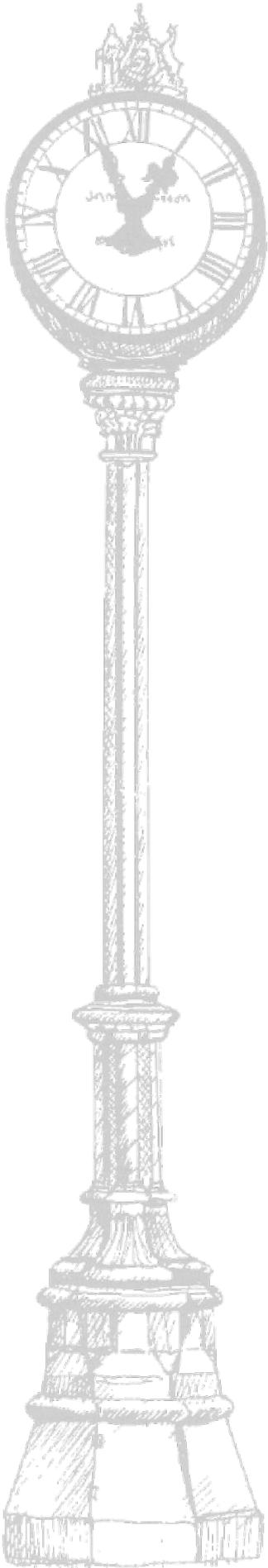


Tollcross Community Council Notice of Meeting and Agenda

28th October 2015

7pm Tollcross Community centre
Room 4



Contact Tollcross CC via:
tollcrosscc.org.uk
[@TollcrossCC](https://twitter.com/TollcrossCC)
sec@tollcrosscc.org.uk

Agenda

October 2015

Tollcross Community Council

Agenda October 28th 2015 7pm

Tollcross Community Education Centre 117 Fountainbridge

1. **Welcome & apologies** - Additional Agenda items.
2. **Minutes 30th September 2015** - Acceptance & Matters arising.
3. **Police matters** – With PC Simon Wotton, PC Sacha Ponniah.
4. **Speaker – Sarah Boyak** – On her recent Constituency work.
5. **Local Matters**
 - a. Community Christmas event with TXCC, FCI and the Grove. **RA/AB**
 - b. Development of Events Space on Meadows. **HG/LS/CW**
 - c. King's Stables Yard Development PAN. **AB**
 - d. Roads Budget Awards. **LS/RA/AB**
 - e. EACC – AGM 28/11 Chair/Vice Chair/Secretary/Treasurer/Edinburgh Partnership. **AB**
6. **Councillors' Comments & Questions**
7. **Planning**
 - a. **Consultation** - Draft Revised Student Housing Planning Guidance. **AB**
8. **Licensing** – RC.
9. **Reports in addition to those written.**
10. **AOCB**

Next meeting: November 25th 2015 7pm at Tollcross Community Centre

Contact Tollcross CC via:
tollcrosscc.org.uk
@TollcrossCC

Apologies to Secretary:
andrewbroughtxcc@gmail.com

Draft Minutes

September 30th 2015

Tollcross Community Council

Minutes of Meeting on Wednesday 30 September 2015 at 7pm
Tollcross Community Education Centre, 117 Fountainbridge

1. Welcome and Apologies:

Present: Paul Beswick (Chair), Andrew Brough (Secretary), Tim Puntis (Treasurer), Richard Allen, Iain Black, Roger Colkett, Andrew Devenport, Heather Goodare, Michael Lister, Chris McGregor, Liz Summerfield, Ann Wigglesworth. **Police:** PC Sacha Ponniah, St Leonards; PC Simon Wotton, Oxfgangs, PC Leo Baker and PC David Scott, City Centre

CEC Councillors: Andrew Burns, Melanie Main **MSP:** Marco Biagi, MSP **Members of the public:** David Liddle, Andreas Wilhelm

Apologies: Nick Munro, Chris Wigglesworth, Sarah Boyack, MSP. Cllrs Corbett, Howatt, Key, McInnes, Rankin.

Paul Beswick welcomed everyone to the meeting and intimated that item 3 on the Agenda – Police matters – would be moved to the top of the Agenda and that item 4 – Marco Biagi’s presentation – would follow the Police matters.

3. Police matters:

PC Simon Wotton and PC Sacha Ponniah presented their reports, with PC Leo Baker and PC David Scott being in attendance.

PC Ponniah reported that in the Tollcross area served by St Leonard’s there were 9 recorded crimes during the period 26 August to 20 September: 6 shoplifting offences, 1 licensing infringement and 2 house break-ins. He also reported that the legal-highs related Operation Austenberg was still in operation, and that one suspect had recently been apprehended in a stairwell in Home Street.

It was pointed out that crime figures relating to house break-ins in the Central area over a five-year period had increased by 50%, but that the detection rate was over 70% and that this was encouraging. PC Wotton reported that there had been 3 arrests for house break-ins in the period, one serious assault in the Fountainpark area and one hate crime, with a 100% detection rate.

Heather Goodare again mentioned the problem of cyclists riding down the one-way Glengyle Terrace and into Barclay Terrace. One officer from City Centre replied that the best means of promoting safer cycling was by means of education, and that there have been in the past at this particular time of year safer cycling campaigns run in conjunction with the universities. PC Ponniah said that he would look into this.

ACTION: PC Ponniah

The question of safer cycling widened to include problems encountered at Grove St, Fountainbridge and particularly along the Canal. There followed a detailed discussion about the canal path and commuter-cyclists, the possibility of widening the canal path by means of more regular grass-cutting to prevent narrowing of the path, and the question of right of way and whether pedestrians should have priority over cyclists. PC Ponniah said that he would give attention to these matters

ACTION: PC Ponniah

On the related matter of cycle routes and road safety, Tim Puntis mentioned the problems that will result on Lower Gilmore Place once the new school opens, as this will become part of the National Cycle Route, and wondered if it was not time for LGP to have an upgrade, in every respect.

Cllr Melanie Main pointed to the £50 000 that was being made available for road works and wondered if some of this money could be used to improve Lower Gilmore Place. Cllr Burns said that the South West Neighbourhood Partnership had no plans to do so at the moment.

Richard Allen had been asked to raise a point from residents on the canal – i.e. boat-owners – about police feedback on previous issues that had not been addressed, and asked the police to take these matters back to the office.

