

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Leith Programme – Update and Objections to Traffic Regulation Order and Redetermination Order – Leith Walk (Pilrig Street to Duke Street)

Item number	7.2
Report number	
Wards	12 - Leith Walk 13 - Leith

Links

Coalition pledges	P44 , P45
Council outcomes	CO19 , CO22
Single Outcome Agreement	SO4

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Executive summary

Leith Programme – Update and Objections to Traffic Regulation Order and Redetermination Order – Leith Walk (Pilrig Street to Duke Street)

Summary

In July 2012, the Finance and Resources Committee approved a budget allocation of £5.5 million for the Leith Programme. In September 2013, the Scottish Government announced an award of up to £3.6 million towards the scheme. The Leith Programme therefore represents an investment of up to £9.1 million for road, footway and cycle improvements. The programme is being delivered in a number of phases in financial years 2013/14, 2014/15 and 2015/16.

Works to Constitution Street were completed in November 2013. The next phase of the Programme to be implemented will be the section of Leith Walk between Pilrig Street and Duke Street.

Between 29 November 2013 and 6 January 2014, the Council formally advertised the proposed improvements for this section of Leith Walk, in accordance with statutory requirements. These proposals include:

- changes to waiting and loading restrictions;
- changes to bus lanes and bus stops;
- changes to disabled parking bays;
- the introduction of motorcycle parking bays;
- the introduction of cycle parking bays; and
- the relocation of domestic waste bins into dedicated road space.

The proposals require the successful implementation of both a Traffic Regulation Order and Redetermination Order. This report details the results of the statutory consultation for both Orders.

Eleven individual objections to the advertised Traffic Regulation Order were received, while a further 101 objections were received by way of a standard letter. An online petition was also submitted to the Council objecting to the proposals. These objections have now been considered.

The main areas of concern identified in objections were:

- loss of loading facilities
- loss of parking facilities

Plans showing the proposed layout as advertised are appended to this report.

No respondents stated an objection to the Redetermination Order.

The report also updates on work done to ensure 'best fit' between this Programme and any future tram construction works.

Recommendations

It is recommended that the Committee:

- 1 notes the objections received to the advertised Traffic Regulation Order and the Council's comments in response;
- 2 notes that nine objections were received to changes to loading and unloading facilities that were proposed as part of the advertised Traffic Regulation Order and that the Council is obliged to hold a public hearing if any of these objections are not subsequently withdrawn;
- 3 notes the amendments that are proposed to the advertised Traffic Regulation Order to address the concerns raised by objectors over changes to waiting, loading and unloading facilities and that two objectors have agreed to withdraw their objections to the proposed changes to loading and unloading facilities if these amendments are made;
- 4 sets aside the objections that do not relate to proposed changes to loading and unloading facilities;
- 5 gives approval to make the advertised Traffic Regulation Order in part, omitting three areas where there are unwithdrawn objections to proposed changes to loading and unloading facilities;
- 6 instructs officials to write to the Scottish Government to propose that a public hearing be held into the unwithdrawn Traffic Regulation Order objections relating to Leith Walk just north of Pilrig Street, and between Jane Street and Casselbank Street;
- 7 gives approval to initiate a new Traffic Regulation Order process, which will be required to make some of the amendments that are proposed to the advertised Traffic Regulation Order on Leith Walk immediately north of Balfour Street;
- 8 gives approval to make the advertised Redetermination Order, revised to reflect the amendments that are proposed to the advertised Traffic Regulation Order; and

- 9 notes the arrangements to future proof the Leith Programme in relation to the potential for an extension to the tram line and the intention to report to Finance and Resources Committee to seek the required budgetary approval.

Measures of success

The measure of success for the Leith Programme will be an improved, more attractive environment along the Leith Walk and Constitution Street corridors, particularly for pedestrians and cyclists.

The proposals set out in the advertised Orders should also result in an improved street layout on the northern section of Leith Walk which meets the needs of all road users.

Financial impact

The costs associated with the Traffic Regulation Order and Redetermination Order processes to date are estimated at £7,000. It is estimated that a Public Hearing will cost a further £20,000.

The costs for this phase of construction are subject to the outcome of a competitive tendering process which will be reported in detail to the Finance and Resources Committee. Construction costs will be fully contained within the Services for Communities managed Capital Investment Programme, and the scheme is supplemented by a significant external funding award from the Scottish Government.

The proposed future proofing aspects of the work will also be the subject of a report to the Finance and Resources Committee.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) for the full Leith Programme commenced during the consultation stage of the scheme and will be in effect throughout the delivery of the project.

It is likely that improvements to footways and pedestrian facilities will have a positive impact on the safety, freedom of movement and access for all who live in or use Leith Walk. This takes into account many people whose characteristics are protected under the Equalities Act 2010.

Sustainability impact

The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

The proposals set out in this report will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.

The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure on Leith Walk.

The proposals in this report will help achieve a sustainable Edinburgh by delivering environmental improvements which will benefit all users of Leith Walk.

Consultation and engagement

Consultation was carried out between 29 November 2013 and 6 January 2014 as part of the statutory process for both Orders. This gave any interested parties the opportunity to submit formally any comments or objections to the Council.

As part of the wider project, extensive consultation has been undertaken for the Leith Programme with a wide range of stakeholders, with a dedicated webpage set up and regularly updated to provide information on the proposals. Neighbourhood Partnerships, local Members, Community Councils, cycling organisations, Lothian Buses and other community groups were all consulted on the proposals.

In addition, monthly Key Stakeholder Group meetings are ongoing, while Elected Member Oversight Group meetings are also held at key stages of the project. Members were briefed on the contents of this report at the Oversight Group meeting on 4 February 2014.

Background reading/external references

Appendix 1 – Objection letters/emails received, including standard letter and petition.

Appendix 2 – Summary of issues raised in objections, and the Council's responses.

Appendix 3 – Plans of advertised and amended proposals for Leith Walk between Pilrig Street and Duke Street.

Appendix 4 – Plan of three areas to be omitted from Traffic Regulation Order, and plans of the pre-tram layout at these locations.

Leith Programme – Commencement of Statutory Procedures for Traffic Regulation Order – Leith Walk (Pilrig Street to Duke Street), Report authorised by the Director of Services for Communities under Delegated Powers, 11 October 2013.

Leith Programme – Commencement of Statutory Procedures for Redetermination Order – Leith Walk (Pilrig Street to Duke Street), Report authorised by the Director of Services for Communities under Delegated Powers, 11 November 2013.

The Leith Programme: Consultation and Design, Report to the Transport and Environment Committee by Director of Services for Communities, 19 March 2013.

Active Travel Action Plan

http://www.edinburgh.gov.uk/downloads/file/4409/active_travel_action_plan.

