

MEETING NOTES

Job Title: One Way Streets Review

Date: 20th February 2015

Time: 2pm – 4pm

Venue: CEC Office, Waverley Court

Subject: Stakeholders Workshop

Client: CEC

Attendees:

Chris Brace	CEC Cycling Team
Gavin Sherriff	CEC Transport Projects
Andy Matheson	CEC Neighbourhood Services
Andy Edwards	CEC Neighbourhood Services
Darren Wraight	CEC Neighbourhood Services
Karen Stevenson	CEC Planning
Andrew Young	CEC Parking
Peter Leslie	Cycling Scotland
Lucy Clarke	Sustrans
Anna Ronayne	Sustrans
Sandy Scotland	Spokes
Peter Hawkins	Spokes
Drew Millar	WSP Project Manager
Chris Harris	WSP

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1. Introductions

2. CB gave background to project.

The process so far, the aim to increase permeability for cyclists, presumption in favour of allowing contra flow cycling on one-way streets.

The Council already has the policy in place (LTS) – upgrade on-street facilities; new signs, infrastructure and/or signals.

WSP's role in the project was outlined.

Changes to the TSRGD are planned. The 'Except Cycles' sign is allowed in England only at this time, but this is expected to change.

There may be degrees of success:

- Quick-fix's, next financial year
- Minor works
- Major infrastructure
- Ones too problematic.

3. DM and CH gave an overview of the project methodology:

- Part 1 – Assessment Criteria

WSP see one of challenges as being applying best practice to local context. WSP have recent, similar experience of developing such criteria in Westminster, project manager will act as technical advisor to CEC project. Existing technical and local knowledge key.

Constraining factors likely to relate to data collection and time and money.

Consultation was anticipated as challenge but WSP assume positive response to workshops is an indicator of how attendees will engage.

Equality rights and schedule of environment assessments are seen as tick box exercises for infrastructure likely.

- Part 2 – Desktop Review

WSP will review all available data and incorporate datasets into a GIS-based platform. This will allow a first pass review of all existing one-way streets to be undertaken.

The first pass will identify any streets which are not suitable for conversion to permit contra-flow cycling.

The outcome of the desktop review will be a selection of streets to be taken forward for on-site survey.

- Part 3 – Validation Surveys

Challenges assumed to include merging data from Part 2, recording observations as well as location data and combining GIS layers to provide output.

In the field, data will be added on tablets fast, reliable and efficient processing which will hopefully enhance quality.

Information collected will include location, ped/cyclist flows, parking,

loading, yellow (red) lines, signals, geometry, finishes, lighting.

Output will be a GIS map with the associated datasets added.

- Part 4 – Standard Designs

Progressed in parallel to the other tasks WSP will develop a series of standard measures for implementation through the strategy, up to 6. WSP will pick up matters arising/ lessons learned on the Westminster scheme, relating to local context, issues and design requirements.

- Part 5 – Implementation Programme

WSP will produce and updated GIS database of one-way streets and a costed, 3-year implementation programme for transforming Edinburgh's one-way streets to allow contraflow cycling.

This output will set out the indicative cost and timescales for street. In addition the following prioritisation system will be used:

- Priority 1 designation will be assigned to streets that conform well with the assessment criteria and is easy to implement.
- Priority 2 designation will be assigned to streets that broadly conform to the assessment criteria but require an additional level of intervention to implement.
- Priority 3 designation will be assigned to streets which do not conform well against the assessment criteria and / or would require significant interventions to implement.

4. DM ran through the delivery programme highlighting key milestones and a completion date of 8 May 2015. DM asked that any post-meeting feedback on methodology be sent to GS within the working week, cut-off date 2 March, allowing WSP to progress commission timeously.

5. Possible external impacts were discussed.

TSRGD likely changes, to be made in 2015, such as LA's ability to use non-standard traffic signs, omit new or remove existing traffic signs, and possible increased powers to implement changes to yellow lining without promoting orders, may influence the measures.

A CEC scheme to implement 20mph speed limits across the City may also have a bearing on measures implemented. WSP to allow flexibility in assessment criteria to capture speed limit changes at a future date.

Other Scottish local authorities will be looking toward Edinburgh to take the lead with this approach and look to emulate our successes in their own areas.

6. Further round table discussion on assessment criteria centred on whether there was a need for such a full assessment. The complexity of the assessments was discussed and the possible impacts to implementation of promoting traffic regulation orders on certain streets.

Suggestions were made of possible factors to include in the assessment:

Street character

Accident data

Close the street to cars
Road length
Heritage
Narrow entrances
Family Network
Safety Audits
Cobbled streets and streetscape
Opportunity for segregation
Changes to parking

7. Spokes volunteered to identify a list of one-way streets which would be particularly beneficial to cyclists if converted to permit contra-flow cycling. CEC will liaise with Spokes directly to facilitate this process.
8. DM touched on standard designs and said the DfT Contraflow Cycling figures tabled were still current, although WSP would look to limit signage and markings in comply with current policy and to fit with CEC emerging street guidance as well as any particular requirements for heritage areas.
9. CB thanked attendees for their contribution to the workshop.