Roger Colkett asked for a map of the Tollcross Community Council areas which the various Police Officers serve to be made available, (ie West and Pentlands, Central, and St Leonards).

Michael Lister had previously supplied PC Wotton with a map of the TXCC area, and PC Wotton said that he would report back at the October meeting with police areas delineated.

ACTION: PC Wotton

There followed the perennial complaint about cyclists on pavements.

4. Speaker – Marco Biagi: Affordable housing and alternatives to Council Tax:

Marco Biagi spoke to three matters: housing – student housing and affordable housing; Council Tax reform; and boundary commission proposals.

He acknowledged the long-standing debate about purpose-built student accommodation and the problems associated with the absence of supplementary guidance for the local development plan and explained how the Scottish Government and CEC are working together to address the political and technical issues surrounding these questions. On the question of Council Tax reform, he explained the three possible options: property tax, local income tax, land value tax and pointed out the weaknesses of land value tax. He also spoke to the matter of boundary changes and how these might help Tollcross which currently straddles a number of CEC wards.

There followed some detailed questions and points from the floor about community mix and the problems associated with a transient population; how CEC census data zones were not fit for purpose; how the CEC view relating to planning was new development at any cost; how even the Reporter in a recent planning appeal had found that CEC guidance relating to planning applications and decisions was contradictory; and how existing student housing would be affected by the projected change in the nature of education in the next ten or fifteen years, with an increase in distance-learning and on-line courses.

2. Minutes of the meeting of 30th August 2015 – acceptance & Matters arising:

Correction

Item 6: Councillors' Reports

Cllr Corbett asked for it to be added that he had submitted a report to the August meeting.

Matters arising

Item 6: Councillors' Reports

Andrew Brough asked about the nuisance caused by bicycles used as advertising boards in the streets.

ACTION: Cllr Melanie Main.

Item 11: Ann Wigglesworth enquired about the possibility of appointing honorary members to the Council. The possibilities of honorary membership and co-option were both briefly discussed.

5. Local Matters:

a. Tollcross Xmas Lights Event 2015:

Further to its meeting of 10 September and its subsequent report, the sub-group recommended to the full Council that the 2015 Lights Event does not go ahead. This recommendation was accepted, and Chris McGregor asked that we record this decision with our regret.

Ann Wigglesworth asked about the role and remit of sub-groups, and it was suggested that she might wish to place this matter as an item for discussion at a future meeting.

b. Public online Survey & year ahead focus:

Andrew Brough reported that of the 13 replies he had received, the three main items of interest to the public were refuse bins, improvements at the Meadows, ie more seating and more areas for barbeques, and outdoor gym equipment.

On the question of the Meadows, Heather Goodare announced that FOMBL had just recently been awarded Scottish Charitable Incorporated Organisation status and had produced a new promotional leaflet. She also mentioned the memorial bench to General Pacek.

In terms of priorities for the coming year, Andrew Brough suggested that Lower Gilmore Place, Lochrin Place and Chuckie Pend should be considered as areas for concern.

c. Community Council Development Programme:

Andrew Brough referred members to details of these in the Events section at the end of associated papers for the 30th September meeting.

d. Community Councils – Locally working together:

Liz Summerfield reported that approaches to Old Town and Merchiston had been positive; West End was lukewarm in its response, and that she had been unable to get a response from Marchmont and Sciennes. As Southside had newly been resurrected, it was proving initially difficult to make contact with them. Liz added that she would require more feedback from other community councils before she would be able to see if the proposal to work locally together would be viable, as different areas within the city had different concerns and priorities. Paul Beswick added out that it was important to improve communication with and between community councils.

ACTION: Liz Summerfield to continue to pursue this matter.

On a related subject, Andrew Brough added that he regretted the present lack of focus on the part of the Edinburgh Association of Community Councils, but with proposed reorganisation of the EACC there would be the opportunity for community councils to work more closely together on issues of common concern. Because Roger Colkett also sits on the EACC, it was suggested that he and Andrew Brough liaise on ways to help improve the way that the EACC currently functions.

ACTION: Andrew Brough and Roger Colkett.

e. Communications sub-group – Banners and Designs:

Tim Puntis referred to the report of the sub-group meeting of 15 September and said that he would bring the final designs to the full council. On the question of sub-groups, he added that while sub-groups did need to bring matters back to the full council, they also had to have a level of autonomy in order to function.

f. Treasurer signatures for cheques:

The Treasurer explained that it was proper for there to be a pool of 4 or 5 signatories and suggested that Roger Colkett be added as a signatory.

There was no dissent to this suggestion, and it was agreed that Roger Colkett be added as a signatory.

ACTION: Tim Puntis

6. Councillors' Comments & Questions:

Cllr Burns reported that the completion date for the new Boroughmuir School was scheduled for September 2016, but added that it may be October 2016. He also reported that Linear Park had opened. He said that planning applications for housing on the south side of Fountainbridge and student flats on the north side had been submitted; and that the city-wide consultation on the council's budget would open in October for three months.

Cllr Main mentioned that £50 000 for road works/improvements in the Tollcross area had not yet been allocated.

Cllr Main also mentioned that there were no specific parking spaces for disabled people outside the King's Theatre and that there were plans to create such spaces. There were no objections to this from TXCC. Andrew Brough replied that an email had been sent with suggestions regarding roads in the local area, but that we would also support the plan for a disabled place outside King's Theatre.

On the question of Underbelly's use of the Meadows during the Fringe, Cllr Main reported that this was under review and that a consultation request had been circulated. While there had been problems with the length of the events and safety issues relating to vehicles, the general feeling about the events was positive and that there was an option to grant permission for the site to be used next year.

Heather Goodare said that she had been sceptical about the reinstatement of the grass and had been pleased with the results, but reported that the fun-fair had been too noisy.

Ann Wigglesworth added that the grass was still thin and that there was no rope or ring around the reinstatement area.

ACTION: Heather Goodare to approach Mike Shields to ask about introducing a ring of rope or hazard tapes.

Andy Devenport asked about the cleaning of refuse bins and about the Edinburgh Solar Coop, and was directed to their website. www.edinburghsolar.coop

7. Planning:

Paul Beswick had previously circulated planning applications.

a. Lister Square – the change of use from Class 3 (restaurant) to public house. It was decided on the grounds of consistency to object to this application.

