

•EDINBURGH•
THE CITY OF EDINBURGH COUNCIL



THE CAUSEY

a space for people

CONSULTATION 1 JUNE 2017

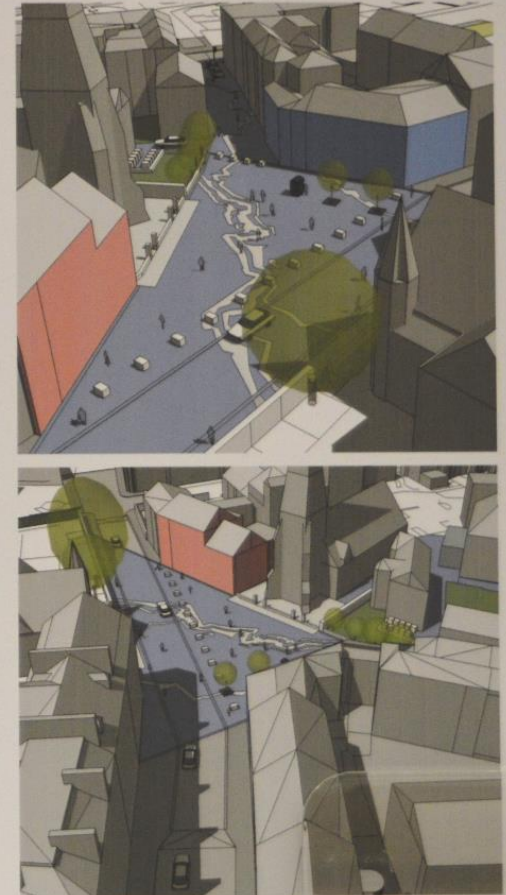
welcome

The Causey Development Trust (CDT) and consultants Ironside Farrar welcome you to this event.

We seek your involvement and input, to review issues, and to develop revised proposals which are supported and can be carried forward to delivery. This is an opportunity to discuss your issues and shape the way forward, and by engaging with CDT have a long term role in the future of your neighbourhood.

A number of issues have been highlighted in the TRO process, these form the focus for this exercise.

You are invited to review initial thinking on the following boards and discuss your thoughts & ideas with members of the design team, as well as record any written comments you may wish to leave. Feedback forms are provided.



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Vision

*“ to make a permanent transformation
of the space, into a place for people ”*



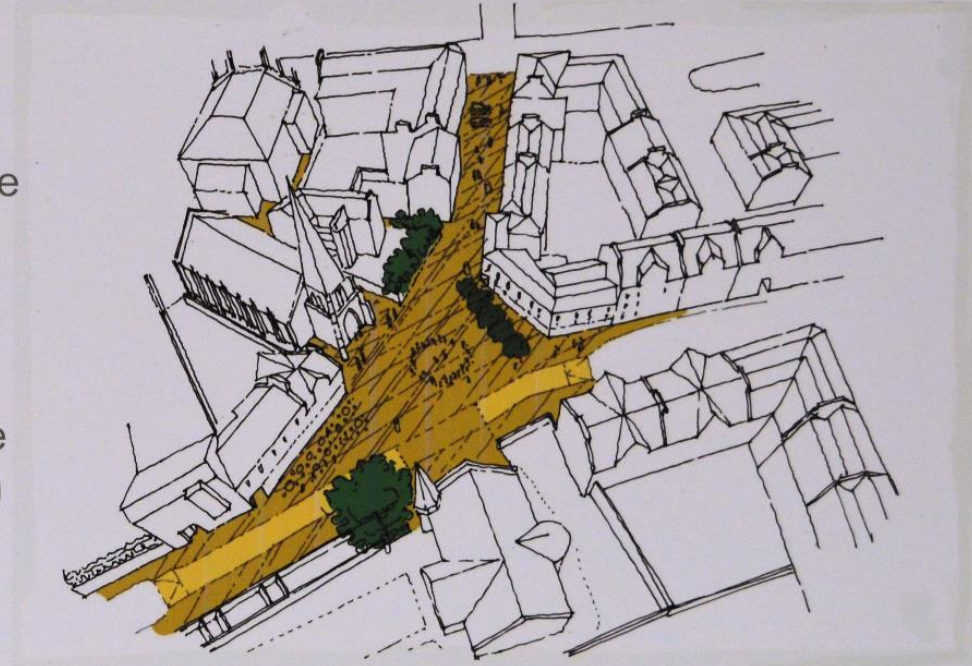
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aims & objectives

