

# Transport and Environment Committee

10.00am, Thursday, 17 May 2018

## Implementation of Active Travel and Street Design Principles in Road and Footway Renewals

Item number	7.5
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	<a href="#">7</a> , <a href="#">16</a> , <a href="#">17</a> , <a href="#">27</a>

### Executive Summary

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The Edinburgh Street Design Guidance was approved by this Committee on [25 August 2015](#) and by the Planning Committee on [1 October 2015](#). It provides consolidated guidance on the design of projects that maintain, alter or construct streets, including urban paths, in Edinburgh.

A further report to Transport and Environment Committee on [15 March 2016](#) detailed how the guidance would be embedded in the delivery of the road and footway renewals programme.

The detailed “fact sheets” which support the guidance are currently being signed-off by the Executive Director of Place and the principles are now to be applied, at an appropriate level, in the design of road and footway renewal schemes.

An addendum to a report on the Roads Services Improvement Plan was tabled at Transport and Environment Committee on [7 December 2017](#) seeking to outline the way in which the roads teams were promoting the delivery of high-quality active travel infrastructure to facilitate modal shift from the private car to sustainable modes.

This report provides an update on progress towards achieving these aims.

## Implementation of Active Travel and Street Design Principles in Road and Footway Renewals

### 1 Recommendations

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- 1.1 It is recommended that Committee approves this report as evidence of active travel and street design guidance principles being considered as part of the roads design process and its role in encouraging modal shift to more sustainable modes of travel.

### 2 Background

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- 2.1 The Edinburgh Street Design Guidance was approved by the Transport and Environment Committee on [25 August 2015](#) and by the Planning Committee on [1 October 2015](#).
- 2.2 The guidance brought together previously separate guidance on street design with the aim of delivering a world-class network of vibrant, safe, attractive, effective and enjoyable streets in Edinburgh.
- 2.3 A further report was approved at Transport and Environment Committee on [15 March 2016](#) detailing how the guidance would be embedded in the delivery of future road and footway renewal (maintenance) schemes.
- 2.4 Work has continued to develop Part C of the Edinburgh Street Design Guidance which incorporates the Detailed Design Manual (the Fact Sheets). The fact sheets provide the detailed technical information necessary to enable designers to implement the principles of the guidance.
- 2.5 Part C guidance now forms part of the general design principles for all road and footway maintenance schemes.
- 2.6 At Transport and Environment Committee on [7 December 2017](#) elected members sought assurances that active travel, modal split and street design issues were considered as part of the overall design process for road and footway schemes, not considered in isolation, and that a consistent approach was taken by the core and locality teams.
- 2.7 It was agreed that a report would be presented to the Transport and Environment Committee within two cycles highlighting how active travel and street design guidance principles were taken account of in the roads design process.

### 3 Main report

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- 3.1 The principles of the Edinburgh Street Design Guidance and the Active Travel Action Plan form the foundations of the design of all new active travel schemes and public realm improvements.
- 3.2 It is, however, equally important that these principles are also considered in the design of “traditional” road and footway renewal schemes.
- 3.3 Such schemes are categorised on the basis of category of street, cross-referenced to three levels of intervention (scale of work), namely:
  - 3.3.1 basic;
  - 3.3.2 standard; and
  - 3.3.3 innovative.
- 3.4 Road and footway renewal schemes are subject to either the basic or standard levels of intervention.
- 3.5 To reflect their importance, a weighting is applied to those schemes which have high levels of cycle and/or public transport usage as part of the assessment criteria used to develop the annual roads renewal programme.
- 3.6 At the start of the year officers discuss the proposed programme of road and footway renewals schemes with the Locality, Edinburgh Road Services (ERS), Active Travel, Public Transport and Road Safety teams with a view to identifying the appropriate level of intervention required. In addition, there are monthly meetings, chaired by the Infrastructure Manager, between the Roads Renewal Manager, Transport Design and Delivery Manager, Locality Transport and Environment Managers and ERS Commercial Manager to discuss budgets, programmes, progress and share good practices.
- 3.7 Scheme designers liaise with colleagues in the Localities from the configuration stage and throughout the design stage of each scheme.
- 3.8 Active Travel sits at the heart of the Council’s current Local Transport Strategy (2014-2019). It promotes greater priority to pedestrians and cyclists in street design and management.
- 3.9 Whilst the LTS does not specify a road user hierarchy between cyclists pedestrians and public transport, an opportunity will exist at the next update (currently in progress) to consider this aspect in more detail to determine if it needs to reflect current national guidance, which places pedestrians ahead of cyclists, or whether, given the unique character of the city, the adoption of a more considered approach is required on a scheme by scheme basis.

