

North West Locality Committee

6:30pm, Tuesday, 19 June 2018

Barnton Junction and Queensferry Road Update Report

Item number	7.8
Report number	
Executive/routine	
Wards	1 Almond
Council Commitments	

Executive Summary

This report is in response to the Motion raised by Councillor Lang at the Locality Committee of 25th April 2018.

Barnton Junction and Queensferry Road Update Report

1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.2 notes the update regarding various proposals and improvements to the Barnton Junction.
- 1.3 notes the content of the current Local Development Plan – Action Programme and the status of ongoing Planning Applications.
- 1.4 notes the proposed “Public Transport Priority Action Plan” to be considered at the Transport and Environment Committee in August 2018.

2. Background

- 2.1 This report offers the Committee an update relating to planned interventions near the Barnton junction, identified transport actions noted in the current Local Development Plan “Action Programme” and finally a summary of proposals currently being undertaken by the Transport Public Transport team to engage with public transport providers to improve traffic flow on the A90 Queensferry Road corridor, including the Barnton Junction.
- 2.2 This report seeks to acknowledge the strategic importance of the junction and arterial route, make particular reference to the provision of active travel options, sustainable public transport provision and the reliability of journey times.
- 2.3 The Motion raised by Councillor Lang at the Locality Committee of 25 April 2018 noted the following:
 - 2.3.1 “The strategic importance of both the Barnton junction and Queensferry Road as key access routes into the City of Edinburgh.”
 - 2.3.2 “The significant congestion at the Barnton Junction and on Queensferry Road at peak times which affect traffic flow and impact on the reliability of public transport services.”
 - 2.3.3 “The designation of HSG19 and HSG20 for significant housing developments within the Local Development Plan, as well as speculative interest in the development of other sites near to the Barnton junction which would, if approved, likely add further pressure on the local road network.”

- 2.3.4 “The paper submitted to Council officers by members of the Cramond and Barnton Community Council, setting out a range of suggested improvements at the junction, and welcomes the recent discussions which have taken place between the community council and council officers.”
- 2.3.5 “Committee recognises its new and important role in scrutinising the development of transport infrastructure in the North-West locality.”
- 2.3.6 “Committee therefore requests a report in one cycle which builds on the Local Development Plan and sets out the current plans and proposed changes to the Barnton junction and the length of Queensferry Road including how public transport flow can be improved.”
- 2.4 The Locality Committee agreed that it could receive an update report on the issues raised by Councillor Lang, but that any decisions in respect of changes to the junction or public traffic flow would be a matter for the Transport & Environment Committee. The report acknowledges the discussion paper prepared by the Cramond and Barnton Community Council titled - Barnton: Easing Traffic Congestion and Enhancing Safety, December 2017.

3. Main report

- 3.1 A number of Council Transport and Planning functions play into the matters raised in Councillor Lang’s motion. For the purpose of this report issues have been considered in three specific tiers:
- 3.1.1 Locality or Transport service team maintenance and minor intervention (including road maintenance, traffic signal maintenance and cyclic maintenance). Discussions are ongoing on the realignment of many of these locality transport functions into central core teams during 2018.
- 3.1.2 Suggested transport infrastructure measures to mitigate the impact of proposed development under the terms of the Local Development Plan Action programme (considered and managed by the Planning Authority with appropriate discussion with internal and external stakeholders).
- 3.1.3 Strategic plans and intervention from the Transport Service particularly relating to Citywide networks and public transport services / infrastructure aligned to the Local Transport Strategy.

Locality Team Interventions and Improvements:

- 3.2 The scope of Locality team interventions are currently generally defined as management, maintenance and co-ordination of roadworks on the road network. However, through engagement with external stakeholders the Locality teams will consider local projects and improvements either directly or following approvals under the terms of the current Neighbourhood Partnership structure.
- 3.3 The Cramond and Barnton discussion paper makes reference to interventions that the current Locality team could consider in making minor improvements to the traffic flow at the junction and directional signage on other key arterial routes (A8).

