

STATEMENT OF REASONS

THE CITY OF EDINBURGH COUNCIL (GEORGE STREETS, EDINBURGH) (TRAFFIC MANAGEMENT MEASURES) EXPERIMENTAL TRAFFIC REGULATION ORDER 201_ - TRO/14/13

George Street – Consultation on a proposed Experimental Traffic Regulation Order

Description of how the proposed one-way system will operate & affect road users

On 29 October 2013 the Transport & Environment Committee of City of Edinburgh Council gave approval for the introduction of a one way system on George Street, as an initial 12 month experiment. There will also be a two way cycle path and additional space for pedestrians and local businesses to use.

This will be implemented using a 12 month Experimental Traffic Regulation Order. Stakeholder groups have been consulted and a design has been agreed in principle. A public consultation process took place on the design, from 17 February to 9 March 2014. Here are some key points:

Cyclists will notice the introduction of a dedicated two-way cycle path, travelling the length of George Street, which, if the experiment is successful, would become part of the National Cycle Network. The cycle lane will be on the pedestrianised side of the street, and will be located in the lane that is currently a traffic lane closest to the central reservation car parking area. It will run on the north side of George Street from Charlotte Square to Frederick Street, then flip to the south side of George Street from Frederick Street to St Andrew Square. The barrier between car parking and cycle lane will be formed by a rubber kerb at street level supported by attractive planters. The cycle lane will be separated from the pedestrian areas by a painted line, with cycle logos painted onto the road at 20m intervals. Cycle lane routes will also be indicated on the three roundabouts where George Street is crossed by Castle, Frederick & Hanover Streets. This is all designed to ensure that the George Street streetscape is made permeable, safe and attractive for all users of the street.

Car users will notice that one way traffic flows **Eastbound** from Frederick Street to St Andrew Square on the north side of George Street (past the George Hotel for example). One way traffic will flow **Westbound** from Frederick Street to Charlotte Square on the South side. Car parking will be maintained in the centre of the street, on a drive-in reverse-out basis, broadly retaining existing levels of residents' permit bays, motor cycle parking, disabled bays and pay-and-display parking.

Pedestrians and shoppers will notice that there is more pedestrian space on each of the four blocks. From Charlotte Square, crossing Castle Street, to Frederick Street there will be pedestrianised space and outdoor dining facilities on the north side of the street, for example in front of Browns, Tigerlily, Candy Bar, Cento Tre & Café Andaluz. From Frederick Street, via Hanover Street and onto St Andrew Square, the pedestrianised side of the street is the south side, for example in front of the Assembly Rooms, Le Monde & the Dome. This pedestrianised space will be used similarly to how it was during the Edinburgh Festival last summer, as a space for people to walk, for exhibitions, performance, and decking to support an emerging café culture in the street. This consultation is purely about the plan to pedestrianise the space, not its precise use, and any businesses wanting to use this space

will need to apply for planning and licensing permissions separately, which would both require a separate consultation process.

Local Businesses will notice that loading to premises on the pedestrianised sides of the street will be accommodated mainly from the centre of the street (from 7-10am), or from the lanes where businesses have an existing lane access. Kerbside loading facilities will also be provided on the live carriageway side of the street and these would be available to businesses on either side of the street. This is broadly in line with the one month experiment during the Festival in 2013. Some pay-and-display parking spaces will be reserved for loading from 7-10, becoming parking spaces from 10am onwards. The central reservation will be permeable, allowing for easy access for shoppers and pedestrians. No metal barriers will be used, just attractive planters and rubber kerbs.

Local Residents will notice that all existing residents' parking bays have been maintained in the design.

Bus services will be maintained on their present routes, with the exception of a minor re-routing to simplify Lothian Buses services' 41 & 42 westbound route. Services run by Stagecoach, FirstBus and CityLink that previously stopped at the Dome or Assembly Rooms will now re-route via either Queen Street or Princes Street. The Council will work closely with all bus providers and passengers to ensure that any route changes are fully advertised and explained.

All interested groups will have the opportunity to participate in an ongoing evaluation & monitoring process. Because this is being run as an experiment the Council will commission a passenger survey, that will help inform future transport decisions in the city centre. The views, ideas and experiences of all interested groups will be sought throughout the 12 months of the experiment and shape the use of the street. Any clear issues that emerge can be addressed during the 12 month experiment.

We warmly welcome your input as we look to recreate and improve upon the successful atmosphere that was enjoyed on George Street during the Festival in 2013.