

# North West Locality Committee

6.30pm, Tuesday 19, June 2018

## Kirkliston and Queensferry Traffic Study Update Report

Item number	7.9
Report number	
Executive/routine	
Wards	1 Almond
Council Commitments	

### Executive Summary

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This report seeks to respond to the Motion raised by Councillor Young at the Locality Committee of [25 April 2018](#).

## Kirkliston and Queensferry Traffic Study Update Report

### 1. Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes progress to date to tender professional services to deliver the study;
  - 1.1.2 notes the proposed project programme; and
  - 1.1.3 notes updates will be included in future Business Bulletins, with a formal report being presented to Committee when the study is complete.

### 2. Background

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- 2.1 In response to a Council Question at the meeting of the Council on 29 June 2017 a commitment was made to undertake a traffic study in the Kirkliston area to consider the impact of traffic in the area and explore options to manage and mitigate the issue.
- 2.2 Following the opening of the Queensferry Crossing in September 2017 it has become apparent that driver behaviour and route choices in the Kirkliston and Queensferry areas have changed significantly.
- 2.3 Considering the implications of anticipated changes to driver route choices in these areas the traffic study was deliberately postponed until the new Queensferry Crossing was opened and driver behaviour was observed to stabilise.
- 2.4 Due to lack of internal resource it has been necessary to procure external consultants to carry out the study, which has led to a delay in the study being commissioned.
- 2.5 The following Motion from Councillor Young was agreed at the North-West Locality Committee of 25 April 2018:
  - Kirkliston Traffic Study**
  - 2.5.1 Notes the commitment from the Convener of Transport and Environment at the 29 June 2017 meeting of the Council to initiate a new traffic study on the traffic and congestion issues in Kirkliston.
  - 2.5.2 Recognises the desire of local transport officers to widen the scope of the study to cover other transport issues in rural west Edinburgh, particularly in light of new issues which have emerged around the school catchment review.

- 2.5.3 Nevertheless, regrets that, almost 10 months on from the Convener's original commitment, no monitoring has yet been carried out and no definitive timetable for the study has been presented to councillors.
  - 2.5.4 Believes it is important to ensure the monitoring element of the study is initiated and completed before the commencement of the school summer holidays.
  - 2.5.5 Requests an email briefing for committee members within two weeks, setting out the scope and timetable for the study, ahead of a fuller report to the next meeting of the committee.
- 2.6 An email briefing was sent to the Almond Ward Councillors on 7 May 2018 confirming the traffic study scope and anticipated timeline.

### 3. Main report

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#### **Project Outline**

- 3.1 The scope of the study is to carry out a series of traffic counts together with an origin and destination survey in June 2018, in advance of the school summer holidays to establish current driver behaviour and to identify any areas significantly impacted by traffic.
- 3.2 The output of the study is to better understand driver route choices in the area of interest and to develop options to manage and mitigate traffic impact in the two local towns
- 3.3 The successful consultant will be required to engage with key stakeholders (Local Councillors and Community Councils) during the initial stages of the study to gather data and local knowledge and during the option development stages to ensure that elements of local knowledge is not missed or misunderstood.
- 3.4 The study output will be to develop a range realistic traffic management options to influence route choices and to consider various infrastructure changes that would improve any identified issues or environmental impacts.
- 3.5 The area of interest has specifically been increased to include Queensferry as the two Towns have an intrinsic relationship with respect to through traffic and the relationship with the adjacent Trunk Road network. The purpose of the study is to identify driver route choices in detail making use of an automatic number plate recognition (ANPR) survey to determine driver route choices in, around and out of the study area.

#### **Brief for Consultant**

- 3.6 Objective 1 - The first objective is to identify the origin and destinations of drivers who travel through the Kirkliston and Queensferry areas during the peak traffic demand periods. It is envisaged that this data would be obtained by use of ANPR surveys. A Bluetooth survey to obtain the origin-destination could be considered,

however, the quantity and quality of data could be limited due to partial personal Bluetooth device use, resulting in a low sample rate.

- 3.7 Objective 2 - The second objective of the study is to identify realistically deliverable priced traffic management measures which would encourage drivers to use other more appropriate routes and manage traffic volumes in the residential areas of the study, in particular the Kirkliston crossroads, Bo'ness Road and the Station Road corridor. The effect of these measures will be tested by the consultant using an appropriate area wide traffic model.
- 3.8 Objective 3 – The third objective is to consider the relationship between the adjacent Trunk Road and the local road networks and develop a strategy to ensure that drivers make the most appropriate route choices considering environmental and journey time parameters. The outcome should define a strategy or actions to encourage drivers to continue using the Trunk Road network where appropriate.
- 3.9 Objective 4 – The final objective of the study is to consider physical infrastructure improvements in the two affected towns that would mitigate the impact of any identified traffic pressures. The successful consult should consider the known and potential matters likely to influence future developments, possible changes to school catchments, opportunities to promote public transport use and proposed local traffic management changes to the Queensferry High Street.
- 3.10 The consultant should prepare outline designs, cost/benefit analysis and risk assessments for a number of options.
- 3.11 These options should also take cognisance of other major routes and junctions to the North and West of Edinburgh, such as the A90 corridor, Newbridge roundabout, Gogar roundabout and the M8/Hermiston Gait. Any options considered should not add to the existing congestion problems experienced on these routes/junctions and if achievable should aim to reduce these existing issues also.