Leith Programme – Update and Objections to Traffic Regulation Order and Redetermination Order – Leith Walk (Pilrig Street to Duke Street)

1. Background

- 1.1 The Leith Programme consists of approximately £9 million worth of road, footway and cycle improvements along the whole length of Constitution Street and Leith Walk, which will transform the nature and operation of these streets.
- 1.2 Works to Constitution Street were completed in November 2013 and the next phase of the Programme to be implemented will be the section of Leith Walk between Pilrig Street and Duke Street.
- 1.3 Between 29 November 2013 and 6 January 2014, the Council formally advertised the proposed improvements for this section of Leith Walk, in accordance with statutory requirements. This report details the results of the statutory consultation.
- 1.4 Eleven individual objections to the advertised Traffic Regulation Order were received, while a further 101 objections were received by way of a standard letter. An online petition was also submitted to the Council objecting to the proposals.
- 1.5 Seven responses received by the Council expressed support for the proposals, or elements of the proposals.
- 1.6 No respondents stated an objection to the Redetermination Order.
- 1.7 The objections to the Traffic Regulation Order have now been considered. This report details the Council's proposed course of action and responses to the objections received.

2. Main report

- 2.1 On 29 November 2011, a report detailing proposed remediation and reinstatement works for Leith Walk and Constitution Street was considered by the Committee. The report proposed consulting local stakeholders on resurfacing some sections of road and footway, carrying out localised repairs in other areas and generally returning the two streets to their pre-tram works configuration (with the exception that the temporary central reserve in the southern half of Leith Walk was to remain in place). £3.2 million of funding was allocated to these works from the Council's Capital Roads Maintenance Programme.
- 2.2 Following subsequent consultations with the Convener and local elected members, and stakeholder events held on 16 and 17 July 2012, it was decided that a more comprehensive programme of works was required, including resurfacing the whole road in both streets and also sections of footway that were damaged or had incorrectly coloured paving. Improved provision for cyclists, environmental improvements and other minor improvements to the pre-tram works configuration were also proposed. On 31 July 2012, the Finance and Resources Committee approved an additional £2.3 million of funding for this expanded programme, bringing the total overall funding available to £5.5 million.
- 2.3 A major public and stakeholder consultation and engagement process was subsequently carried out between November 2012 and January 2013 on the preliminary design for the £5.5 million programme of works. This included focus groups, an online survey that generated 482 responses, on-street surveys and a community drop in event. Detailed submissions were also received from a number of local stakeholder organisations. The process demonstrated that there was a strong desire within the local community for the Council to pursue a more ambitious programme that would make significant changes to the layout and operation of Leith Walk. In particular, there was a wish to balance better the needs of all road users by significantly improving facilities for pedestrians and cyclists.
- 2.4 A report on the consultation was considered by the Committee on 19 March 2013, which approved a twin track approach. This involves progressing the design for the £5.5 million programme, while also pursuing third party funding for an enhanced urban design solution for Leith Walk that would better address the outcomes of the consultation.
- 2.5 On 24 September 2013, the Minister for Transport and Veterans announced that the Scottish Government would make up to £3.6 million of funding available to the Leith Programme, primarily to fund improvements to facilities for cyclists, bringing the total funding available for the Leith Programme to £9.1 million.

2.6 An extensive programme of improvements is proposed along Leith Walk, between Pilrig Street and Duke Street, as part of the Leith Programme. These improvements include:

- creating more space for pedestrians by widening footways and reducing road width;
- introducing new and improved pedestrian crossing facilities;
- improving on-road cycling facilities in both directions;
- providing dedicated cycle and motorcycle parking facilities within laybys;
- relaying all footways with flag paving;
- resurfacing all road surfaces to benefit all road users;
- removing redundant street furniture, reducing street clutter and providing planters to create a more attractive environment; and
- relocating domestic waste bins into dedicated road space.

2.7 In order to deliver these improvements, a number of amendments to the existing street layout are necessary for which a Traffic Regulation Order and Redetermination Order are required. Further information is provided below.

Changes to Waiting and Loading Restrictions

2.8 A review of all existing waiting and loading facilities along this section of Leith Walk has been undertaken and a number of changes are proposed.

2.9 Locations for dedicated parking facilities for the disabled, cyclists and motorcyclists have been identified as part of the proposals, and further details are provided below.

2.10 The Council appreciates that it is essential for businesses and residents to have access to parking and loading facilities, and has sought to ensure that these are provided at the most suitable locations to meet local demand.

2.11 No changes are proposed to the existing Greenway restrictions and operating hours which apply to the parking and loading bays.

Changes to Bus Lanes and Bus Stops

2.12 Several sections of existing bus lane on Leith Walk between Pilrig Street and Great Junction Street/Duke Street will be removed to facilitate the carriageway narrowing and widening of footways. These sections are considered to offer little operational benefit to public transport during normal traffic conditions.

- 2.13 However, sections of bus lane will be retained at the following locations where they offer most benefit for public transport users:
- northbound approach to the Foot of the Walk junction; and
 - southbound approach to the Leith Walk/Pilrig Street junction.
- 2.14 There will also be a number of changes to bus stops on Leith Walk.
- 2.15 No changes to the existing bus lane hours of operation on Leith Walk are proposed as part of the project. However, a city-wide review of Edinburgh's bus lane network is currently ongoing, and will be reported to the Committee on 3 June 2014. This may lead to future changes to bus lanes on Leith Walk.
- 2.16 Lothian Buses have been consulted during the development of the proposals for bus lanes and bus stops. There are no other bus operators with services on Leith Walk between Pilrig Street and Duke Street.

Changes to Disabled Parking Bays

- 2.17 It is proposed to relocate the existing disabled parking bay at No 9 Leith Walk, opposite Kirk Street, around 60m further south to outside No 55 Leith Walk, opposite Casselbank Street. This is necessary to accommodate a new bus stop and puffin crossing near the Foot of the Walk.
- 2.18 A new disabled parking bay will also be introduced outside Nos 131-141 Leith Walk.

Introduction of Motorcycle Parking Bays

- 2.19 At present, no dedicated parking facilities for motorcycles are available on Leith Walk. It is proposed to introduce a motorcycle parking bay outside No 301 Leith Walk as part of the improvements.

Introduction of Cycle Parking Bays

- 2.20 Cycle parking provision along the full length of Leith Walk has been reviewed as part of the Leith Programme. Cycle parking facilities will be provided at regular intervals to meet the expected increase in demand resulting from the improvements to cycle infrastructure on Leith Walk.
- 2.21 It is proposed to provide cycle stands within laybys which will allow cyclists to access these bays from the adjacent cycle lane without needing to dismount and use stands provided on the footway.
- 2.22 These cycle parking bays will be provided at four locations between Pilrig Street and Duke Street.
- 2.23 Additional cycle racks will also be provided at suitable locations on the footway.

Relocation of Domestic Waste Containers into Dedicated Road Space

- 2.24 Dedicated road space within laybys has been identified to accommodate domestic waste containers. This will ensure that these containers are removed from the footway, creating a more attractive environment for pedestrians.

2.25 The Council is also undertaking a pilot on Leith Walk to test the feasibility of timed collection windows for trade waste. This will specify windows of time in which businesses may place their waste onto public space for collection. The implementation date of the Leith Walk pilot was 3 March 2014. Should this pilot prove successful, it will complement the proposals to remove domestic waste containers from footways, reducing obstructions and enhancing the local environment.