ACTION: Paul Beswick

b. Use of visitor moorings as residential craft moorings –

Andy Devenport explained the background to this matter and the problems this extension of use would create. It was suggested that he and Richard Allen liaise with Paul Beswick on this matter.

ACTION: Paul Beswick, in consultation with Andy Devenport and Richard Allen.

c. Planning Democracy postcards –

Paul Beswick distributed postcards for members to send to MSPs about equal rights of appeal in the Scottish planning system, and urged all members to complete a card and send to their MSP.

ACTION: All members.

8. Licensing:

Roger Colkett reported that as a result of objections made to two applications, the deliberations of the Licensing Board in respect of these applications were being continued.

On the question of an outdoor drinking area at Caffè Milano on Lothian Road, following a brief discussion, there was no objection.

a. Nomination of a second for Licensing Matters:

Roger Colkett talked of the desirability of there being a second or deputy for licensing matters.

9. Reports in addition to those written:

Paul Beswick stressed the importance of these reports as a record of our activities while representing TXCC on other bodies, and the need to produce reports timeously for inclusion in the papers distributed in advance of each monthly meeting.

10. AOCB:

Heather Goodare again reminded the meeting that FOMBL had recently been awarded Scottish Charitable Incorporated Organisation status and distributed the new information leaflets.

The meeting closed at 9.15pm.

Date of next meeting: Wednesday 28 October 2015 at 7pm, Tollcross Community Centre

Reports

Licensing Toolkit Meeting

Edinburgh Health & Social Care Partnership

South West Neighbourhood Partnership

Living Streets Audit Tollcross

Licensing Toolkit Meeting - 1st October 2015

The meeting was organised and hosted by Alcohol Focus Scotland (AFS) as the first of a series of meetings in Scotland. In addition to Gemma Crompton and Linda Bowie of AFS and Nick Smith of Edinburgh Alcohol and Drug Partnership there were eight or nine other people attending including community group members and community councillors from Stockbridge, Morningside, Old Town plus Michael and myself from Tollcross. The purpose of the meeting was to enable AFS to receive initial reactions to their draft Licensing Toolkit. Generally, all of those present welcomed the toolkit as being useful for people engaging with the Alcohol Licensing system in various roles. A number of recommendations for detailed improvement were made and discussed; these will be used together with responses from subsequent meetings elsewhere to influence the form and content of the final document. There were also several ideas for longer term development.

It was stressed that the version of the toolkit that was issued to us before the meeting is a draft and not for general circulation but I'm confident that when the official document is launched people generally will find it very useful. In particular community councillors (and others) with little exposure to the process but wishing to object to alcohol licensing applications will find it a great help.

Roger Colkett

Integration of Health and Social Care – Edinburgh Health and Social Care Partnership - 8 October 2015

The Public Bodies (Joint Working) (Scotland) Act 2014 requires local authorities and local health boards across Scotland to bring together the planning of adult social care services, NHS community services, and some hospital-based services. To that end, the Edinburgh Integrated Joint Board (made up of CEC councillors, NHS Lothian staff, and other members) has been set up to produce its strategic plan. The EIJB will then be replaced by the Edinburgh Health and Social Care Partnership, which will be responsible for the subsequent delivery of these, mainly primary care, services.

Demographic changes and financial considerations are among the reasons for the creation of these Health and Social Care Partnerships. An additional reason is the need to offer 'joined-up' services that meet demand and changing needs to improve health and wellbeing for all Scotland's citizens.

Following initial consultation with various organisations, groups and individuals, key priorities of the Edinburgh Health and Social Care Partnership have been identified as tackling inequalities; prevention and early intervention; person-centred care; providing the right care in the right place at the right time; making best use of capacity across the whole system; and managing resources effectively.

Currently, planning and delivery of services is determined by statutory bodies with limited engagement with service-users and third and independent sectors. One fundamental change will be greater community involvement in the design and delivery of services and wider participation of service-users themselves, their families and their carers in the decision-making about how care and support needs are met. Because of this shift in emphasis on working collaboratively with citizens and communities at a local level, one significant implication for not least Community Councils will be the proposed reorganisation of the twelve current Neighbourhood Partnership areas across Edinburgh into four common areas – North West, North East, South East Central, and South West.

The consultation for the draft strategic plan for health and social care in Edinburgh remains open until the end of October, and all stake-holders are invited to submit their comments on the CEC website: <http://www.edinburgh.gov.uk/> (see foot of homepage: More Services – Have your say).

Michael Lister

South West Neighbourhood Partnership 6th October meeting.

The meeting was held in St Aiden's church hall on the corner of Chesser Avenue and Gorgie Road. The main items of interest were:

Item 4.1 - Minutes of meeting held on 9 June - Matters Arising:

Keith Bell (Sighthill CC Rep) was strongly objecting to a perceived breach of the Standing Orders in relation to £10,000 from the Community Grants Fund being ring fenced for "Youth Projects" without proper discussion or agreement of the full partnership. After prolonged discussion, I think the convenor (Councillor Milligan) conceded that the process could have been handled better but decided to use his authority as convenor to allow it to pass. In all, not a very satisfactory situation!

Item 5.2 - Community Policing Update:

Most of the meeting (well over an hour) was taken up by this item presented by Chief Inspector Stevie Dolan - Commander of the Western Pentlands area of the city - one of five areas in the city under the overall command of Chief Superintendent Mark Williams. The SWNP area is contained within the Western Pentlands area which consists of a large wedge of land extending from Lothian Road west to South Queensferry in the north and the Pentland in the south. There are 210 police officers based in this area.

CI Dolan gave a detailed breakdown of how officers are deployed throughout the city and of some central services, such as the helicopter, which are available when required. In answer to a question about where individuals taken into custody are held, he explained that those arrested in the east side of the city are taken to St Leonard's and Dalkeith Stations and those arrested in the west side are taken to Livingston Station. However, this situation will improve when a new cell block is built in Craigmillar for which funds have recently been agreed. Surprisingly, Edinburgh city centre is the most violent area in Scotland at the weekends - not Glasgow! CEC funds two community police officers for each ward. They are on foot or on push bikes (not in cars!) and never leave their wards except when on duty in the city centre at weekends.

After the dedicated city wide house break-in investigation team based at Gayfield Square was disbanded responsibility for this service passed to teams in local areas. The SWNP area is now covered from Corstorphine station. There have been 233 domestic house break-ins this year - a 42% increase on last year. However, the new teams have a 43% clear up rate (highest ever!) compared with the former Gayfield Square team's rate of 40%.