### **Study Outputs**

- 3.12 The consultant should carry out the following under the contracted works:
  - 3.12.1 Organise appropriate ANPR/origin-destination traffic surveys including sites and routes identified by the Council (see Appendix 1);
  - 3.12.2 Prepare a number of preliminary option designs/traffic management measures to reduce vehicle trips through the study area;
  - 3.12.3 Carry out appropriate traffic modelling to determine the effect of each of the suggested options; and
  - 3.12.4 Prepare a report detailing the results of the surveys, priced option designs, risk assessments, conclusions and final recommendations.

## Programme

3.13 The programme for the study is outlined below:

<b>Study activity</b>	<b>Actioned by</b>	<b>Anticipated programme</b>
Tender (see Appendix 2) and award	North West Locality team	May 2018
Traffic counts and ANPR survey	Consultant	June 2018
Stakeholder engagement – Survey stage	North West Locality team and Consultant	July/August 2018
Survey analysis and option development	Consultant	August/September 2018
Stakeholder engagement – Options stage	North West Locality team and Consultant	September 2018
Final report issued	Consultant	October 2018
Report on outcomes of traffic study to North West Locality Committee for information, and Transport and Environment Committee for decision.	Locality Committee Transport and Environment Committee	To be agreed To be agreed

3.14 Tender returns have been received, and unfortunately were substantially in excess of the original budget of £25,000 - £30,000. Discussions have taken place with the success consultant to agree a slight reduction in the scope of the traffic count and ANPR survey to four days of fieldwork, scheduled to take place week beginning 25 June 2018.

## 4. Measures of success

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- 4.1 Better understanding of driver behaviour in the study area;
- 4.2 Reduction in through traffic volumes;
- 4.3 Management of traffic in residential areas;
- 4.4 Reduction in traffic delays;
- 4.5 Positive environmental benefits;
- 4.6 Improved participation of public transport; and
- 4.7 Increased participation in active travel.

## **5. Financial impact**

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- 5.1 The cost of the traffic study (£74,100) can be contained within the existing North West Locality Roads budget for 2018/19.

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

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- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

## **7. Equalities impact**

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- 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**

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- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, and the aspiration is that the options to be considered in the future should reduce the environmental impact in the two towns included in the study

## **9. Consultation and engagement**

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- 9.1 The scope of the tendered study includes up to four consultation and engagement events to ensure that Local Ward Councillors and Community Councils have an opportunity to engage in the data gathering phase and consider options to manage and mitigate traffic impact.

## 10. Background reading/external references

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- 10.1 Queensferry Parking and Traffic Study – Commissioned by CEC Parking Operations team 2013
- 10.2 Edinburgh Local Development Plan Action Programme 2018, Report to Housing and Economy Committee, [18 January 2018](#):
- 10.3 Queensferry Placemaking Standard
- 10.4 North and South Queensferry Orientation and Signage Strategy (Commissioned by Queensferry Ambition - completed September 2015)

