

# TECHNICAL NOTE

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**Date** 11 June 2013  
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**To** Cammo Residents Association  
**Subject** Technical Response to Proposed Cammo LDP Site (HSG20 within March 2013 Document)

## 1 Introduction

This Technical Note has been prepared on behalf of the Cammo Residents Association in response to the proposed inclusion of the Cammo site (HSG20) within the new Local Development Plan (LDP) for Edinburgh. In particular, this note makes reference to the supporting document to the LDP entitled 'Edinburgh Local Development Plan Transport Appraisal; Volume 1; March 2013' which is referred to within this note as the LDP Transport Appraisal.

## 2 Vehicular Access

As stated within the LDP Transport Appraisal, the proposed development of the site would comprise between 450 and 550 residential units. In accordance with the City of Edinburgh Council (CEC) Development Guidelines for Roads, at least two points of vehicular access/egress would therefore be required, based on the proposed number of units.

Given the excessive queuing currently experienced during weekday peak periods along Maybury Road on approach to Barnton Junction, the implementation of two new signalised access/egress junctions on Maybury Road (as proposed within Appendix C of the LDP Transport Appraisal) would potentially exacerbate congestion and delay.

There is a substantial risk that queuing traffic from Barnton Junction would at times block back through the proposed signalised junctions and consequently reduce effective green time on the Maybury Road arm of Barnton Junction.

## 3 Public Transport

Appendix C of the LDP Transport Appraisal includes the following suggested transport related intervention in relation to public transport:

*b) Bus service(s) to run through site that provide direct service to city centre or fully integrated ticketing - essential for mode share targets. (Constraint – seeking commercial service or getting existing nearby services to alter routes.)*

Figure 1 indicates the location of existing bus stops along Maybury Road and also the dimensions of the site. It is apparent that in order to comply with the 400m (as stated in PAN 75) maximum walk distance to bus services, routing through the site would be required. As the above extract from the LDP Transport Appraisal states, the requirement for buses to run through the site is a constraint which cannot be guaranteed by City of Edinburgh Council. The feasibility of providing bus penetration through the site is therefore inconclusive.

Figure 1 – Existing Bus Stop Locations and Site Dimensions



## 4 Active Travel

Appendix C of the LDP Transport Appraisal includes the following suggested transport related intervention in relation to active travel:

*a) High quality pedestrian and cycle routes within site to link to suitable exit points around site boundary, especially high quality route to Edinburgh Gateway. (Constraint – land ownership external to site.)*

Given that the suitable exit points around the site boundary are under land ownership external to site and City of Edinburgh Council, appropriate accessibility/connectivity cannot be assumed feasible.

## 5 Road Improvements

Section 2.2.8 of the LDP Transport Appraisal lists the agreed 'committed' transport interventions. Upgrades to Barnton Junction are not stated.

*"Provide Barnton Junction improvement scheme"* is stated within Appendix C of the LDP Transport Appraisal as one of the suggested transport-related interventions required as part of the development of the Cammo site.

The Barnton Junction is currently over practical capacity during weekday AM and PM peak periods. The type, extent and feasibility (including cost) of providing a junction upgrade at Barnton are not provided within the LDP Transport Appraisal. There is a potentially significant risk, therefore, that improvements to Barnton Junction could not be adequately/feasibly delivered.

The future capacity of the surrounding roads network, in particular the Barnton Junction, Maybury Junction and proposed Development Access Junctions, have not been assessed in enough detail (i.e. junction modelling at peak periods) within the LDP Transport Appraisal to determine whether or not the site is feasible from a network capacity perspective.

## 6 Summary

This technical note highlights specific transport planning issues regarding the suitability of the inclusion of the Cammo site (HSG20) within the new Local Development Plan for Edinburgh. The stated issues associated with the site proposals include constraints and risks which impact negatively on its potential feasibility/deliverability as a site within the LDP.