Statutory Consultation

2.26 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the draft Traffic Regulation Order was advertised between 29 November 2013 and 6 January 2014.

2.27 In line with the statutory requirements for consultations being carried out under the terms of the Roads (Scotland) Act 1984, the draft Redetermination Order was advertised during the same period.

2.28 In addition, 1,900 letters were hand-delivered to businesses and residents on Leith Walk and streets surrounding the area covered by the Orders.

2.29 Eleven individual objections were received to the advertised Order, while a further 101 objections were received by way of a standard letter. An online petition was also submitted to the Council objecting to the proposals. Further information on each of these three categories of objection is provided below.

2.30 No respondents stated an objection to the Redetermination Order.

Individual Objections

2.31 The Council received 20 representations from a mix of individuals, businesses and local community groups. Of these representations, 11 were objections to Order, seven were expressions of support for the proposals (or elements of the proposals), and the remaining two were comments which are non-valid grounds for objection. The eleven objections to the proposals are included in Appendix 1.

2.32 A table of all issues raised within the representations is included in Appendix 2, while the Council's response to each issue is also shown.

2.33 The two main areas of concern within the 11 individual objections received are:

- loss of parking provision; and
- loss of loading/unloading facilities.

2.34 These concerns were raised by businesses (and one local resident) in the following localised areas on the northbound side of Leith Walk:

- immediately north of Balfour Street;
- between Jane Street and Casselbank Street, and
- just north of Pilrig Street.

- 2.35 After considering the objections raised by businesses concerned with a loss of parking and loading facilities at these locations, the layouts were reviewed and the following amendments were proposed to objectors.
- 2.36 At the area immediately north of Balfour Street, the proposals would be amended to add a new loading bay outside Nos 266-274 Leith Walk, while in the area between Jane Street and Casselbank Street, a new parking bay outside Nos 80-98 Leith Walk with capacity for six cars would be added to the proposals. In the area north of Pilrig Street, the proposal is to relocate a loading bay. It is possible to implement the proposed changes at these locations without significantly compromising the scheme's design principles.
- 2.37 The amendments at two of these locations can be implemented without any further statutory processes, however the proposals north of Balfour Street would require a new localised Traffic Regulation Order.
- 2.38 Those who had objected to the advertised Order were contacted with a detailed response to their objections, including details of the proposed amendments to the Order for those objectors in the three localised areas concerned. To date, one individual has withdrawn their objection in full and a second has withdrawn in part (see Appendix 2 for further details). It is understood that the remaining individuals wish to maintain their objections.
- 2.39 Of these maintained objections, seven are on the basis of proposed changes to loading and unloading facilities, while two are on other valid grounds.
- 2.40 Seven representations received by the Council expressed support for the proposals, or elements of the proposals, including those received from Leith Central Community Council, SPOKES and Greener Leith. Both SPOKES and Greener Leith specifically mentioned strong support for a reduction in parking provision on Leith Walk.
- 2.41 All other issues raised within the individual objections are detailed in Appendix 2.
- 2.42 All those providing an individual representation have been sent a detailed written response.

Standard Letters

- 2.43 In addition to the individual objections above, the Council also received 101 standard letters objecting to the loss of parking in the scheme. 96 signatories to the standard letter are local businesses and five are individuals. A copy of this letter is provided in Appendix 1.
- 2.44 Several non-valid grounds for objection were also included within the letter. These were:
- late notification of loss of parking;
 - the proposals are a direct contradiction of the promised reinstatement;
 - interfering with local business' ability to earn a living; and
 - pushing the public away from the high street to retail parks.

2.45 A response has been sent to each objector from whom a letter was received.

Petition

2.46 In response to the advertisement of the Order, a petition with 354 signatures was also received by the Council.

2.47 This petition was initially inaccurate, stating that all parking provision between Pilrig Street and the Foot of the Walk was to be removed, however this was later updated to a more accurate position. At the point where the petition was updated on 23 December 2014, it had already been signed by around 250 individuals.

2.48 A copy of the petition webpage following the update is included in Appendix 1. In response to the standard letters and petition, a review of the rest of the design was carried out, however there is no further opportunity to increase parking provision without significant impact on the design principles of the Leith Programme.

Next Steps

2.49 In accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, if an objection is made to the advertised Traffic Regulation Order on the grounds of loading provision and the objection is not withdrawn, a public hearing is mandatory. This hearing should be conducted by an independent Reporter appointed in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

2.50 If Members accept the recommendations in this report, officials will request that the Scottish Government arranges the necessary public hearing at the earliest opportunity. A further report on the outcomes of that process will then be brought to Committee.

2.51 If the advertised Traffic Regulation Order is deferred to await the outcome of a public hearing, this could delay implementing the improvements by between 6 and 18 months. Therefore, in order to allow the scheme to proceed without undue delay, the Committee is asked to set aside all those objections which do not relate to loading, and to make the Order in part. This will allow the Council to expedite the delivery of this phase of the scheme, omitting the three specific areas referred to in paragraphs 2.37–2.39 where loading related objections have been received. These locations are shown in Appendix 4.

2.52 The current Traffic Regulation Order which is in effect on Leith Walk is the pre-tram Order, which does not accurately reflect what is on the ground at present. As such, if the Council are unable to proceed with the new design following a public hearing, the Council would revert to providing loading/unloading facilities equivalent to those provided under the pre-tram layout at the three locations where loading objections have been received.

2.53 For the three areas of Leith Walk omitted from the Order in part, the proposed way forward is therefore as follows:

- immediately north of Balfour Street – withdraw advertised proposals for this section, and initiate a new Traffic Regulation Order for the amended layout;
- between Jane Street and Casselbank Street – proceed with pre-tram loading/unloading provision pending the public hearing outcome. The amended layout would then be implemented should the Council be successful at the hearing; and
- just north of Pilrig Street - proceed with pre-tram loading/unloading provision pending the public hearing outcome. The amended layout would then be implemented should the Council be successful at the hearing.

2.54 Plans showing the pre-tram layout at these locations are provided in Appendix 4.

2.55 As no objections were received to the Redetermination Order, this can now be made.

Additional Statutory Processes

2.56 Further statutory processes will be required for changes proposed to the remainder of Leith Walk and for Casselbank Street. Any objections will be the subject of separate reports to the relevant Committee in due course.

Future Proofing the Leith Programme

2.60 As the Leith Programme has been developed, significant effort has been made to ensure that it supports the likely extension of the tram service to Leith, and beyond, at some future point. This work has involved the following;

- (i) Comparison of the Leith Programme design with that of the likely tram service as detailed in the Tram Act
- (ii) Review of ground issues including public utilities and identification of other groundworks such as voids which will require to be grouted prior to delivery of a tram service
- (iii) Consideration of whether work could be undertaken as part of the Leith Programme which will avoid further disruption if/when tram construction is undertaken

2.61 Having considered these issues, it is concluded that the proposed design of the Leith Programme is compatible with future tram construction work insofar as this is practically possible. However, it is recommended that two adjustments are made in order to ensure best value;

- (a) That the approach to that part of the road which will eventually form the tram slab (upon which sleepers and rails will rest) should be different from the rest of the road surface in that it will, eventually, need to be excavated. For this reason it is proposed to apply a shallower, cost effective solution in order to minimise abortive costs. This part of the surface will be no different visually from the rest of the surface.
- (b) Void spaces have been identified beneath Leith Walk at Baxter's Place. These will need to be grouted before any tram construction could be undertaken and it is therefore proposed to undertake this work at the appropriate point during the Leith Programme construction works. This will avoid further significant disruption at a later stage. The estimated cost of this work is £1m and a report will be submitted to the Finance and Resources Committee regarding funding arrangements for this additional expenditure.