### **Paul Lawrence**

Executive Director of Place

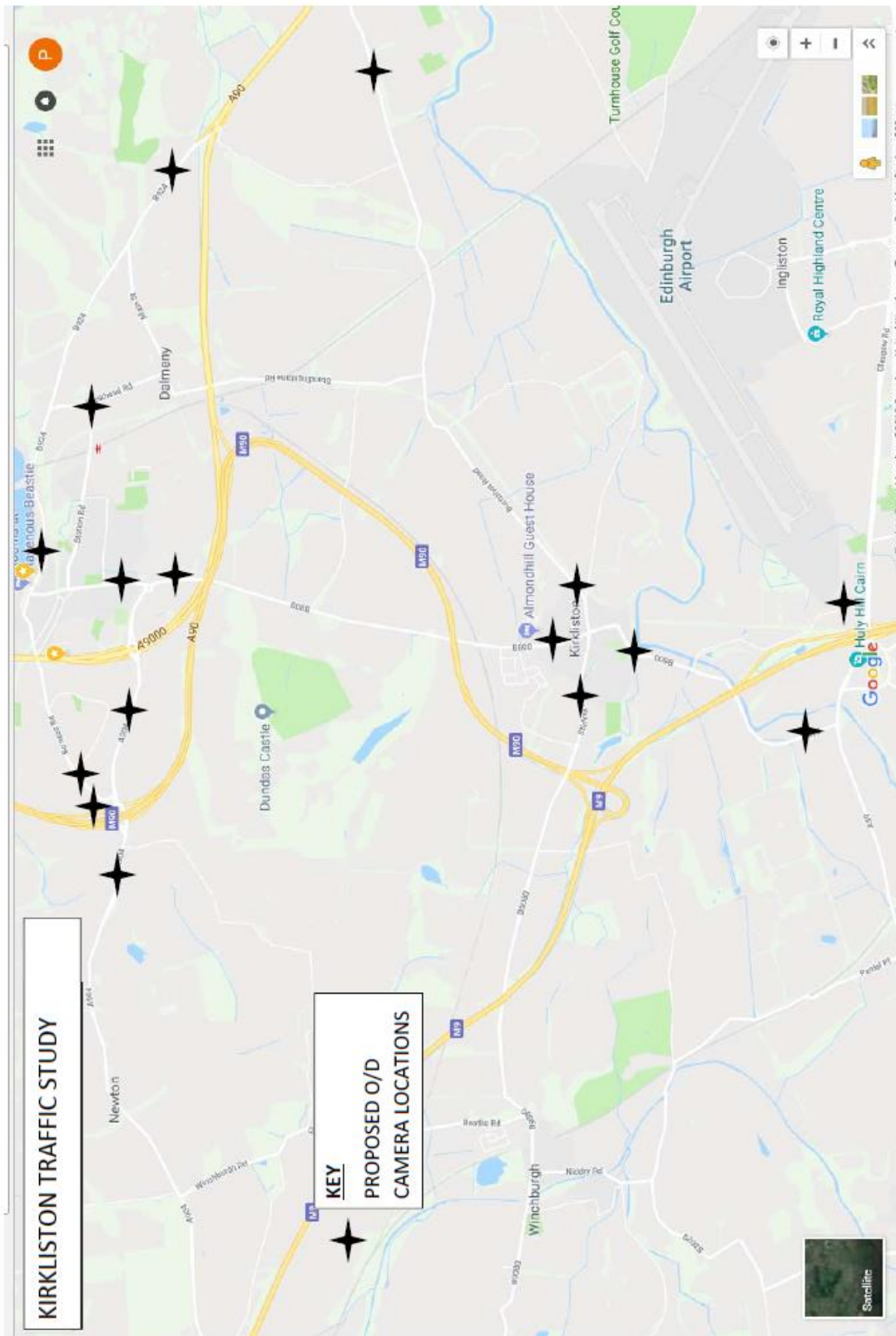
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## 11. Appendices

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- Appendix 1 Plan of proposed camera locations.
- Appendix 2 Tender Outline





## Tender Outline

### Kirkliston and Queensferry Traffic Study

### Engineering and Technical Consultancy Services

### Priced Contract with Activity Schedule

### Mini Competition–

### Project Outline

This appointment is to carry out a series of traffic counts and an origin and destination survey in June 2018, in advance of the school summer holidays.

The purpose of the study is to identify driver route choices in the area of interest and develop options to manage and mitigate traffic impact in the two local towns.

The successful consultant will be required to engage with key stakeholders (Local Councillors and Community Councils) to gather local information and develop a range of traffic management options.

Finally, the study output will be to develop realistic traffic management options to influence route choices or consider infrastructure changes or improvements.

### Brief for Consultant

Objective 1 - The first objective is to identify the origin and destinations of drivers who travel through the Kirkliston and Queensferry areas during the peak traffic demand periods. It is envisaged that this data would be obtained by use of ANPR (Automatic Number Plate Recognition) surveys. A Bluetooth survey to obtain the origin-destination data would not be accepted, due to the low sample rates obtained via this method.

Objective 2 - The second objective of the study is to identify realistically deliverable priced traffic management measures which would encourage drivers to use other more appropriate routes and manage traffic volumes in the residential areas of the study, in particular the Kirkliston crossroads, Bo'ness Road and the Station Road corridor. The effect of these measures will be tested by the consultant using an appropriate area wide traffic model.

Objective 3 – The third objective is to consider the relationship between the adjacent Trunk Road and the local road networks and develop a strategy to ensure that drivers make the most appropriate route choices considering environmental and journey time parameters.

Objective 4 – The final objective of the study is to consider physical infrastructure improvements in the two affected towns that would mitigate the impact of current traffic

pressures. The successful consult should consider the impact of future developments, opportunities to promote in public transport use and proposed local traffic management changes to the Queensferry High Street (Client to confirm).

The consultant should prepare outline designs, cost/benefit analysis and risk assessments for a number of options.

These options should also take cognisance of other major routes and junctions to the North and West of Edinburgh, such as the A90 corridor, Newbridge roundabout, Gogar roundabout and the M8/ Hermiston Gait. Any options considered should not add to the existing congestion problems experienced on these routes/ junctions and if achievable should aim to reduce these existing issues also.

### **Study Outputs**

The consultant should carry out the following under the contracted works:

- Organise appropriate ANPR/ origin-destination traffic surveys including sites and routes identified by CEC (see attached plan).
- Prepare a number of preliminary option designs/ traffic management measures to reduce vehicle trips through the study area.
- Carry out appropriate traffic modelling to determine the effect of each of the suggested options.
- Prepare a report detailing the results of the surveys, priced option designs, risk assessments, conclusions and final recommendations.

Dave Sinclair

7 May 2018