm
-  Existing double yellow lines/double blips (no waiting or loading at any time)
-  New Crash Barriers

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DRAWING CONTINUES BELOW



DRAWING CONTINUED FROM ABOVE



DRAWING CONTINUES ON SHEET 2

3	Stop requested bus lane removed	AP	13/01/10	JV
4	Minor changes made to drawing	AP	08/01/09	JV
5	Minor changes made to drawing	AP	26/01/09	JV
6	Minor changes made to drawing	AP	17/09/09	DB

RDV	10/10/05	REV	10/10/05	C-CK
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EDINBURGH
THE CITY OF EDINBURGH COUNCIL

CITY DEVELOPMENT DEPARTMENT
The City of Edinburgh Council
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Edinburgh EH1 1YJ
Tel. No. 0131 200 2000

TRANSPORT
TRAFFIC AND ENGINEERING
NEW WORKS
Roads & Transport Design

PROPOSED OLD DALKEITH ROAD BUS PRIORITY AND CYCLE MEASURES (FEBRUARY 2010)

CONSULTATION DRAWING, SHEET 1 OF 2

Date: 28 July 2009
Scale: 1:1000 at A3

Drawn by: A35462
Checked by: J. Valleron

Drawn by: A. Parkinson

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Drinking water: <http://www.epa.gov/epaonline/epa335a03/335a03main.pl> for EPA's 335a03 main page (VTD-05-008-0-017) (1/2012-01-17) (all)