2.62 The operation of the tram will be assessed following the start of passenger services, scheduled for May 2014. A report detailing tram performance and, if appropriate, the possible extension of the line will be prepared for consideration by Committee/Council in late 2014. The timescales associated with the Edinburgh Tram (line one) Act 2006 require works to be commenced within 15 years of enactment. This means the provisions of the Act, in relation to any extension to Leith, run to May 2021.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee:
- 3.1.1 notes the objections received to the advertised Traffic Regulation Order and the Council's comments in response;
 - 3.1.2 notes that nine objections were received to changes to loading and unloading facilities that were proposed as part of the advertised Traffic Regulation Order and that the Council is obliged to hold a public hearing if any of these objections are not subsequently withdrawn;
 - 3.1.3 notes the amendments that are proposed to the advertised Traffic Regulation Order to address the concerns raised by objectors over changes to waiting, loading and unloading facilities and that two objectors have agreed to withdraw their objections to the proposed changes to loading and unloading facilities if these amendments are made;
 - 3.1.4 sets aside the objections that do not relate to proposed changes to loading and unloading facilities;
 - 3.1.5 gives approval to make the advertised Traffic Regulation Order in part, omitting three areas where there are unwithdrawn objections to proposed changes to loading and unloading facilities;
 - 3.1.6 instructs officials to write to the Scottish Government to propose that a public hearing be held into the unwithdrawn Traffic Regulation Order objections relating to Leith Walk just north of Pilrig Street, and between Jane Street and Casselbank Street;
 - 3.1.7 gives approval to initiate a new Traffic Regulation Order process, which will be required to make some of the amendments that are proposed to the advertised Traffic Regulation Order on Leith Walk immediately north of Balfour Street;
 - 3.1.8 gives approval to make the advertised Redetermination Order, revised to reflect the amendments that are proposed to the advertised Traffic Regulation Order; and
 - 3.1.9 notes the arrangements to future proof the Leith Programme in relation to the potential for an extension to the tram line and the intention to report to Finance and Resources Committee to seek the required budgetary approval.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive P45 – Spend 5% of the transport budget on provision for cyclists
Council outcomes	CO19 – Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Objection letters/emails received, including standard letter and petition Appendix 2 – Summary of issues raised in objections, and the Council's responses Appendix 3 – Plans of advertised and amended proposals for Leith Walk between Pilrig Street and Duke Street. Appendix 4 – Plan of three areas to be omitted from Traffic Regulation Order, and plans of the pre-tram layout at these locations.

From: [REDACTED]
Sent: 04 December 2013 17:08
To: Traffic Orders
Subject: TRO/13/51

Categories: Blue Category

I would like to write to object to the plans for Leith walk.

While this contains items that do need done, I feel as a resident of the Leith walk area and regular commuter of Leith walk by car, bus and bike that you are going to create more congestion.

Do the pavements need widened? No. There is no need. The pavements that are there are wide enough. All that will happen is the restaurants and bars will increase their outside seating and just bottle neck the pavements. Also increased width of pavements at intersections create dangerous problems for drivers, especially those driving large lorries.

Is there a need for more pedestrian crossings? Yes.

Improving on-road cycle facilities? Probably, but, would it not be wiser, for such a busy road to adopt the style of bike lanes that exist in Holland? Separate to the road itself.

Dedicated cycle and motor cycle parking? Really? No need.

Re-do the pavements? Absolutely.

Re-do the road surface? Without a doubt. The mess that has been created since the the failed tram line expansion down Leith walk is a joke.

Move the bins onto the street? No.

If all of these go ahead, I see Leith walk being a nightmare for those that use it on a daily basis. It is a road frequented by large lorries delivering to businesses, with their hazards on so that they can unload. Take the large amount of traffic....narrow the road to increase pedestrians..and it will be a nightmare.

[REDACTED]

Leith Walk Improvement Programme

Originally the name of this project was the Leith Reinstatement Project and as it suggests it should put Leith Walk back to the way it was before the Tram works and not impose barriers on businesses though layout changes and impose further hardship to businesses that have already had to bear with the previous Tram works!!

Analysing the most recent documents I have the following comments:-

The new proposal have withdrawn the loading bay from the West side of Leith Walk outside Woodland Creatures which is fundamental to local traders!

The following traders on this side of the street next to the loading bay receive regular deliveries:-

██████████ – Twice weekly deliveries by Articulated Lorry (Artic) of a pallet of around 250+kg

██████████ - Daily delivery of barrels from an Artic and other deliveries from lorries

██████████ – Receives regular deliveries by either Artic or other large vans

The only loading bay which is proposed is a small loading bay to be situated outside the internet cafe on the East side of Leith Walk across the road which is totally inadequate as delivery drivers will be required to transport deliveries across the road and there will be no close pedestrian crossing as it is being moved!

It is ridiculous to expect Draymen to roll a dozen barrels or other delivery drivers to pull a half tonne pallet across Leith Walk.

The only resolution from a delivery drivers point of view will be for Artic's to double park or some will use the bus lane causing substantial traffic disruption.

The worst scenario would be for delivery drivers to refuse to deliver which would mean the inability for businesses to operate!

Other comments

1. Movement of the bus stop from outside the Nail shop to outside No 266 means that if more than 3 buses are queued this will cause a blockage at Balfour Street – this happens on a regular basis during the day.
There is substantial traffic entering/exiting Balfour Street during the day, particularly at school closure time when there is a substantial number of private taxis.
Even if buses leave a space for exiting Balfour Street, cars cannot view vehicles passing the buses in the other lane so causing the potential for crashes.
2. From diagrams on the internet it indicates that the proposed new bus stop will overlap the entrance to Crawford's Lane – this may be due to scale of drawings and I have not seen full Autocad drawings?
3. Why can't the pavement from Balfour Street to Old Kebab House remain as it is at present and the area be made into a loading zone – this should not contradict regulations as pedestrian crossing is being moved and there is no definite requirement to have such a large pavement!

[REDACTED]

From: [REDACTED]
Sent: 06 December 2013 16:02
To: Traffic Orders
Subject: TRO/5-8/note

Categories: Blue Category

Dear Sir/Madam,

I'd like to submit my objections to TRO/5-8 that you are looking to implement on Leith Walk.