Local Policing Priorities:

Domestic House Breaking and Vehicle Crime (mostly related to house breaking).

On street/pavement cycling problems are not a priority. I got the impression that the police will deliberately avoid getting involved due to lack of time to deal with such incidents.

Local police want to do a lot more prevention activities. School police liaison officers are very good at solving/stopping crime. Financially the most valuable officers. Far fewer youth calls these days. Saved about £3 million in custody costs!

5.3 - Action Group Development:

Not much on this. Roads and Environment have now merged. Overhanging branches blocking pavements and sight of road signs are an issue.

Andrew Devenport

Final version of Living Streets, Street Audit Tollcross 8th September in Tollcross.

The findings from the two audits (25/26 September) have been brought together into the attached report. A Council project manager responsible for the street design has suggested meeting during the week starting 19 October to discuss the Street Audit findings.

Thanks as always for your involvement in this work; I will again keep folk posted on the response of the Council and with any other news on the project.

David Hunter

<http://www.livingstreetsedinburgh.org.uk>

(Blank pages removed from original report in case you've noticed the page numbers are not 100% sequential!)

LIVING STREETS EDINBURGH



Street Audit: Tollcross (Edinburgh)

Living Streets Edinburgh Group

October 2015

Contents

- 1) Background
- 2) Summary of Recommendations
- 3) Improve pavement surfaces
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- 6) Introduce proper cycle parking
- 7) Effective enforcement
- 8) Install dropped kerbs and tactile paving properly
- 9) Ensure that pedestrians can cross the street easily
- 10) Other issues
- 11) Detailed recommendations
- 12) Appendix: Crossing Times
- 13) References, Acknowledgements and Contact details

1) Background

The Living Streets Edinburgh Group was formally launched on 1 June 2015 at a public meeting in Friends Meeting House attended by over sixty people. One aim of the meeting was to ask people to choose an area where Living Streets Edinburgh should conduct a street audit (a street audit is a structured assessment of the 'walkability' of a street, seen from the pedestrian perspective). The new Group was keen to do this as a proactive way of involving communities in campaigning for improvements in local street environments. Tollcross was chosen as the location of the audit by people attending the meeting with 29 'votes'.

There was considerable interest in the audit from the start; a number of people who attended the public meeting expressed an interest in taking part and Tollcross Community Council was an enthusiastic supporter of the audit and three representatives participated. The Edinburgh Access Panel was invited to participate and two members took part. Other members were either people already involved in Living Streets, or members of the public. Altogether, thirteen people took part, requiring two separate audits which took place on Friday 25th and Saturday 26th September 2015, at 10.30 am each day.

In addition to those taking part in the audit itself, a number of messages of interest and support were received from local councillors, MSPs and business organisations.

Home Street and Lochrin Place were chosen as the streets to focus on after consultation with Tollcross Community Council. A major reason for selecting these particular streets was that the City of Edinburgh Council has already committed to improving them as part of a project to link the cycle route from the Union Canal to the Meadows. The project manager for this scheme confirmed beforehand that the timing of the audit would fit with the project timescale, allowing the audit findings to be considered when the detailed design stage of the cycle project was to be carried out.

Specifically, the objectives of the audit were:

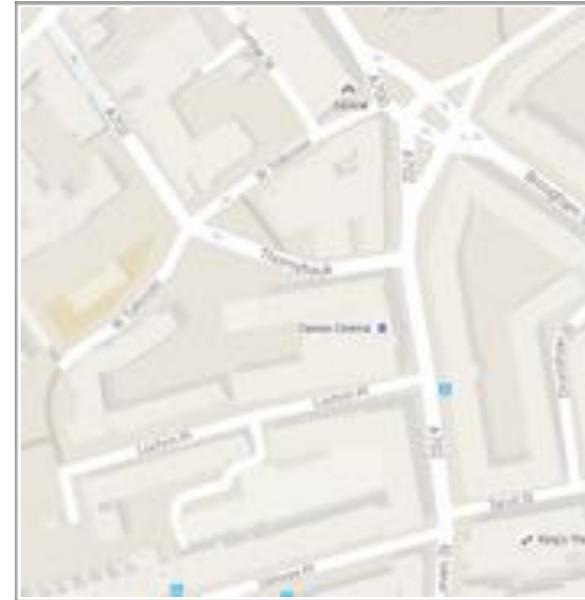
- 1) To identify (mostly short-term) improvements to design, maintenance and management of Home Street and Lochrin Place;
- 2) To build experience in street auditing among LSE supporters and partners, enhancing the possibility of further street audit activity in Edinburgh.

Living Streets Edinburgh hopes that this audit will encourage other local communities to organise audits of their streets throughout the city, to identify improvements to the design, maintenance and management of the walking environment.

Tollcross

Tollcross is a busy inner-city shopping and residential district of Edinburgh, about a mile from the city centre. Like much of central Edinburgh, the area is busy at night as well as day time, with a mix of residents and visitors. The local population is growing and with a high density; in Edinburgh terms it is diverse, for example in terms of the mix between older residents and students, ethnicity, etc (1).

Home Street is a major trunk road (A702) and the busiest shopping street in Tollcross. It is home to important leisure facilities used from across Edinburgh such as the Kings Theatre and Cameo Cinema. Almost every building is occupied by commercial or community facilities including grocers, banks, hairdressers, restaurants and take-aways, betting shops, charity shops and independent retailers. Lochrin Place, adjoining Home Street to the west, is by contrast almost entirely residential, although a small number of businesses are located near the Home Street junction and a car mechanic/garage is located further up the street.



2) Summary of Recommendations

This report is organised around the following themes which were identified during the audit.

- improve pavement surfaces
- remove unnecessary fixed obstacles (signage poles, redundant phone box etc)
- better management of movable clutter (A boards, bins etc)
- introduce a proper cycle parking plan to meet demand (on street where possible)
- effective enforcement - for example, cushioning of scaffolding, management of waste bins and parking controls.
- install dropped kerbs and tactile paving consistently and properly
- ensure that pedestrians can cross the street easily at signalled crossings (especially at Tollcross)

Street overviews

Home Street (East side)

This side of Home Street is narrower than the West side, and the chief issues identified are street clutter from both fixed items (especially signage poles) and from A-Boards outside shops. The condition of the pavement surface is also poor in several places.