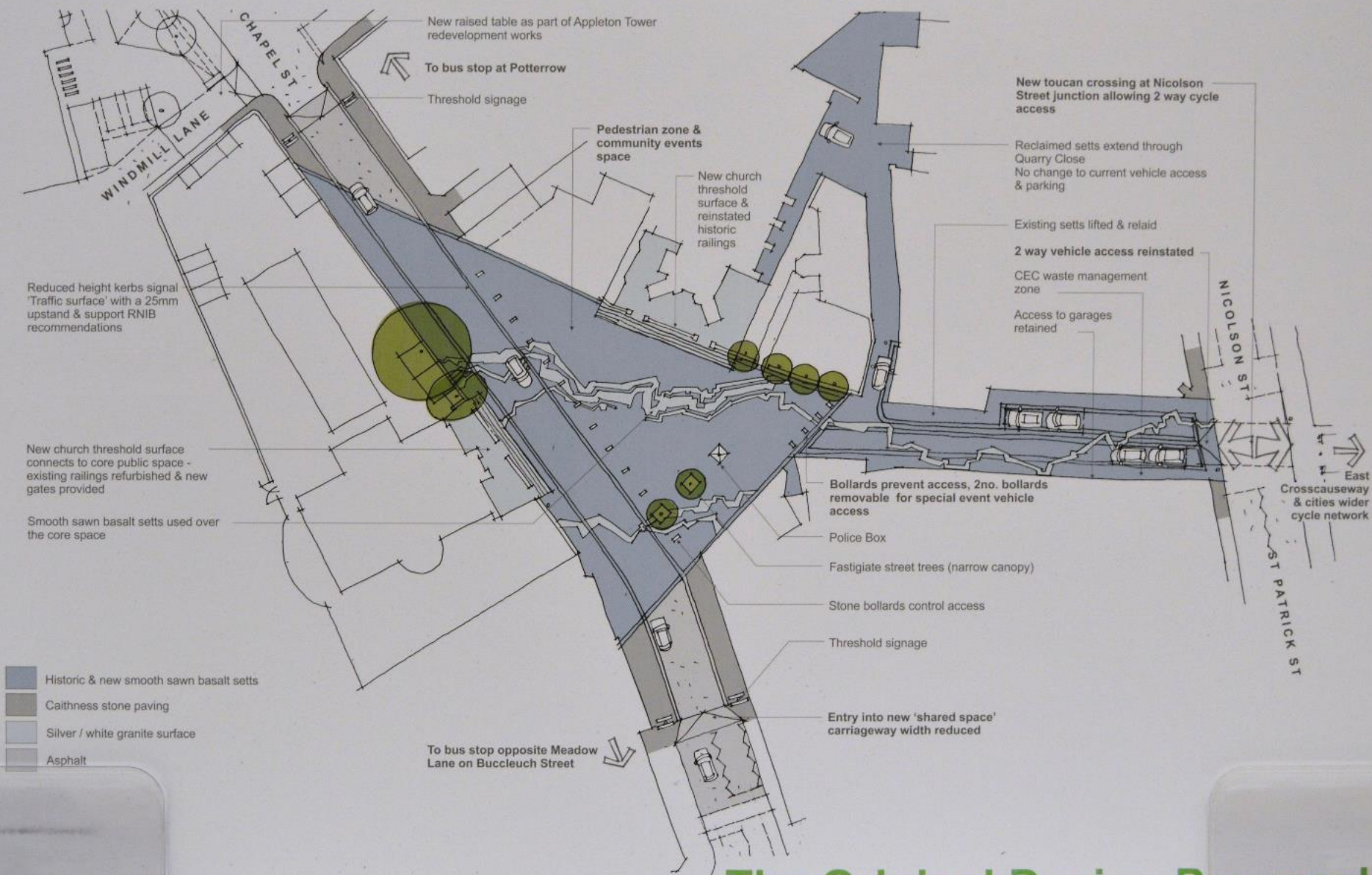
Promoted by The Causey Development Trust, with support from CEC / Sustrans / EWH / UoE & Living Streets, the project seeks to enhance the environment of this local neighbourhood placing the needs of people at its core:

- Supporting safe pedestrian & cycle access and movement
- Offering improved functionality and community use
- Enhancing the character & quality of historic urban form

The approach to achieving this has been to fit traffic access and circulation around the needs of people & place



THE CAUSEY



The Original Design Proposal

THE CAUSEY

Nicolson Street

- New Toucan crossing for cyclists and pedestrians
- Better link to East Crosscauseway and Holyrood Park
- Vehicle access to West Crosscauseway & Quarry Close

BUCCLEUCH &
GREYFRIARS
CHURCH

West Crosscauseway A new space for the community

- Central area pedestrianised, with cycle access
- Re-paved with new setts
- Opportunity for community events and activities
- Fully accessible for all
- Vehicle access controlled by bollard for events
- Limited loading

Chapel Street

- Two way through traffic
- Road narrowed and raised to slow down traffic
- Shallow kerb will define the road but make the space more accessible to all
- North south cyclists will use the road
- No loading or waiting on the road

West Crosscauseway Shared Space with Pedestrian/Cycle Priority

- Improved two way cycle and pedestrian access
- Two way vehicle local access only, no through route, with very slow traffic speed
- Limited size of vehicle / no HGVs
- No restriction to loading
- No residents' parking
- Existing setts retained

CHAPEL OF
EASE

Special Design Feature

- Makes geological reference to Salisbury Craggs
- Celebrates local heritage
- Connects all parts of The Causey
- Provides visual link to Arthur's Seat

The Original Design Proposal

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design update

Subsequent to the early design process, CEC have reviewed and changed waste collection arrangements. the small refuse collection vehicle (RCV) is no longer available, therefore access must be provided for a full sized 9m long RCV.

A range of options for managing access have been considered, the recommended solution is for the RCV to be given through access, made over a raised crossing (to discourage other vehicle use).

Bottom left images illustrates this arrangement at the end of St Bernard's Row, Stockbridge.



9m long RCV



RCV Gate at end St Bernard Street

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key issues :

A range of comments were received through the TRO process. Improvements were broadly supported, with a number of common concerns raised:

Key issues:

- Retain permit parking
- Retain cycle lanes on Chapel Street
- Retain one-way vehicle access on West Crosscauseway

Secondary issues:

- Retain bus stops
- Safety of two-way cycling on West Crosscauseway
- Safety of shared surfaces