My understanding of the plan is that you will be moving the bus stop to a location where the current crossing is. We live across the road at 259 Leith Walk and can see the current bus stop easily from our front room. There are frequently 2-3 buses queued at that bus stop. Given your proposed location of the bus stop this situation will lead to the blockage of traffic attempting to enter or leave Balfour St. If a gap is left by the buses it will be very difficult for vehicles attempting to see out beyond the buses to safely turn right. They will have to stick the nose of their vehicle out beyond the buses into the oncoming lane presenting a dangerous situation. This junction is heavily used when the special needs school closes on a weekday afternoon. There are many of taxi's, parents cars and special need! s buses t hat leave this junction.

With the removal of the loading bay for the Woodland Creatures pub and other shops it is highly likely that deliver trucks will take to using the bus stop further causing situations where buses and traffic will be backed up over Balfour St. The parking area across the street is regularly full, mostly with shop owners cars, and does not provide a suitable place for deliver vehicles to stop. They will either have to double park on that side or use the bus stop. Given these vehicles are regularly delivering tonne pallets and barrels of alcohol to the pub it is unlikely that they choose to park on the opposite side of the road and will chose the "easy" option of using the bus stop.

Please reconsider these proposals.

Kind regards,
[REDACTED]

Request Type - General Enquiry**Service Request Number - 6****SfC\City Centre/Leith Neighbourhood Management****Received Date - 16/12/2013****Service Area - CELO - Partnership and Information****Target Date - 01/01/2014****Sub Service Area -****Logged by - Margaret Denney****If Other -****Type - General Enquiry BO****Assigned to - alan.dean@edinburgh.gov.uk****Multiple Request Co Ordinator -****Street Name
Ward****Neighbourhood
Other System Refs****Subject** parking**Summary**

Hello my name is [REDACTED] I am the manager of [REDACTED] which is [REDACTED] leith walk.

We v got letter from council for car parking and says we wouldn't allow to park front of the shop which is unacceptable for us.because we are getting delivery every weeks and we have car for delivery also lots of customer coming here for them car.we are not happy for that Thank you

Sent from my iPhone

SR Customers Information

Customer Name	Phone	Mobile	Cust Type
[REDACTED] [REDACTED] Leith Walk Edinburgh	[REDACTED]	[REDACTED]	Individual

Activity History

Activity ID	Date Logged	Staff Name	Cust Name	Type of Contact
4040092	16/12/2013	Margaret Denney	[REDACTED]	Email - Inbound
Comment	Hello my name is [REDACTED] I am the manager of [REDACTED] which is [REDACTED] leith walk. We v got letter from council for car parking and says we wouldn't allow to park front of the shop which is unacceptable for us.because we are getting delivery every weeks and we have car for delivery also lots of customer coming here for them car.we are not happy for that Thank you			

Sent from my iPhone

Follow Up Details

ID	Date	Staff Name	Category
641107	16/12/2013	Margaret Denney	Assignment
Details	Assignment Email to environment-ccl@edinburgh.gov.uk		
641106	16/12/2013	Margaret Denney	Back Office Update
Details	assiged to environment-ccl@edinburgh.gov.uk		

Related SRs

[REDACTED]

From: [REDACTED]
Sent: 17 December 2013 14:24
To: Traffic Orders
Subject: TRO-Leith Walk from Pilrig Street to the foot of Leith Walk/Duke Street Edinburgh

Categories: Blue Category

Your Ref TRO/5-8/note

I wish to submit an objection to the proposed changes to the above.

1. My business sells carpets, vinyls - floorcoverings. I have suppliers delivering 4-5metre carpets every day and there is insufficient loading bays. Loading bay is also to be moved further away from my shop which will cause huge problems for delivery drivers and myself.

2. There is insufficient parking spaces to service the number of shops on this stretch of The Walk

Both loading areas and parking areas are to be sacrificed in order to widen the pavements.

[REDACTED]

--

[REDACTED]

[REDACTED]

From: Andrew Young on behalf of Traffic Orders
Sent: 06 January 2014 11:37
To: [REDACTED]
Subject: RE: TRO/13/51 Leith Walk - Consultation Response

Dear [REDACTED]

TRO/13/51 - NORTH LEITH WALK PROPOSALS - OBJECTION

Thank-you for your e-mail which was received 6 January 2014

This will be passed to the officer in charge of the project for their attention

Regards

Andrew D Young
Traffic Orders Administration Officer
Transport
Services for Communities
City Chambers, Room 10.19
Edinburgh, EH1 1YJ

Tel 0131 469 3122



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From: [REDACTED]
Sent: 05 January 2014 21:14
To: Traffic Orders
Subject: TRO/13/51 Leith Walk - Consultation Response

Dear Sirs,

I write in response to your consultation on the TRO for Leith Walk. My client is [REDACTED] Leith Walk, Edinburgh. [REDACTED] is situated on the corner of Balfour Street with Leith Walk. The unit is a class 1 retail shop, fully licensed as a retailer of second hand goods namely retro furniture, collectables and art from the mid twentieth century onwards. The Director of [REDACTED]. I am instructed to object to the TRO and appear at any forthcoming hearing or inquiry on his behalf.

[redacted] objects to the TRO for the following reasons:

1. No timescale for works is identified in the consultation papers.
2. No means of recompense for loss of trade is identified in the consultation papers during the construction phase.
3. Loss of the ability to park or unload close to the premises will negatively impact on the level of trade at the premises.
4. No trees, as exist at present, are shown on the drawings - are these to be removed? If they are [redacted] objects to this.
5. The unsightly multiple numbers of black municipal CEC bins all over the corner of Balfour Street with Leith Walk around the vicinity of [redacted] detract from the quality of the public realm and negatively impact on the street scene. What is proposed to replace them - it is unclear on the plan where these are to be re-sited? [redacted] objects to them being re-sited in their current sporadic locations.
6. What is to happen on the widened pavement - it is unclear what opportunities will exist and be encouraged to enliven the street in this location? There is an opportunity to create an interesting piece of public art on the pavement here which we would be interested in contributing to and would like to talk further with you about this. There exists at present on the opposite corner an 'i love leith' work on the pavement, we should be thinking of something similar on this side.
7. The Loading Bay in Balfour Street adjacent to [redacted] will be suggested to [redacted] as the closest point that should be used for unloading large pieces of furniture and heavy items. However for your info on 23rd December while doing just that [redacted] were ticketed by a traffic warden and have an appeal against this with you at present (ticket ref [redacted]). When explained to the warden that unloading was happening and it would take under 5 mins - this was disregarded, ticket issued and the appeal route was necessary. How are local businesses to operate if this is the approach?
8. The lack of advice to local businesses on the duration of the works proposed illustrates a complete lack of awareness as to what it takes to operate a small business on the high street in the current economic climate. The closure of sections of the street will undoubtedly negatively impact on trade in this location yet no compensation is offered. The role of the local authority should be to foster economic growth and assist high street operators and small businesses. We appreciate that the works at the end of the day may improve the public realm but not to the extent that it is worth attempting to make a living while the council dig up the road, close sections and put people off visiting Leith. It will be particularly harmful to trade if it happens over the summer months when takings are highest. The prospect of the noise, dirt, obstructions etc fills my client with dread as to what the future holds for his business in this location.