Home Street (West side)

The pavement to the West is wider than the East side, and the southern section (to Lochrin Place) is relatively free of clutter. However, the next section (Lochrin Place to Thornybauk) is exceptionally cluttered with fixed signage poles, phone boxes, cycle parking, exacerbated by scaffolding, A-boards and waste bins at the Lochrin Place junction.

Lochrin Place

The main issues affecting Lochrin Place are incorrect or absent dropped kerbs at the Lochrin Autos garage and, along the north side of the street, poor quality of the pavement (especially concrete sections) and the proliferation of parking-related signage poles.

Crossings

The Tollcross junction itself is the junction of five major roads and is a major obstacle for pedestrians to cross (see Appendix). In the longer term, a major re-think of the traffic systems which affect this junction is required. In contrast, the junction at the south end of Home Street (with Tarvit Street) is very easy for pedestrians to cross, and this should be maintained when the cycle works are implemented. We acknowledge that the introduction of 20 mph limits should have a positive impact on the pedestrian experience of traffic throughout the area.

3) Improve pavement surfaces

At several places along both Home Street and Lochrin Place, the pavement surface is in poor condition. This results in trip hazards and difficulties for elderly and disabled people. Examples of this are in Home Street (East) outside Greggs, the Kings Pantry and Omega Travel (Figure 1) and on Lochrin Place (North side). As part of the cycle way project, defective footways should be repaired or replaced to an adequate standard.



Figure 1

It was noted that some sections of the footway on Lochrin Place (North side) retain vestiges of old kerbs, presumably remnants from former vennels (Figure 2). These should be retained, in order to maintain some elements of the historic streetscape.

There are a number of uneven manhole covers which should be made flush with the footway surface to eliminate trip hazards and provide a better surface for everyone, especially those using wheelchairs or buggies. These include Home Street East at Cuckoo's Nest and William Hill; Home Street West at the Hospice of Hope; and the south side of Lochrin Place.

There is a blocked drain outside William Hill leading to ponding at the pedestrian crossing.



Figure 2

4) Remove unnecessary fixed obstacles

Both Home Street and Lochrin Place have too many fixed obstacles, especially in the form of parking, loading and Greenways signs. Proliferation of such fixtures is contrary to both national and local guidance (2). Specific examples include:

- Home Street West (Dukes/Anatolian) - bare pole with no sign attached (Figure 3)
- Home Street West (Cancer Research) - unnecessary 'dead end (except cycles)' sign (Figure 4)



Figure 3



Figure 4

On the East (narrower) side of Home Street, many of the signage poles are located towards the centre of the pavement, further causing an obstruction (see for example at No 1 Sushi, Smoking Fox). As part of the detailed design of the cycle way, all such signage should be reviewed so as to adopt one of the following hierarchy of options, in order of preference:

1. consider if the sign is required at all; if not, remove altogether;
2. if the signage has been assessed as required, consider an alternative location for the sign (eg move the sign to a lamppost, onto another signage pole, or on a building wall)
3. if this is not possible, locate the signage pole as close to the kerb as possible, and group signs onto a single pole. Poles should have sufficient contrast in colour/ tone to

Signage poles are not the only fixed obstacles; there are a number of guard rails on the street which should be removed unless there are compelling and genuine reasons for retaining them - these include the south side of Home Street East (outside Cuckoo's Nest) and the north side of Home Street West (outside Omnicare).

There are a number of utility/junction boxes on the pavements - for example, on Home Street East Post Office, Kings Arms, Cuckoo's Nest. As with all fixed street furniture, their need should be assessed and removed if possible. Where they need to remain, it is recommended that they should display some colour contrast to minimise the risk they pose to visually impaired pedestrians - the uniform light grey colouring makes them particularly difficult to see at present.

Cycle parking is covered below - with regard to street furniture, we would emphasise that the current use of guardrails etc for cycle parking is no justification for retaining fixed street clutter.

Finally, near the Cameo cinema, a group of three telephone kiosks forms a particular obstruction. One of these, a BT phone box at Subway (Figure 5) is completely gutted internally (despite the 'temporarily out of order' sign) and should be removed, with any repairs to the footway implemented to reinstate the pavement surface appropriately.



Figure 5

5) Reduce movable clutter

Home Street in particular suffers from an excess of temporary clutter in the form of displays, A-Boards and waste bins. This is especially acute in the section between Lochrin Place and Thornybauk (outside the Cameo Cinema, exacerbated by the presence of fixed street furniture too (see above). Examples are outside McGills and Hex and outside the Killer Restaurant (junction Home Street and Gilmore Place) where the pavement display reduces the already-narrow pavement (Figure 6). On-street displays are also present at the Cuckoo's Nest (barrels and an unstable board) and Tollcross superstore (fruit and vegetables). Although a matter of subjective judgement, some advertising displays were also considered unsightly and 'tacky', which does not contribute to an attractive street ambience.



Figure 6

With regard to waste bins, these also present significant and unpleasant obstacles for pedestrians, with the junction between Home Street and Lochrin Place a particular hotspot for this problem (Figure 7). We found 15 bins located at this single junction, a mix of trade and residential waste. One (movable) bin was sited directly on the pedestrian desire line along the small pavement space left on Home Street.



Figure 7

Rubbish constitutes another significant part of obstructions faced by pedestrians. On our audit, we observed a dumped mattress on Lochrin Place (south side) and loose bin bags on Home Street East (at Greggs).

We accept that retailers are entitled to advertise through street displays, and do not advocate 'sterilised' streets; however we suggest that displays or other advertisements should be limited to one per shop. They should also be placed next to the building (not the kerb) as consistent placing will assist blind people navigating the street and minimise the sometimes haphazard zigzag path which pedestrians are currently faced with. Where the pavement is narrowed further because of fixtures such as signage poles (see Figure 8), there should be no A-Boards (unless the poles can be removed).

6) Introduce proper cycle parking

The main cycle parking facility in the area audited is located at the congested junction of Lochrin Place and Home Street, which as noted above already suffers from a number of other permanent and temporary obstacles (Figure 7 above). This cycle parking is well-used which suggests a demand for cycle parking at this juncture, but it should be re-located from the pedestrian desire line.

