

**South West Neighbourhood Partnership Transport Sub Group  
Update for 11 Dec 2009, Chesser House**

**ACTION LIST**

<b>Date</b>	<b>Item</b>	<b>Officer/Person to Action</b>	<b>Comments</b>
25/9/09	Circulate parking inspection route plan.	Gavin Brown	Attached.
25/9/09	Circulate copies of the Curb Your Enthusiasm leaflet to Community Councils and Environmental Wardens.	Gavin Brown	Insufficient stock of leaflet available. Investigating reprint.
25/9/09	Draft letter to Stuart Stevenson on behalf of the Transport Forum supporting legislation to govern parking away from the curb.	DP/Gavin Brown	Not yet completed.
25/9/09	Parking Operations to consider marking parking bays in Shaftesbury Place as a short term measure (these would not be enforceable, but could help to manage parking pressures).	Gavin Brown	Under investigation for feasibility and cost.
25/9/09	Speak with the Media Unit about press and TV coverage for the Fire & Rescue initiative.	DP	Suzie Mair of STV went out with the Fire & Rescue on Friday 9 October, and the segment was on that night's news.
28/8/09	Confirm response to Cllr Mackenzie's letter to Lothian Buses re proposal to extend the route of the No.2 bus to take in the medical centre.	DP	Response received by Cllr Mackenzie that the proposed change would lengthen journey time and require an additional driver. They believe this would push the route currently just profitable, into making it a loss. Therefore cannot support the proposal.
28/8/09	Write to ASDA regarding staff parking	DP	Letter written and response received confirming that staff are now permitted to park in the car park.
28/8/09	Write to Pizza Express in Orwell Terrace regarding double parking by delivery drivers	DP	Letter written, copied to head office. Response received, confirming that they have been requested to park legally and that the head office should be contacted if problems arise.
19/6/09	Re-emerged pothole on Clovenstone Rd	GD	Permanent repair carried out. Investigation conducted with Scottish Water into cause of pothole. Results inconclusive.
19/6/09	Crossing on Slateford Road near school: intended Section 75, developer in administration (Applecross).	GD Alex Paterson	No information on a possible start of development as yet. Keep TF updated.

19/6/09	Gordon Drysdale to speak to John McFarlane (lighting manager) about the maintenance schedule for warning bollards on central islands.	GD John McFarlane	<p>All street lights and bollards are currently inspected on a nine week cycle. The plan is to introduce an inspection/ maintenance regime that will ensure all street lights and bollards are inspected every three weeks and should be in place by the end of the year.</p> <p>In the interim, we have a squad working on traffic islands reacting to public reports and maintaining islands throughout the year on a full time basis.</p> <p>As with any emergency, once notified that a bollard has been knocked over or is not working we aim to attend within 2 hours to make the area safe. Should a report be made that a bollard is dark then we aim to attend within seven days.</p>
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## **Additional Queries Received Prior to Meeting**

### **Item 1**

**Date:** 16/11/09

Which bus stops in Ward 7 are still awaiting installation of bus tracker? When will these stops have bus tracker fitted? What exactly was the criteria for deciding which routes and which stops would initially have bus tracker, as the previous reason given by the Council was that the routes were dependant on the buses Lothian Buses used for each route, but this was denied by Neil Renilson who claimed it was the Council who decided to install it on routes with a bus frequency of between 4 and 10 minutes on not on the routes with frequencies between 20 and 50 minutes, which would have been much more useful to passengers facing a potentially long wait for the next bus?

**Officer/Person to Action:** Stuart Lowrie

#### **Comments:**

There are no plans to install more Bustracker signs in ward 7 in the immediate future. We are, however, in the process of rolling out a limited number of signs at 'key' stops on less frequent bus routes. Included in the next phase of works are some stops on the Service 1, 24 & 38 routes. We can't confirm exactly where at present as we are waiting on confirmation of power connection costs. We have very limited funding and if a power connection is too expensive we won't be pursuing a sign install at that location.

The emphasis for future provision is very much focussed on less frequent bus routes, as we appreciate that this is where the information has perhaps a greater net benefit per passenger. We are hopeful of receiving additional funding next financial year and if this is forthcoming, we will certainly consider the installation of signs at key bus stops in the ward 7 area.

Unfortunately we are unlikely to ever be able to install signs at all stops because of the associated capital and ongoing revenue costs. There are approximately 2300 bus stops in the city and we have only 330 signs on-street at present. These signs are mostly located on the main arterial routes in the city and this policy originated with the procurement process for the original funding for the project.

The first phase of Bustracker signs were installed on the Straiton to Leith corridor and the only reason this happened was because we were successful in securing funding from the then Scottish Executive. The project developed from there and the roll-out of signs did coincide with the roll-out of equipped buses. The buses that were equipped, were the newest in the fleet and did tend to be on the main bus routes.

Justifying significant investment at bus stops that have relatively few passengers would have been extremely difficult at the outset of the project and may have resulted in an unsuccessful funding bid and no project delivery. The fact that we now receive many requests for signs all over the city is indicative to the success of the project and the accuracy of the information provided.

Lothian Buses have almost equipped 100% of their fleet and we are now able to provide real time information at all stops served by them via our website. We are continuing to develop this functionality, including a soon to be delivered new mobile site, which will be easier to use than the current WAP site. The full website is available here [www.mybustracker.co.uk](http://www.mybustracker.co.uk) and the current WAP mobile site can be accessed by typing <http://mobile.mybustracker.co.uk> into your mobile web browser.