I look forward to hearing from you in due course.

[redacted]

--

[redacted]

[redacted]

[Redacted]

[Redacted]

[REDACTED]

From: Andrew Young on behalf of Traffic Orders
Sent: 06 January 2014 11:43
To: [REDACTED]
Subject: RE: TRO Leith Walk - Pilrig Street to Foot of the Walk

Dear [REDACTED],

TRO/13/51 - NORTH LEITH WALK PROPOSALS - COMMENTS

Thank-you for your e-mail which was received 6 January 2014

This will be passed to the officer in charge of the project for their attention

Regards

Andrew D Young
Traffic Orders Administration Officer
Transport
Services for Communities
City Chambers, Room 10.19
Edinburgh, EH1 1YJ

Tel 0131 469 3122



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From: [REDACTED]
Sent: 05 January 2014 23:31
To: Traffic Orders
Subject: TRO Leith Walk - Pilrig Street to Foot of the Walk

Order Reference - TRO/13/51

Order Title - The Leith Program. Leith Walk - Pilrig Street to Duke Street

[REDACTED]

Dear Sir/Madam,

I welcome the proposed improvement works to Leith Walk, in particular the re-surfacing of the footways and carriageways which, due to the Trams legacy, have required attention. The recent works on Constitution Street are of a high standard and I would ask for clarification on the nature of proposed footways on Leith Walk. Will they also be natural stone or will they be asphalt or pre-cast concrete slab/block?

Following a review of the plans I have several comments/suggestions which are listed below:

- The bus lane between Iona street and Dalmeny Street appears far wider than necessary. I would suggest that this section of carriageway will be used by cyclists, buses and cars attempting to get to the parking bays potentially leading to confusion. Would it be safer to narrow down the bus lane and create a cycle lane to better define these uses?
- There is no indication of the right turn lane currently in place for vehicles turning right onto Iona Street coming down from Leith Walk. Will this be retained or is this manoeuvre to be prohibited under the works? Furthermore, there are other ghost island right turns which appear to have been removed in order to narrow the carriageway. I understand the reasoning for this however I am concerned that their removal will result in cars idling leading to increased emissions.
- Can you clarify the type of pedestrian crossing proposed at Dalmeny street, Steads Place, Jane Street, and Bank Street; are these toucan, pelican or a zebra? In my opinion so many zebra crossings would be unsuitable in this location and at relatively close centres due to the heavy flows of vehicles and pedestrians. This could lead to significant and unnecessary queueing and I would object to this type of crossing if proposed. In particular, the crossing points at Steads Place and Bank Street. A zebra crossing at Bank Street, so close to a Bus Stop and to Constitution St/Great Junction Street could seriously impact the operation of the 4-way traffic lights at this busy junction.
- Following on from this I am disappointed to see the removal of the right turn lane at the bottom of Leith Walk. Again, this could reduce the efficiency of this busy junction. Given that right turning traffic are already restricted by vehicles approaching from Constitution Street and the pedestrian crossing almost immediately next to the junction (on Duke Street) it would appear illogical to also prevent traffic flow of vehicles heading directly onto Constitution Street.
- The layout approaching the junction at the bottom of Leith Walk is slightly baffling. I'm not sure of the purpose of the short length of bus lane beyond the proposed ped crossing, the "un-used" space at the start of the bus lane and why the bus lane appears to be circa 5.0m wide. Is it sensible to place a parking bay so close to the junction?
- For the above reasons I would object to the proposed layout of the approach to, and the junction at the bottom of Leith Walk.
- The visibility splay at Springfield Street junction is (I believe) sub-standard, particularly when there is a vehicle parked at the end of the parking bay. Has consideration been given to moving the end of the parking area further away from the junction?

Finally, given the proposed narrowing of Leith Walk is this confirmation that, for the time being, the Council has no plans to extend the tram network into Leith at some point in the future?

I thank you in advance for your time and look forward to your response.

Kind Regards



[REDACTED]

From: Andrew Young on behalf of Traffic Orders
Sent: 06 January 2014 11:11
To: [REDACTED]
Subject: RE: [REDACTED] Leith Walk Planning objection

Dear Mr [REDACTED],

TRO/13/51 - NORTH LEITH WALK PROPOSALS - OBJECTION

Thank-you for your e-mail which was received 6 January 2014

This will be passed to the officer in charge of the project for their attention

Regards

From: [REDACTED]
Sent: 02 January 2014 11:53
To: Traffic Orders
Subject: [REDACTED] Leith Walk Planning objection

Dear Sir/Madam

I own a bar at [REDACTED] Leith Walk called [REDACTED]

I wish to object to the plans for work to the pavement and road outside [REDACTED] Leith Walk.

I see from the planning proposal that the loading bay outside my business will be removed and a bus stop shall be put in it's place.

In order to remain in business I require a loading bay outside my business as I get multiple deliveries every week .from Articulated Lorries. (It is worth noting that other businesses on the same small block get similar delivery lorries). The nature of the deliveries I get means that if no loading bay is available outside my business then my deliveries will stop and my business will be forced to close.

Also worth noting is that I pay for an annual tables and chairs pavement license; the proposal to site a bus stop right outside my business will create a bottleneck on the pavement as space between the bus stop and my tables and chairs will be reduced. I also can only too clearly imagine that people waiting on buses will constantly use my tables and chairs as seating while waiting on buses which will reduce seating for customers, reducing my turnover.

I am also alarmed generally at the suggestion of removing so many parking spaces on Leith Walk, many businesses rely on people being able to park outside their shops.

I run and independent business and have invested a considerable ammount of money purchasing and renovating the property at [REDACTED] Leith Walk. This property had been empty for two years and was in poor condition prior to my investment. I have created jobs for ten people and have contributed directly through my own investment and hard to work to the regeneration of Leith Walk. I live in Leith and am committed to the

area. I support and exhibit local Artists without making an profit from this. I host a weekly drop in surgery for Police and Council to assist members of the local community, this has proved to be a vital point of contact for some members of the community. We have fund raisers planned for the local special needs school which my nephew attends. The loss of my business on Leith Walk would not only be my loss, other people would be affected. I would ask that you please reconsider the planned changes to the loading bay outside my business.

Yours Sincerely
Kind regards

████████████████████
0 ██████████

From: Andrew Young on behalf of Traffic Orders
Sent: 07 January 2014 09:14
To: [REDACTED]
Subject: RE: TRO13-51-LeithWalk between Pilrig Street and Foot of the walk

Dear [REDACTED]

TRO/13/51 – LEITH WALK – OBJECTION

Thank-you for your e-mail which was received on 7 January 2014.

This will be passed to the officer in charge of the project for their attention.

Regards

Andrew D Young
Traffic Orders Administration Officer
Transport
Services for Communities
City Chambers, Room 10.19
Edinburgh, EH1 1YJ

Tel 0131 469 3122



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From: [REDACTED]
Sent: 06 January 2014 20:57
To: Traffic Orders
Subject: TRO13-51-LeithWalk between Pilrig Street and Foot of the walk

Dear Sir/Madam

I wish to object to the proposed changes in Leith Walk between Pilrig Street and the foot of the walk as shown in TRO 13-51.

