65175 Morningside Road and Steel’s Place Pedestrian Improvement Project

Questions relate to the Morningside Road and Steel’s Place Pedestrian Improvement Project.

Details of all consultation or engagement with local residents and businesses about this scheme: who was consulted, when and how.

Details of the draft proposals for the Morningside Road pavement improvement were circulated to a range of key stakeholders in February 2025 (see attached ‘Morningside Road pavement improvement proposal’). These stakeholders included local businesses, Community Councils, elected members, emergency service providers, public transport providers, and other relevant organisations. The proposed traffic orders required to deliver the improvement (TRO/26/03 and RSO/26/04) were publicly advertised in July/August 2026, to allow people to comment or object, as part of their statutory process.

Consultation for the Steel's Place crossing improvement was undertaken in May 2026, in line the Improved Process for Implementation of Traffic Calming Measures that was approved by the Council’s Transport and Environment Committee on 12 December 2024 (see Appendix 1 of the Committee report for details of the stakeholder consultation process and attached ‘Steel’s Place crossing improvement proposal’).

How many responses were received

12 responses were received to the Morningside Road pavement improvement stakeholder consultation. The majority of the responses came from interest groups or from elected representatives who shared the proposals with their constituents and submitted consolidated feedback on their behalf. No objections were received in response to advertising TRO/26/03 and RSO/26/04.

9 responses were received to the Steel's Place crossing improvement stakeholder consultation. The majority of the responses came from interest groups or from elected representatives who shared the proposals with their constituents and submitted consolidated feedback on their behalf.

A summary of those responses.

This Information is not held. Representations were submitted, considered, and responded to (where applicable) on an individual basis. No overarching summary has been prepared.

If residents were not consulted, please explain why.

As noted above, feedback from local residents was received as part of both stakeholder consultations. The proposed traffic orders were publicly advertised, to allow people to comment or object, as part of their statutory process.

The existing and proposed road and pavement widths, and any assessment of the effect of the scheme on congestion, traffic flow, buses and other large vehicles.

The Morningside Road pavement improvement will upgrade the existing surface-mounted infrastructure, while largely retaining the current road and pavement widths that have been in place since 2021. It is not expected that the new road layout will have any detrimental impact on traffic flows or movements.

Any assessment of emergency-service access, including whether the emergency services were consulted on the proposals and any responses received.

The emergency services have been consulted on both sets of proposals. No concerns were highlighted in relation to the designs for either site, with the only request made being that any temporary traffic lights used on Morningside Road during construction be continually monitored/manually controlled during peak traffic periods.

The road-safety evidence and assessments supporting the proposed continuous pavement at Steel's Place.

As set out within the Council's Edinburgh Street Design Guidance, the introduction of continuous footways is now considered whenever infrastructure improvements are being undertaken at suitable locations. Continuous footways reinforce pedestrian priority at side roads, in line with recent changes to the Highway Code, and improve accessibility and comfort for people walking or using a wheelchair or other mobility aid. Their introduction is not necessarily a response to location-specific safety concerns.

An independent Road Safety Audit (RSA) was undertaken as part of the design process for the Steel's Place crossing improvement (see attached combined Stage 1 and 2 RSA Report '2627_036_Steel's Place Continuous Footway For Issue' and the RSA Response 'RSA26017 response').

Details of how the scheme will be monitored after completion, including its effect on congestion, journey times and pedestrian/vehicle collisions.

Following completion of construction, a Stage 3 Road Safety Audit will be undertaken for both improvements.

No further post-completion monitoring, beyond the Council's normal ongoing responsibility to monitor and take appropriate actions in response to collisions on the road network, is currently planned.

For comparison, annual figures for pedestrian/motor-vehicle collisions on Dalry Road from 2018 onwards, identifying when comparable pedestrian-priority/continuous pavement measures were introduced, together with any before-and-after safety assessment.

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From 2018 until the most recent figures that are available, there have been no pedestrian/motor vehicle collisions resulting in personal injury recorded at the locations of the continuous pavements in Dalry.

The Stage 3 Road Safety Audit process for the continuous footways and accompanying road resurfacing in Dalry is ongoing and the RSA Report has not yet been received.

Any records explaining the subsequent installation of driver give-way/awareness signage or posters on Dalry Road, including whether collision or near-miss data contributed to the decision to install them.

Continuous footways are not yet in widespread use in Edinburgh and lamp post wraps have therefore been designed for temporary deployment at locations where they are introduced, to raise awareness amongst users of how they should operate. Their use in Dalry is not a response to reports of collisions or near misses at these locations.