- 3.4 The above paper has made reference to extending the existing yellow no entry box on Maybury Road and further requests have been received to consider the installation of additional yellow box features at key locations at the junction to reduce obstructions at peak times. The Locality team supports the measures noted above and will consider deliver these features in advance of the Cammo development.
- 3.5 More significant infrastructure changes noted in the Discussion Paper should be considered under the terms of the current or future LDP Action Programme.

Local Development Plan:

- 3.6 The current [Edinburgh Local Development Plan](#) (LDP) was adopted in November 2016 following examination. The LDP sets out that the Cammo HSG20 and Maybury HSG19 sites have been allocated for housing, and in the case of Maybury, other related development. The LDP sets out infrastructure actions for West Edinburgh, a site brief diagram and development principles for these two sites.
- 3.7 During the LDP process, a number of residents and community groups made statutory representations raising a number of concerns. These representations were considered by a Scottish Government reporter in an examination. The examination report made several recommendations for modifications to the LDP, which resulted in the adoption of the plan in 2016.
- 3.8 One of the main concerns raised by communities during the consultation process was the cumulative transport impact of housing sites and other planned development in the LDP. It is acknowledged there are existing traffic issues on certain junctions and roads in the area. The provision of public transport services and high quality walking and cycling connections could also be improved.
- 3.9 In response, the Council carried out a cumulative [transport appraisal](#) for the growth in the LDP. This appraisal identified a series of transport infrastructure interventions intended to address that cumulative impact insofar as it can be addressed in the wider context. These interventions are consistent with local and national transport and planning policy, and include measures relating to walking, cycling, public transport use and road improvements. In the case of the housing sites at Cammo and Maybury, the transport infrastructure actions can be found in the [LDP Action Programme](#) and in the abovementioned West Edinburgh section of the LDP, as approved by the Housing and Economy Committee on 18 January 2018.
- 3.10 The package of measures includes but is not confined to the three junction improvements at Barnton, Craigs Road and Maybury Junctions. For example, the LDP site brief diagram shows a new combined footpath/cycle path connecting the HSG 20 Cammo housing site to the south. The proposed path has been identified as a necessary improvement to ensure that the new and existing communities have safe connections to the wider area which encourage walking, cycling and use of public transport. This connection, in combination with other proposed routes, enables high quality active travel links between Cammo, the proposed new primary school and facilities within the HSG 19 Maybury site and beyond to public transport links including Edinburgh Gateway rail station and tram stop. The action at Barnton

Junction was updated in the January 2018 edition of the Action Programme (p18) to the following description:

3.11 Extract from the LDP – Action programme:

Specific Barnton Junction interventions

Barnton Junction (T19)	Improve junction efficiency through improved signals control and potentially improve provision for cyclists and pedestrians.-	Place Development	Construction: £800,000 Design (at 15%): £120,000 Contingency (at 7.5%): £60,000 Total cost: £980,000	Timescale to relate to nearby development.
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3.12 The LDP and its Action Programme set out a range of interventions to mitigate the impact of planned development by supporting walking, cycling and public transport use and seeking measures to improve junction efficiency. The Action Programme is used to inform determination of planning applications, and is due to be updated annually. The next edition is expected to be reported to the Housing and Economy Committee for approval in January 2019.

3.13 Extract from the LDP Action Programme

Infrastructure Interventions in the Barnton and Maybury area:

<p>MAYBURY / BARNTON CONTRIBUTION ZONE</p> <ul style="list-style-type: none"> • Maybury Junction (T17) Increase junction capacity, including consideration of access from Turnhouse Road, and efficiency of traffic signals. • Provide bus priority and better provision for pedestrians and cyclists. Scope for delivery project to also incorporate elements identified in WETA package of actions (Maybury Road approach; designated cycle route & crossings). • Craigs Road Junction (T18) Improvements to Craigs Road and increased junction capacity/bus priority at junction with Maybury Road. • New signalised cross roads allowing bus, pedestrian and cycle access to and from Craigs Road. <p>Barnton Junction (T19)</p> <ul style="list-style-type: none"> • Improve junction efficiency through improved signals control and potentially • Improve provision for cyclists and pedestrians.
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CAMMO (HSG 20)