These are examined in the following boards



Sept 2016 TRO drawing



Sept 2016 Re-Determination Order

Your comments

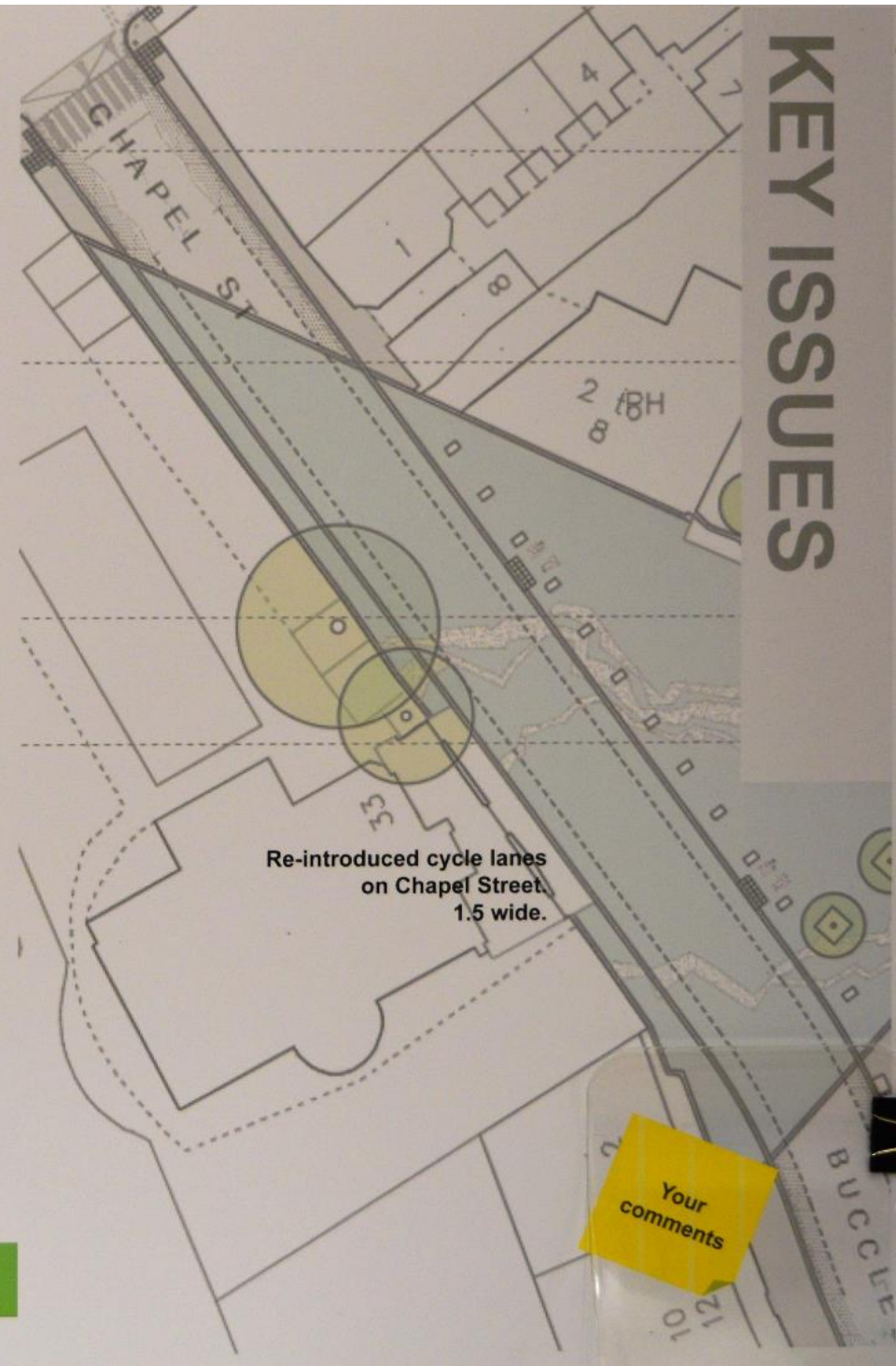
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Key Issue:

Cycle Lanes on Chapel Street

We aim to improve the environment for both cyclists and pedestrians. Whilst reducing carriageway width to its minimum reduces traffic speeds & improves pedestrian movement, the loss of on road cycle lanes on Chapel Street is of issue. Therefore we have retained cycle lanes, and reduced carriageway width to 5.5m. Cycle lanes across this section will be defined through change in material.

KEY ISSUES



Your
comments

THE CAUSEY

Key Issue: Residents Parking

We recognise the need to retain on street parking capacity within the busy central zone. On-street parking within the confined area of The Causey encourages traffic & constrains use. Our amended proposal is to re-provide 6-8 designated permit spaces at the east end of Buccleuch Place, within 100m walking distance from existing.