Cycle parking on pavements is evident at a number of other locations, notably at the guard rails outside the Cuckoo's Nest (Home Street East) and Omnivore (Home Street West) and on the cycle hoops attached to signage poles. We would like to see more specially designed cycle parking located at points of evident demand, preferably not on the footway at all, but on the carriageway. If our recommendations to remove signage poles and guardrails (see above) are implemented, this will reduce some of the informal cycle parking options currently used and suitable alternative well-planned provision should be made in order to avoid cyclists parking their bikes randomly.

Views on the merits of cycle hoops attached to signage poles (as present on the east side of Home Street, Figure 8) were mixed. Ideally, as noted above we would like to see cycle parking provided off the footway entirely. However, cycle hoops do make it more likely that bicycles attached to street furniture remain upright, and parallel to the main pedestrian flow. As such, they may have a place to provide cycle parking where pavements are wide enough and there may otherwise be a risk of cyclists leaving their bikes in a less appropriate place. The pavement is too narrow for cycle hoops to be used at #3, 9 and 18 Home Street and we therefore recommend their removal.



Figure 8

7) Effective enforcement

Many of the problems we identified about the functioning of the street for people walking appear related to ineffective management and enforcement of legal and licensing requirements. We have noted above the proliferation and poor location of many waste bins and A-Boards; of other examples encountered, one of the most potentially serious is the scaffolding at the corner of Lochrin Place and Home Street. Apart from constituting yet another obstacle to this unpleasant junction, the scaffolding is not properly protected with soft covering as required by Council policy (4) (Figure 9).



Figure 9

One pole - the first encountered by a pedestrian walking north along Home Street - is entirely unprotected and represented a significant hazard to all pedestrians and especially anyone with a visual impairment (Figure 10). This was reported for urgent attention to the council's CLARENCE reporting system (and has since been removed).

Home Street is part of the Council's Greenways (bus priority) network and as such, parking and loading would be expected to be well-enforced. However, our observations suggested that the loading bays on Home Street East were being used for short stay parking. Double parking was also observed at the east end of Lochrin Place (Figure 11) - most likely this practice is encouraged by the presence of skips, scaffolding etc. Red light jumping was in evidence especially at the major Tollcross junction. In the combined three hours of our audit, we did not observe any parking or traffic enforcement activity taking place.



Figure 10



Figure 11

8) Install dropped kerbs and tactile paving properly

There are a number of deficiencies in the use of dropped kerbs, tactile paving and other methods to provide safe and easy crossings for pedestrians, including those who have mobility or visual impairments.

The junction of Thornybank (also known as Lochrin Terrace) and Home Street is wide and difficult to cross. There is no dropped kerb or tactile paving at the south side of this junction which should be rectified (Figure 12). In the longer term, the road should be narrowed if possible to make it easier for pedestrians crossing - especially if travelling northwards along Home Street, where traffic turning left (ie from behind the pedestrian) can be fast. The junction would also benefit from a consolidation of signage and removal of guardrails, it is appreciated that this would require full consideration of the needs of the local Fire and Rescue service which is based further up the street.



Figure 12

On the east side of Home Street, three slabs of tactile paving are missing at the pedestrian crossing at William Hill. In several locations, e.g. at Home Street/ Tarvit Street junction, and at the main Tollcross junction, dropped kerbs are not adequately installed currently and should be replaced; outside James Morrow (Home Street East), the vertical drop was measured as 40mm (Figure 13). Remedial works should ensure that kerbs are not merely 'lowered' but are flush with the carriageway surface.



Figure 13

On Lochrin Place (North), there are four dropped kerbs (outside #20, #22 and up to #19 West Tollcross) which appear to be designed for access to waste storage in the tenements. These all have tactile paving incorrectly installed, signalling to someone with a visual impairment that it is a safe crossing point. However, there are no dropped kerbs or tactile paving on the corresponding (south) side of Lochrin Place (as the dropped kerbs are not intended to facilitate pedestrian movement but access to waste bins).



Figure 14

We suggest that consideration is given to retaining the current dropped kerb/tactile paving at the far west (canal) end of Lochrin Place and at 20 Lochrin Place, and installing a similar dropped kerb with tactile paving on the opposite (south) side of the road. This would provide crossing points at these two locations and be intelligible and useful to people with a visual impairment. For the other two dropped kerbs, we recommend that the tactile paving is removed and replaced with a standard paving surface. This would eliminate the misleading signal to blind pedestrians that this has been designed as a safe location to cross Lochrin Place.

On the south side of Lochrin Place, there is a significant problem at Lochrin Autos (Figures 15, 16). Most obviously, the pedestrian route is blocked through a lack of parking controls and the apparently long-term parking of an advertising trailer on the corner of the pavement. There are also old rusty metal bollards, presumably intended to deter pavement parking, and there are no dropped kerbs or tactile paving on either side of the minor junction. Our recommendation here is to make the pavement continuous across the garage junction in order to provide a level surface giving priority to pedestrians (rather than install dropped kerbs). There will be a need for tactile paving to signal to visually impaired people that vehicles might cross the pavement at this point. This would also permit the bollards to be removed.



Figure 15



Figure 16

9) Ensure that pedestrians can cross the street easily

There are three signalled crossings in the area audited, all across Home Street. We recorded a significant amount of data on the crossing times and pedestrian phases which are attached as an appendix. These are our chief conclusions (from south to north).

Home Street/Tarvit Street/Gilmore Place

'This crossing works very well for pedestrians crossing Tarvit Street, and is the best example of pedestrian prioritisation in the audit area (with 75% of time allocated to pedestrians). We want to see no deterioration in this when the cycle route is implemented (this will block off Tarvit Street to vehicles, meaning a new sequence of pedestrian phases at the traffic signals). At present, there is a 'green man' for people walking south on the east side of Home Street across Tarvit Street for 75% of the signal cycle (because there is a 'red man' phase only when vehicles are exiting Tarvit Street). However, the 15 seconds of 'green man' provided for the diagonal crossing (from the Kings theatre to the Killer restaurant) gave insufficient time for slower pedestrians to cross (including the user of a powered wheelchair). Consideration should therefore be given to extending the green man phase. Ideally, Gilmore Place should be widened at this junction, as the pavement is too narrow to accommodate the pedestrian traffic at Home Street.

Home Street Pedestrian Crossing (William Hill to Ladbrokes)

The middle pedestrian crossing appears to have no phase activated by a pedestrian pressing the button for the green man; the green man phase is determined entirely by the sequence at the Gilmore Place/Tarvit Street junction. We anticipate that this crossing will be replaced by a cycle-friendly signalised crossing as part of the cycle route, and would expect that this should provide an opportunity to introduce an on-demand green man phase for pedestrians.