We are also working with some developers who have created an iPhone application and an Android application and although we appreciate that this technology is not suitable for everyone, we are receiving very large numbers of users every day and this will steadily increase as technology develops and people become more accustomed to using these devices.

**Date Completed: 11/12/09**

## **Item 2**

**Date:** 16/11/09

Graham Atkins stated that bus stop clearways would be rolled out to replace the now unlawful markings. Can he explain why the old bus box markings were recently repainted on Longstone Rd and why the remaining bus stops without markings didn't have markings put down?

How many bus stops in Ward 7 have no bus stop markings and how many have the unlawful markings, where are they and when will they be marked with bus stop clearways?

**Officer/Person to Action:** Graham Atkins

### **Comments:**

Ewan Kennedy, the Transport Policy and Planning Manager, has recently written to Road Services (who maintain road markings) reminding them that all existing advisory bus stop road markings should be brought up to date to meet the current requirements when being remarked. Under the road maintenance regime operated by Road Services they are only obliged to replace existing markings, which is why some markings might have been missed along the same stretch of road.

However, if existing advisory markings are being re-marked, then Road Services should still amend them so that they include the statutory clearway marking and plate, even if they are to the original 19 metre length. We will be working with Road Services to ensure better co-ordination in future.

With regard to Longstone Road, Lothian Buses have not indicated that they have experienced any problems here - and we do work closely with them and other operators on such matters.

Due to severe budget constraints, Public Transport has not been able to complete its programme of rolling out bus stop clearways to the Council's new minimum standard of 25m. This length was agreed at the request of the bus operators, and complies with DDA Legislation.

Bus operators have requested that the main bus corridors be completed first, as this will have greater benefit for their services, and with the remaining secondary routes and side streets being addressed when new funding is available, when all priority locations have been marked or re-marked. This situation remains unchanged.

The Public Transport Section does not yet have a database of bus stop road markings - this is something which is being collated at present, in collaboration with Lothian Buses. So far, 1400 of the 2400 bus stops have been recorded, though this is not on a Ward basis.

Road Services has also been asked to advise the Public Transport Section when it renews bus stop road markings so that this information can be included in the new database.

**Date Completed: 11/12/09**

### **Item 3**

**Date:** 16/11/09

It's now been five years since the 'dams' at the junctions along Stenhouse Drive were installed as part of the Fastlink, and despite assurance at the time by the Council and TIE, flooding still happens because the traffic calming prevents water flowing to the nearest siver. When do you think the oversight will be rectified?

**Officer/Person to Action:** Gordon Drysdale coordinating response

**Comments:**

Awaiting response from relevant officers.

### **Item 4**

**Date:** 16/11/09

Can you give a definitive answer regarding whether vehicles at Stenhouse Cross should park either parallel or perpendicular to the kerb, and then arrange for enforcement action to be taken against the vehicles that don't park in the correct manner?

**Officer/Person to Action:** Gordon Drysdale

**Comments:**

A meeting was held with Stenhouse Community Council and PC Neil Doig. They are keen to see end on parking formalised. Presently, there are informal No End On Parking signs in place which are adhered to 50/50. The intention in the first instance is to remove the signs and monitor the situation. A Traffic Regulation Order and traffic modelling will be required to establish a formal situation, which may not prove necessary.

**Date Completed: 11/12/09**

### **Item 5**

**Date:** 16/11/09

What progress has been made since the last meeting to compile a diary of events at the Corn Exchange for the parking attendants, as there was an event last week and vehicles were parked on the double yellows and bus stop clearways with no enforcement action taken? Also can we arrange for the Police to introduce a dispersal policy for the venue, in conjunction with Community Safety and CCTV, depending of the nature of the event being held as well as the number of patrons attending and whether they all vacate the premises at the same time or if it's staggered?

**Officer/Person to Action:** Ruth Muir

**Comments:**

While it is not common for Temporary Traffic Regulation Orders to be put in place for events at the Corn Exchange, we accept that we should be sending at least one Parking Attendant along to events where there is a high probability of people parking in contravention of the existing regulations. Events are listed on the Corn Exchange's website so we should be able to use this information to schedule visits when required.

With regard to dispersal policies, the Events team have confirmed that there is no dispersal policy for the Corn Exchange and they are not aware of any specific dispersal policy for similar sized venues such as the Usher Hall.

**Date Completed: 11/12/09**

**Item 6**

**Date:** 16/11/09

Given that anti-skid surfacing is going to be installed at Crewe Toll roundabout, even though it doesn't meet the Council's criteria for installing it, and given that another vehicle recently crashed through the barriers at a Calder Road roundabout, can the Council look again and installing anti-skid surfacing on the Calder Road approaches to the three roundabouts?

**Officer/Person to Action:** Gary Patton

**Comments:**

The anti-skid surfacing at Crewe Toll roundabout is part of an extensive series of works affecting the entire roundabout, which is being paid for through a different funding stream than the Road Safety Unit. There is no evidence that the accident referred to was a skid-type accident which would perhaps have been prevented by anti-skid surfacing. This position therefore remains unchanged from the information given in August.

**Date Completed: 11/12/09**

**Item 7:**

**Date:** 16/11/09

What was the reply to Cllr Mackenzie's letter to Lothian Buses regarding the possibility of establishing an amendment to the 2 so it takes in Bankhead Avenue, Calder Road and Saughton Road eastbound every second bus?

**Officer/Person to Action:** Diana Potter

**Comments:**

Please see page 1.