Existing Residents Parking Spaces



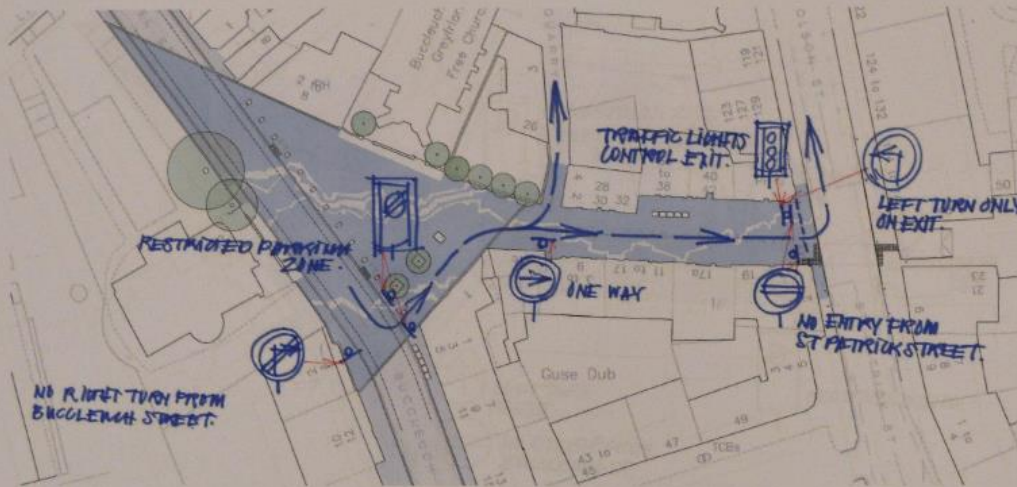
Proposed location on Buccleuch Street

Your
comments

THE CAUSEY

Key Issue: West Crosscauseway Access & Use

OPTION 1 Retain Through Access



New Street, Brighton: threshold & surface treatment deters through traffic

Improvements to pedestrian and cycle access and safety within this narrow & busy street requires a reduction to through traffic. A change to access and direction of circulation would restrict access to all but essential traffic and restrict 'rat running'. Design proposals will visually signal the restricted nature of the street other than for local residents.

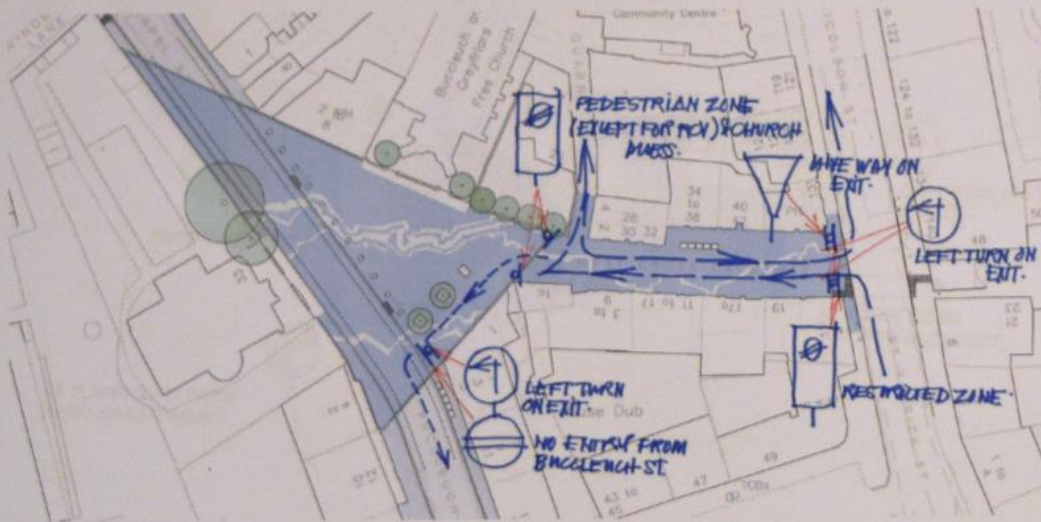
Your
comments

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Key Issue:

West Crosscauseway access, safety & use

OPTION 2 No through access for general traffic



New Street, Brighton: less traffic, more pedestrians and cyclists reduces traffic speed & improves safety

Improvements to pedestrian and cycle access and safety within this narrow & busy street requires a reduction to through traffic. Closing to through traffic would eliminate the street as a rat run.

Access is retained to Quarry Close & garages, and small vehicle loading. HGV loading will use the Nicolson Street loading bay. Vehicles movements should be reduced but vehicle turning will be required in the narrow area of the street. Waste vehicles would re exempt and retain access to Chapel Street.