Tollcross junction (A702)

We would like to see a strategic review of this junction, which is very hostile for pedestrians (Figure 17). While our focus was on the crossing of the A702 (Home Street), there are important issues affecting the other pedestrian routes which crossing (West Tollcross, Earl Grey Street, Lauriston Place and Brougham Street). We appreciate that such a review must also take into account the flows and volumes of traffic as well as of pedestrians. We recorded detailed timings of pedestrian crossing routes across all roads at the junction; these are set out in the Appendix together with comments.

In essence, we would like to see a greater emphasis on 'place' over 'movement' (4) and a reduction in the time it takes for pedestrians to cross the junction: it takes almost 4 minutes to cross this junction on foot through the 'green man' phases at present, and many pedestrians currently take short cuts through 'red man' phases as a result. We suggest investigating the possibility of installing a central refuge where the clock is, combined with new timings on the green man in all directions at once to allow pedestrians to cross diagonally as desired.

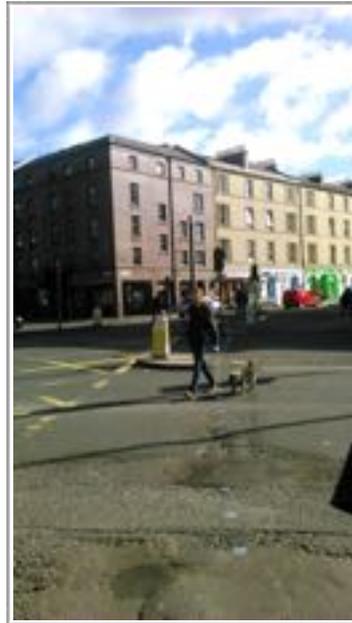


Figure 17

There are also some more immediate improvements we recommend. The traffic islands are small and narrow; this makes pedestrians feel very exposed to the traffic, and was especially uncomfortable for a wheelchair user. The 'red man' light on the northerly traffic island on the A702 (the first as seen from James Morrow) is out. As noted above, the 'dropped' kerb on the crossing (Figure 13 above) was measured at 40mm - a huge vertical drop - making it entirely unfit for purpose - and should be relaid.

10) Other issues

Seating

The only seating currently provided in the areas audited is at the bus stops on the east side of Home Street. We recommend that during detailed design of the cycle route, consideration is given to installing one or two seats on the West side of Home Street (there is no bus shelter on the west side, as protection from the weather for people waiting for a bus is provided by the Cameo entrance). This is likely to benefit the significant numbers of local elderly people in particular who use the street daily.

Lighting and safety

No audits were carried out after dark but some concerns were raised as to the suitability of lighting. Tollcross is busy at night both as an interchange and as a nighttime destination in its own right. We suggest that consultations with local police officers may be useful to see if there are any specific improvements which might be introduced at the same time as the cycle route, for example any areas which are perceived as dark and threatening, based on public feedback.

Ambience, building quality, and cleanliness

There are several locations which are particularly unsightly and dirty and require intervention. Between 10 and 12 Lochrin Place, there is an outflow pipe at ground level discharging dirty water onto the pavement. Also along this (north) side, there are several buildings which have loose cables hanging onto the pavement (#15 and 17) This problem can also be observed on the East side of Home Street (eg at #9). There are weeds growing at the Tollcross clock island. More generally, several shop fronts are unattractive and poor quality and there are few glimpses of original Victorian features. The north end of Home Street's West side has a number of vacant empty retail units. All these issues clearly detract from the quality and attractiveness of the area and we would encourage business and council partners to work together to improve the ambience of the street.

Recommendations

This table summarise the detailed recommendations to the Council.

Location	Recommendation	S/L*
All streets	replace broken paving	S
All streets	repair uneven manhole covers	S
All streets	reduce and manage A-boards etc	S
All streets	initiate a fundamental policy review on use of A-boards etc	L
All streets	enforce parking, traffic and licensing regulations	S
Home St E	remove or re-site signage poles	S
Home St E	enforce loading restrictions	S
Home St E (William Hill)	unblock drain	S
Home St E (Tarvit Street)	reduce clutter (guardrails, junction box, signs)	S
Home St E (Tarvit Street)	retain current level of pedestrian crossing prioritisation (S)	S
Home St W (Ime)	remove guardrails	S
Home St W (Cameo)	remove redundant BT box	S
Home St W (Hospice of Hope)	remove 'dead end sign'	S
Home St W (Thornybark)	install dropped kerb and tactile paving	S
Home St W (Thornybark)	review options to narrow crossing	L
Home St W /Lochrin Place	enforce soft cladding on scaffolding	S
Home St W /Lochrin Place	re-site/organise waste bins	S
Home St W /Lochrin Place	re-site cycle parking	S
Home St crossing (William Hill)	introduce on-demand pedestrian phase	S
Lochrin Place (north)	resurface defective paving	S
Lochrin Place (north)	fix loose cabling	S
Lochrin Place (north)	fix leaking drainage	S
Lochrin Place (south at Lothian Autos)	extend footway across the carriageway; remove bollards	S
Lochrin Place	remove tactile paving where no crossing point	S
Lochrin Place, 20/19 West Tollcross	install dropped kerb/tactile paving on southern footway	S
Tollcross junction	carry out strategic review	L
Tollcross junction	increase 'green man' crossing times	L
Tollcross junction	re-lay dopped kerbs	S

* S= Short-term, L = Long-term

Appendix: observed timings at signalled crossings

1) Sample journey times

James Morrow to Omnicare (crossing Home St)

To cross Home St from James Morrow to Omnicare will take at least one minute as it includes a 53 second wait half way across. Pedestrians may also have to wait up to 83 seconds for the green man before starting to cross the road. Crossing Home St could take 136 seconds (2 ¼ minutes).

Forest Café to Omnicare (crossing Brougham St and Home St)

It may take 84 seconds of waiting before there is a green man to cross Brougham St. If we allow 10 seconds to cross Brougham St (up to 94 secs all together) plus the 136 seconds to cross Home St, this adds up to 230 seconds, or 3.8 minutes.

Sainsbury's to Forest Café (via Bank of Scotland)

Crossing from Sainsbury's (across Lothian Road) to Bank of Scotland could involve a 97 second wait for the green man. Then, assuming you are fit enough to cross both halves of the road without stopping half way across the split crossing in the 26 seconds allocated, that makes 123 seconds.