- Cammo Walk link (north) Place Development Construction:
- Cammo to Maybury cycle path - Cycle path connecting Cammo to Maybury site and extending to Cammo Estate, Toucan crossings at Craigs Road junction.
- Cycle path over Bughtlin Burn Cycle path connecting site to Cammo Walk link (north) - Cammo to Maybury cycle path.
- Pedestrian/ cycle connection to East of site - Pedestrian crossing facilities on Maybury Road /pedestrian cycle connections to east.
- Toucan or D island crossings x4 over Maybury Road from Cammo site.
- 3.5m wide shared use paths (150m) across existing open space to East Craigs estate.
- TRO for lower speed limit along Maybury Road
- Bus infrastructure on Maybury Road / peak period bus capacity - Two elements – upgraded bus infrastructure & timelimited financial support for a bus operator to run services along Maybury Road.

Strategic Transport interventions:

- 3.14 The Public Transport Team are currently preparing a report titled “Public Transport Priority Action Plan” for consideration at the Transport and Environment Committee in August 2018. The report will make particular reference to future engagement with strategic transport partners and describe a co-ordinated approach to deal with regional transport issues affecting the North West of Edinburgh.
- 3.15 It is anticipated that an element of the report will consider the strategic nature of the A90 corridor and make specific reference to the route as a significant part of the North West Edinburgh road and public transport network.
- 3.16 The report will describe engagement with bus operators and actions to support short, medium, long term improvements across the City.
- 3.17 It is understood that the Citywide Networks Team will contribute to the report, recognise the strategic importance of the A90 corridor and engage with regional transport partners to develop a strategy to manage traffic making use of the route.
- 3.18 This report will be considered at the Transport and Environment Committee in August and will be referred to the North West Locality Committee for information and scrutiny thereafter.

4. Measures of success

- 4.1 Improved active travel options for residents and commuters
- 4.2 Improved public transport options and journey time reliability
- 4.3 Positive environmental benefits
- 4.4 Mitigate the impact of increased population
- 4.5 Mitigate the impact of peak time traffic on the A90 corridor and Barnton junction

5. Financial impact

- 5.1 Significant transport interventions are costed and defined in the LDP Action Programme of which some may be delivered (in full or part) by developer contributions.
- 5.2 Local maintenance and improvement interventions are defined by available resource and budget limitations.

6. Risk, policy, compliance and governance impact

- 6.1 Consideration of Councillor Lang's motion at the North-West Locality Committee meeting on 25 April 2018 has identified the relative governance roles of the Locality Committee and the Transport & Environment Committee in relation to this issue.

7. Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and there will be no negative impact on those covered by the Protected Characteristics.

8. Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, and it is expected that the measures noted in the report and associated Local Development Plan should mitigate the traffic and environmental impact of development in the area.

9. Consultation and engagement

- 9.1 During the LDP process, a number of residents and community groups made statutory representations. These representations were considered by a Scottish Government reporter in an examination.
- 9.2 An engagement meeting with Cramond and Barnton Community Council and Council officers took place on 22 February 2018, when the community council

discussion paper Barnton: Easing Traffic Congestion and Enhancing Safety – December 2017 was discussed.

10. Background reading/external references

- 10.1 Edinburgh Local Development Plan Action Programme 2018, Report to Housing and Economy Committee, 18 January 2018:
[http://www.edinburgh.gov.uk/download/meetings/id/55820/item_77 -
_edinburgh_local_development_plan_action_programme_2018](http://www.edinburgh.gov.uk/download/meetings/id/55820/item_77_-_edinburgh_local_development_plan_action_programme_2018)
- 10.2 Edinburgh Local Development Plan Action Programme 2018 Financial Assessment, Report to Finance and Resource Committee, 23 January 2018:
[http://www.edinburgh.gov.uk/download/meetings/id/55874/item_79 -
_edinburgh_local_development_plan_action_programme_2018 %E2%80%93 fina
ncial assessment](http://www.edinburgh.gov.uk/download/meetings/id/55874/item_79_-_edinburgh_local_development_plan_action_programme_2018_%E2%80%93_financial_assessment)
- 10.3 Cramond & Barnton Community Council Discussion Paper - Barnton: Easing Traffic Congestion and Enhancing Safety – December 2017

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11. Appendices

None.