- 3.10 The design principles also consider how improvements for public transport users can be incorporated into schemes. This will include the provision of more robust road surfacing materials at bus stops to reduce the likelihood of rutting and the incidence of potholes, thus providing a smoother and safer journey for bus passengers, and the provision of red chippings in bus lanes (and cycle lanes). This practice is now the norm where bus stops and bus lanes are being resurfaced as part of renewals projects; as evidenced at Leith Walk, Comiston Road and Great Junction Street.
- 3.11 Many of the principles of the Edinburgh Street Design Guidance that promote increased use of active travel modes and public transport have already been introduced, on the basis of being generally accepted good design practice, within many schemes delivered over the last few years. For example, the introduction of the citywide 20mph rollout, improvements at St Andrew Square, the Leith Programme and public realm improvements at Waverley Bridge and Chambers Street.
- 3.12 Significant work has been done in recent years to improve conditions for cyclists to make this a more attractive mode of travel, such as the provision of both on-street and segregated cycle lanes, coloured surfacing, the provision of additional yellow line restrictions to assist cycle passage and the provision of on-street cycle racks.
- 3.13 Moreover, the provision of dropped crossings, where none previously existed, the de-cluttering of footways and other opportunities to improve the pedestrian environment, such as the provision of both signalised and non-signalised crossing facilities, have been part of the basic design approach for many years.
- 3.14 Although the active travel team were consulted during the initial design, the proposed implementation of street design guidance principles at Silverknowes Roundabout met with some criticism from users. This feedback was taken on-board and the design was revised following consultation with them.
- 3.15 It is acknowledged that good internal and stakeholder liaison is essential in order to reduce the likelihood of such problems arising in the future.
- 3.16 It should, however, be acknowledged that embracing the Street Design Guidance principles may result in increases in the time required to both undertake the design of schemes and the duration of the construction phases and:
- 3.16.1 may increase the overall cost of schemes;
  - 3.16.2 may increase the level of disruption to residents, businesses and road users if enhanced works are required; and
  - 3.16.3 may reduce opportunities to undertake other works on the network if the delivery of such “enhanced” schemes disrupt the network for longer periods.

- 3.17 Furthermore, it should be noted that where the design principles dictate:
- 3.17.1 that existing road space requires to be re-determined as footway (or *vice-versa*); or
  - 3.17.2 that a traffic regulation order is required to amend parking, waiting or loading restrictions,
- these will require the promotion of legal orders, which will also impact on the timescale for delivery of such schemes.
- 3.18 It is anticipated that the provision of well-designed, high-quality, active travel and public transport infrastructure will encourage a shift from private car use to these more sustainable modes.
- 3.19 Work is currently underway to develop an internal governance process which shall ensure that the principles of the Street Design Guidance are applied to relevant projects within the Transport Capital programme at a proportionate level and manner.

## **4 Measures of success**

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- 4.1 Measures of success will include:
- 4.1.1 new and upgraded facilities for pedestrians and cyclists; and
  - 4.1.2 increased use of active travel modes (walking and cycling) and public transport.

## **5 Financial impact**

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- 5.1 Any financial impacts resulting from the implementation of active travel and street design principles to road and footway renewal schemes shall be included in the approved capital investment programme.

## **6 Risk, policy, compliance and governance impact**

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- 6.1 There are no significant compliance, governance or regulatory implications resulting from this report.

## **7 Equalities impact**

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- 7.1 The introduction of active travel and street design principles will take into account the needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion and Belief) through the design process.

- 7.2 The introduction of active travel and street design principles:
  - 7.2.1 improves the accessibility and safety of the road and footway network;
  - 7.2.2 supports the Council's Active Travel Action Plan;
  - 7.2.3 has a positive impact for users, particularly older people and those with a disability;
  - 7.2.4 improves health, for example, through enhanced public space and encouraging more use of active travel modes;
  - 7.2.5 supports individual, family and social life, for example, through provision of walking and cycling infrastructure and the provision of shared spaces; and
  - 7.2.6 enhances physical security, for example, through safer places with improved layouts and lighting.
- 7.3 The proposals and recommendations described in this report could contribute to the public sector general equality duty to advance equality of opportunity. An Equality and Rights Impact Assessment (ERIA) has been completed for the Edinburgh Street Design Guidance.

## **8 Sustainability impact**

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- 8.1 Potential for positive impact on the environment by providing improvements to the infrastructure. This should improve the safety for cyclists, encouraging a reduction in vehicle use and lower carbon emissions.
- 8.2 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below:
  - 8.2.1 the proposals in this report will increase the city's resilience to climate change impacts through the use of natural materials and, where appropriate, sources that are local to the area;
  - 8.2.2 the proposals in this report will help achieve a sustainable Edinburgh by improving access to public green space that contribute to wellbeing;
  - 8.2.3 the proposals in this report will assist in improving social justice by enhancing places to cater for all users by increasing accessibility; and
  - 8.2.4 in addition, improvements to streets and places are recognised as being critical to economic wellbeing.

## **9 Consultation and engagement**

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- 9.1 All schemes are subject to stakeholder, elected member and resident engagement and notification.
- 9.2 The Active Travel Team will be consulted as part of the design process.

## 10 Background reading/external references

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10.1 [Edinburgh Street Design Guidance](#).

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## 11 Appendices

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None.