Crossing from the Bank of Scotland to the Forest Café (across Lauriston Place) could take another 94 second wait before crossing. The lights are at least timed so that both halves of the Lauriston Place junction can be crossed consecutively, and there is 9 seconds to cross the first half, and 49 seconds to cross the second half.

To get from Sainsbury's to the Forest Café could involve over 3 minutes of waiting (97+94 = 191 seconds), or twice as long if a slow pedestrian needs to stop at the two half way refuges. This is not including the actual walking time, so again it could take almost 4 minutes to get across the Tollcross junction. A702 King's Theatre (Home Street/Tarvit Street/Gilmore Place)

2) A702 Kings Theatre Junction

Location	Green man time (secs)	Max pedestrian wait time (secs)	% of time allocated to pedestrians (secs)
All 4 ways	15	90	15/104 (14%)
A702 (Home St) traffic	48		
Tarvit St and Gilmore Place	24		
Across Tarvit St	78	26	78/104 (75%)

3) A702 Tollcross Junction

Timings were taken for each of the pedestrian crossings in a clockwise direction starting from the Omnicare Pharmacy (Home Street west).

Location	Green man time (secs)	Max pedestrian wait time (secs)	% of time allocated to pedestrians (secs)
Omnicare to Sainsbury's (West Tollcross)	9	92	9/101 (9%)
Sainsbury's to BoS A700 (Earl Grey Street)	26 (for both stages either side of refuge - 2-stage crossing)	97	26/123 (21%)
BoS to refuge Lauriston PI	9 (The sequence of lights allows to cross without having to wait on refuge)	94	9/103 (9%)
Refuge to Forest Café Lauriston PI	49	53	49/103 (48%)
Forest Café to James Morrow Brougham St	19	84	19/103 (18%)
J Morrow to refuge Home St (A702)	20	83	20/103 (19%)
Refuge to Omnicare	43 (had to wait 53 secs on refuge to cross East to West)	60	43/103 (42%)

References

(1) Population distribution and density in Edinburgh: Recent trends and comparisons with other cities across Scotland and the UK, City of Edinburgh Council, October 2013

(2) Edinburgh Street Design Guidance, August 2015 http://www.edinburgh.gov.uk/info/20089/roads_and_pavements/906/edinburgh_street_design

Designing Streets, Scottish Government, 2010 <http://www.gov.scot/resource/doc/307126/0096540.pdf>

(3) City of Edinburgh Council scaffolding application pack http://www.edinburgh.gov.uk/downloads/file/1522/scaffolding_application_pack

(4) Designing Streets (as above)

Acknowledgements

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Contact details

If you would like to know more about this audit, to follow up any of the issues raised or to organise an audit in your own area, please contact one of the following

Living Streets Edinburgh

livingstreetsedinburgh@gmail.com

Living Streets Scotland

scotland@livingstreets.org.uk

Tollcross Community Council <http://tollcrosscc.org.uk>

Edinburgh Access Panel edinburghaccesspanel@hotmail.com

* * *

Events

November/December 2015

November/December 2015



Community Council Training

Papers from the meetings can be obtained at:

<http://www.edinburghnp.org.uk/community-councils/community-council-support-and-development-programme/>

CITY CENTRE



City Centre Neighbourhood Partnership

City Centre Neighbourhood Partnership Board Meeting When: 12/11/2015 at 18:00 Where: City Chambers.

SOUTH CENTRAL



South Central Neighbourhood Partnership

South Central Neighbourhood Partnership When: 07/12/2015 at 18:00. Where: Business Centre, City Chambers.



Christmas in Edinburgh

Fri 20 Nov 2015 – Mon 4 Jan 2016, Princes Street, George Street & St Andrew Square etc.

Edinburgh residents will receive a 20% discount on rides and attractions, and on shows in the Spiegel tent at St Andrew Square: <http://www.edinburghschristmas.com/special-offers/eh-postcode-offer>

More info about the all the Christmas events at: <http://www.edinburghschristmas.com/>

Useful Information

Tollcross Community Council Councillors: Paul Beswick, Iain Black, Andrew Brough, Roger Colkett, Andrew Devenport, Heather Goodare, Chris McGregor, Nick Munro, Tim Puntis, Liz Summerfield, Ann Wigglesworth.

Tollcross Community Council Office Bearers: Paul Beswick **Chair/Planning**, Andrew Brough **Secretary/EACC**, Roger Colkett **Licensing/EACC/CCNP**, Andrew Davenport **SWNP**, Heather Goodare **Health**, Nick Munro **Planning**, Tim Puntis **Treasurer/Publicity**, Liz Summerfield **SWNP/Media Monitoring**, Ann Wigglesworth **SCNP**.

Co-Opted Members: Richard Allen **FCI**, Michael Lister **EHF**, Chris Wigglesworth **MABLAG**

Tollcross Councillors: **Ward 9 Fountainbridge/Craiglockhart** Andrew Burns (Lab) Gavin Corbett (Green) David Key (SNP) **Ward 10 Meadows/Morningside** Paul Godzik (Lab) Sandy Howat (SNP) Mark Mcinnes (Con) Melanie Main (Green) **Ward 11 City Centre** Karen Doren (Lab) Jonna Mowat (Con) Alasdair Rankin (SNP).

Tollcross MSP's: **Edinburgh Central** Marco Biagi (SNP)

Lothian Regional List Sarah Boyack (Lab) **Lothian Regional List** Gavin Brown (Con) **Lothian Regional List** Cameron Buchanan (Con) **Lothian Regional List** Kezia Dugdale (Lab) **Lothian Regional List** Neil Findlay (Lab) **Lothian Regional List** Alison Johnstone (Green)

Tollcross MP's: **Edinburgh East** Tommy Sheppard (SNP) **Edinburgh South West** Jonna Cherry (SNP)

Abbreviations: **CCNP** – City Centre Neighbourhood Partnership. **EACC** – Edinburgh Association of Community Councils. **EHF** – Edinburgh Health Forum **FCI** – Fountainbridge Canal Initiative. **MABLAG** – Meadows and Bruntsfield Links Advisory Group. **MP** – Member of Parliament **MSP** – Member of the Scottish Parliament **SCNP** – South Central Neighbourhood Partnership. **SWNP** – South West Neighbourhood Partnership.

