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During Rugby Internationals why is the walk between Russell Rd and Haymarket Closed (Balbirnie Place)?

What was the decision making process around the closure? (please provide documentation - from proposal to decision))

We do not hold this information. This information would have been deleted in line with our records retention schedule.

Who pays for the closure?

Scottish Rugby Union

Who are the contractors who manage the closure?

Crexcell.

What other safety measures have been considered and what VfM assessments have been undertaken e.g. a permanent rail along the tram line.

The closure is in place for the reasons outlined below which were not precipitated by a death or serious injury.

The pedestrian closure of Balbirnie Place forms part of the larger crowd management plan required around Haymarket Station. The area forms part of what is known as "Zone Ex" which is the area outside the stadium footprint extending to transport hubs and to a point where the crowds disperse before thinning out to what would be reasonably considered to be normal footfall. In the case of Murrayfield Stadium during major events this is the West Maitland Street / Morrison Street / Dalry Road junction on the eastern extent.

Post-rugby (or concert) there are large numbers who walk back towards the city centre and Haymarket Station, with a significant number of this large crowd requiring access into Haymarket Station right at the point where the tram system goes from 'off-road' to 'on-road'. It would be inappropriate to allow the crowds and tram to travel together without separation. Additionally, due to the capacity of the stadium, a number of road closures come into effect to allow the crowds to exit in a safe traffic free environment. This includes the A8 corridor between Murrayfield Road and Dalry Road but does not impact the movement of the tram which is heavily used on Murrayfield events days.

Due to the layout at Haymarket a significant barrier line is placed out along Haymarket Terrace to give that safe separation to allow the tram to continue running through the Haymarket junction and the crowd to occupy the north side onto Clifton Terrace. This is also in place to safely manage access/queues to Haymarket Train Station, which otherwise would likely exceed its safe capacity if let unmanaged. Openings in the barrier allow access/egress to the Haymarket Tram Stop and Haymarket Station, all of which are stewarded. This is only

effective if the walking route back via Balbirnie Place and Haymarket Yards is prevented, as having pedestrians circumvent the queuing system for Haymarket Station would not only be unsafe given the numbers involved but also jeopardises the station's queue management and risks creating crowd disorder among those who are queuing on Haymarket Terrace. As such, and since February 2019, there has been a pedestrian closure put in place. This closure is well communicated on site with signage placed on street and is also on the information supplied by the Scottish Rugby Union and the City of Edinburgh Council. While this may be seen as an inconvenience, the route up Roseburn Street and along the A8 is both shorter and quicker to walk.

The pedestrian closure is paid for by the Scottish Rugby Union and is managed on site by their traffic management contractor, Crexcell.