Your
comments

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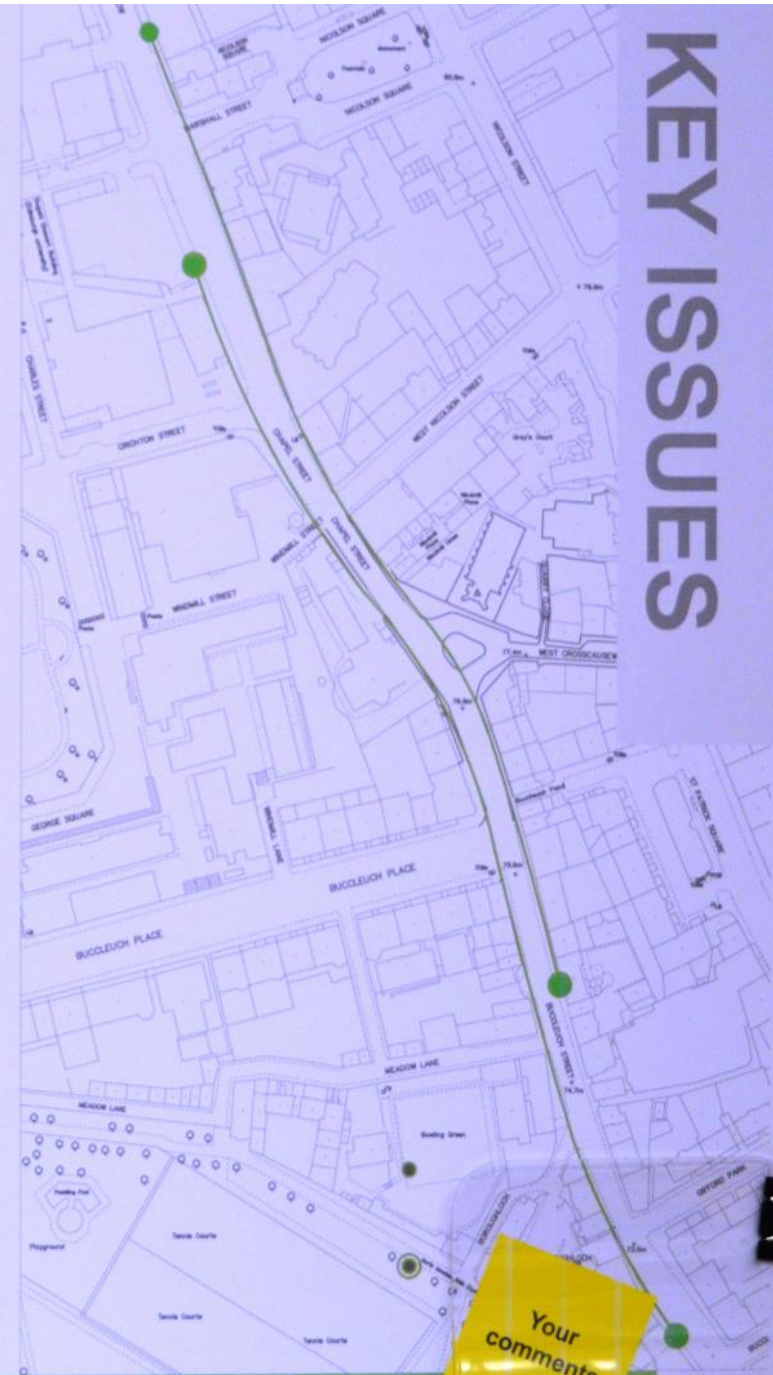
KEY ISSUES

Key Issue:

Bus Stops on Chapel Street

Access to the main bus routes is important. It is the Public Transport Operator's view that there are too many stops within the area, removal of those on Chapel Street is supported as a means of addressing congestion and improving the safety of cycleways.

Stops will be located southbound 410m & northbound 465m distance apart.



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next steps:

Thank you for attending and for your comments.

Taking on board all discussion and feedback from this event, we hope to be able to carry forward a revised proposal for approval. A new TRO will be prepared for a revised scheme, this will be advertised and open to comment in the same way as before. If approved, funding commitments can be finalised and a first phase of work implemented within the next 12 months.

If you would like to continue your involvement with this project, CDT extend an invitation for you to join the Trust. Details of membership can be obtained from members who are in attendance this evening.



Thank
You!

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