There has never been mention of reduction of parking spaces in this section of road during all the meetings I have attended since 2003.

The proposed changes between number 68 and 96 Leith Walk show that all parking spaces (7) will be wiped out. How are the seven businesses meant to survive (public house (delivery), Driving school (picking up and dropping their customers), Tobacconist, Turkish convenience store (his customers come from all over the lothians), Take away, Sweet Shop, Funeral Directors (Hearse) and an estate agent) when all the spaces will be taken away?

Who ever came up with this proposal has NOT taken into consideration the loss of trade for these businesses.

[REDACTED]

[REDACTED]
To: Gordon Munro
Subject: RE: TRO Leith Walk-

*more space for the cars
then parking down
outside*

Hi Gordon

I have just read your email and thought I would reply as I was planning to email all the local councillors anyway. My business is located at [REDACTED] Leith Walk, according to the plans I found on the Edinburgh.gov website the parking bays outside my premises are to be replaced with a loading bay. I also noticed the bus stop is to be moved back towards my business. There is no doubt if this is correct this would cause serious problems for me. You will appreciate the type of profession I work in, our clients and our staff need to be able to access our premises and be able to park and load and unload our hearse when required.

It is also a concern that all the shops to our right will need to access the loading bay daily, never mind the impact of a row of buses tailing back outside our premises, which happens very regularly, it is very apparent we would never be able to operate our business and more importantly carry out our duties in a dignified professional manner. I need someone from the council to explain how a funeral leaving from our premises will be able to do this in a professional dignified way.

It is coincidental that we have entered the last year of our lease and are now seriously considering not renewing the lease, which of course will leave another empty shop in Leith.

I hope you can help me with this matter

Kind Regards

[REDACTED]

[REDACTED]



The Head of Transport
Services for Communities
4 East Market Street
Edinburgh EH8 8BG

Your Ref. TRO/5-8/note

TRAFFIC REGULATION ORDER

Leith Walk from Pilrig Street to the foot of the Walk / Duke Street - Edinburgh

Dear Sir,

COMMENT / OBJECTION

Basement property at [REDACTED] Leith Walk accessed from passageway formed by properties at [REDACTED] Leith Walk.

Your Traffic Regulation Order shows there will be parking across the goods entranceway to this property. This will have a detrimental effect on my business. Namely: it will cause problems when pallets of paper, weighing 400-500 kilo, are delivered and these can not be transported from the street and along the rear of the building to my main door.

There were double red lines at this entranceway until the Tram works destroyed 90% of them.

I have, in recent times, taken this matter up with my Leith Walk Councillor, Nick Gardner. Subsequently, I was contacted, by, telephone, by a local authority official who assured me that double lines would be installed when the Leith Walk traffic works were undertaken.

I would appreciate it if your plans could be amended accordingly.

Yours sincerely,

[REDACTED]
Proprietor

The Head of Transport
Services for Communities
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

18th December 2013

Leith Walk from Pilrig Street to the Foot of Leith Walk/Duke Street, Edinburgh

TRAMS FOR LEITH = NO PARKING
NO TRAMS FOR LEITH = STILL NO PARKING!!

TRO'S DESIGNED FOR TRAMS WITH ABSOLUTELY NO PROSPECT OF TRAMS

TRO/13/51 - OBJECTIONS

I wish to object to the above TRO for the following reasons:

- Late notification of loss of parking
- The proposal is a direct contradiction of promised reinstatement
- 34 parking spaces wiped out
- Interfering with local businesses' ability to earn a living
- Pushing the public away from the high street and out to retail parks

X

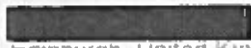
PRINTED NAME _____

BUSINESS NAME (IF APPLICABLE)

City of Edinburgh council: To reconsider the TRO (Traffic regulation order) 13/51



Petition by



Edinburgh, United Kingdom

At the moment Leith Walk has parking spaces available for the use of the public and for it's businesses. It is The City of Edinburgh Council's intention however to significantly reduce these parking spaces from Pilrig Street down to the foot of Leith Walk with the above TRO. with even more reductions towards the top end of Leith Walk during 2014. The numbers being quoted are 34 Initially with a further 46 to follow. This TRO will be harmful for business in Leith, and is directly contradicting the council's reinstatement plans. Trams for Leith =no parking. No trams for Leith = still no parking! Please help us stop this by signing this petition to be presented to Edinburgh council by 6th of January 2014.

To:
City of Edinburgh Council

To reconsider the TRO (Traffic regulation order) 13/51

Sincerely,
[Your name]

Traffic Orders
Transport
City of Edinburgh Council
Room 10.19
City Chambers
High Street
EDINBURGH
EH1 1YJ

TRAFFIC REGULATION ORDER TRO/13/51 – LEITH WALK (PILRIG STREET TO DUKE STREET)

I can confirm that, should the City of Edinburgh Council make the proposed amendments to the advertised Order as outlined in Drawing RTD/636045/TRO/08, I would be willing to withdraw my objection ~~entirely~~/in part (delete as appropriate).

Comments: AS LONG AS NO MORE THAN 13 PARKING SPACES ARE LOST AS PER THE EMAIL FROM MR CALLUM SMITH (DATED 7/02/2014) = I OBJECT TO THE BUS STOP BEING MOVED UP TO OUTSIDE THE DOCTOR SURGERY. THIS WILL CREATE A LONG^{LINE} OF BUSES (4 OR 5) TAILING BACK TO ALMOST JANE STREET. THE NEW PEDESTRIAN CROSSING IS NOT REALLY NECESSARY.

Signed: [REDACTED]

Print Name: [REDACTED]

Date: 10/02/2014

Address: [REDACTED]



Traffic Orders
Transport
City of Edinburgh Council
Room 10.19
City Chambers
High Street
EDINBURGH
EH1 1YJ

TRAFFIC REGULATION ORDER TRO/13/51 – LEITH WALK (PILRIG STREET TO DUKE STREET)

I can confirm that, should the City of Edinburgh Council make the proposed amendments to the advertised Order as outlined in Drawing RTD/636045/TRO/06, I would be willing to withdraw my objection **entirely/in part** (delete as appropriate).

Comments:

Signed: [REDACTED]

Print Name: [REDACTED]

Date: 4/2/14

Address: [REDACTED]

Detailed Representations/Objections - Responses to Issues Raised

Valid grounds of objection

Issue	Response	Number
Loss of nearby loading facilities	<p>Changes to loading/unloading facilities are required to deliver the improvements, however the Council appreciate that it is essential for residents and businesses to have access to parking and loading facilities and have sought to retain these at the most suitable locations.</p> <p>In addition, on those sections where there is high parking and loading demand, cycle lanes will be provided on the outside of parking bays. This will allow the loading bays to remain in place.</p> <p>After consideration of objections received, further amendments have been proposed to increase waiting/loading provision on the northbound side of Leith Walk at three locations - between Jane Street and Casselbank Street, immediately north of Balfour Street and just north of Pilrig Street.</p>	9
Loss of parking spaces	<p>Changes to parking provision are required to deliver the improvements, however the Council appreciate that it is essential for residents and businesses to have access to parking and loading facilities and have sought to retain these at the most suitable locations. On those sections where there is high parking and loading demand, cycle lanes will be provided on the outside of parking bays. This will allow the parking bays to remain in place.</p> <p>Parking surveys have been carried out which confirmed there is a high level of parking demand in this area of Leith Walk. However, these surveys also indicated that there is a significant level of misuse of existing bays, with many vehicles parking for long periods. Missing and damaged signing makes enforcement of existing parking difficult, resulting in this long-stay parking and a low turnover of spaces. Within the new layout, it will be possible for parking to be enforced more rigorously, leading to a higher turnover of spaces.</p> <p>After consideration of objections received, amendments have been made to the proposals to increase waiting/loading provision on the northbound side of Leith Walk at two locations - between Jane Street and Casselbank Street, and immediately north of Balfour Street</p>	8

Parking bay will obstruct goods entrance at 336-340 Leith Walk	The layout at this location has been changed. The loading bay will be situated at the goods entrance in order to assist loading/unloading.	1
There is no need to widen pavements	The widening of footways is a key element of the scheme and is essential in delivering better facilities for pedestrians. By increasing footway widths and narrowing the road, vehicle speeds will be reduced and improved crossing points can be provided for pedestrians.	1
There is no need for dedicated cycle and motorcycle parking	It is anticipated that the improvements will lead to an increase in the number of cyclists using Leith Walk and, as such, dedicated cycle parking bays are proposed at four locations between Pilrig Street and the Foot of the Walk. These will be easier for cyclists to access from the adjacent cycle lanes. In addition, the local Neighbourhood Team have received several requests for dedicated motorcycle parking on Leith Walk previously, and these facilities have been included within the proposals.	1
Waste bins should stay on pavements	Accommodating waste containers within dedicated bays will create a more attractive environment for pedestrians by reducing clutter and obstructions from the footway.	1
Purpose, taper and width of bus lane on approach to Foot of the Walk junction.	This bus lane to the north of Jane Street is provided to give an advantage to buses over general traffic on the approach to the Foot of the Walk junction. The area at the entry taper has been revised within the latest design.	1

Other comments (non-valid grounds for objection)

Issue	Response	Number
On-road cycle lanes should be mandatory	Mandatory cycle lanes are not generally used in areas where vehicles are permitted to cross the lane (e.g. Side road entrances, parking and loading bays, bus stops). These lanes are most useful when there are few side roads and no parking or loading requirements along the route.	5
Cycle lanes should be fully segregated from traffic	Due to the width available on Leith Walk north of Pilrig Street, it is not possible to provide segregated cycle lanes and also provide footways, general traffic lanes, bus stops and parking/loading facilities for local residents and businesses. However, it is intended to provide segregated cycle facilities on the southern half of Leith Walk as part of a later phase of the works.	2

Queues of buses from proposed stop at No. 266 Leith Walk will lead to blockage of Balfour Street	Keep Clear' markings will be added to ensure that Balfour Street is kept clear of any potential bus queue.	2
20mph speed limit should be introduced	<p>One of the key initiatives within the Council's new draft Local Transport Strategy for 2014-2019 is a major extension of 20mph speed limit areas in Edinburgh.</p> <p>The Council will be consulting with the public and stakeholders on detailed proposals for a 20mph limit for the City Centre, main shopping streets and residential areas. It is proposed to report to the Transport & Environment Committee on the draft network for consultation in June 2014.</p>	2
Proposals will increase congestion	The northern half of Leith Walk, between Pilrig Street and the Foot of the Walk is relatively lightly-trafficked, and it is not anticipated that any unacceptable traffic impacts will arise from the proposals.	1
Widened pavements will create difficulties for large vehicles accessing side streets	The proposals follow current Streetscape guidance to reduce crossing widths at side-street junctions, however where there are roads with frequent large vehicle use (e.g. bus routes), this has been taken into account in the design.	1
Corners at side street entrances should be tighter	The proposals follow current Streetscape guidance to reduce crossing widths at side-street junctions, however where there are roads with frequent large vehicle use (e.g. bus routes), this has been taken into account in the design.	1
Proposed bus stop at No.266 Leith Walk will overlap entrance to Crawford's Lane	This has been reviewed and the bus stop position has been slightly adjusted in order to keep the access to Crawford's Lane clear.	1
Proposed bus stop at No. 266 Leith Walk will conflict with licensed table and chairs area	The bus stop and shelter at this location will take into account the area licensed to ensure no conflict while maintaining sufficient footway width for pedestrians.	1

Queues of buses from proposed stop at No's 52-62 Leith Walk will make use of loading bay difficult	<p>It is proposed to relocate this bus stop back to its pre-Tram position. There is a clear demand for pedestrians to cross Leith Walk between Crown Place and Casselbank Street and, as such, a puffin crossing will be introduced. The current temporary bus stop location is not compatible with this crossing, and it is therefore proposed to relocate the stop to its original position.</p> <p>It is recognised that, should there be a queue of three buses at the stop, this may partially obscure the loading bay, however it is anticipated that this will not occur frequently.</p>	1
Use of multiple zebra crossings will lead to increased congestion	The northern half of Leith Walk, between Pilrig Street and the Foot of the Walk is relatively lightly-trafficked, and it is not anticipated that any unacceptable traffic impacts will arise from the proposals.	1
Concern over parking bay on approach to the Foot of the Walk junction	This has been reviewed and we are satisfied there are no concerns at this location.	1
There should be no further roadworks on Leith Walk	The proposed works are necessary in order to deliver significant environmental improvements for all users of Leith Walk, particularly pedestrians and cyclists.	1
No timescale specified for the works	A draft Phasing Plan showing the estimated phasing of the works and start times is available on the Leith Programme pages of the Council Website at http://www.edinburgh.gov.uk/info/20056/city_centre_and_leith_neighbourhood/1788/leith_programme_2012-2014	1
No recompense for loss of trade during construction	The Council has an obligation under the Roads (Scotland) Act to maintain the city's roads and footways. The Council Solicitor advises that where the Council is carrying out road improvements or maintenance works, no liability is normally attached to the Council in respect of any loss of business incurred by traders during the works. The Council has no liability, or mechanism, to pay compensation in such instances.	1
Object to any proposals to remove trees	There are no proposals to remove trees within the scheme.	1
Existing waste bins at the corner of Balfour Street need to be relocated	It has been confirmed that these waste bins are in this location to serve the properties at 2-8 Balfour Street. These are sited here as they are as close as possible to the properties which they serve.	1

Thermoplastic material should be used to provide coloured road surface in bus and cycle lanes	Asphalt with red chips will be used for bus and cycle lanes in line with established policy. However, thermoplastic material may be used at any locations where there is considered to be a particularly high risk of conflict between vehicles and cyclists.	1
Concern over removal of right-turn lanes in centre of road leading to increased congestion	The northern half of Leith Walk, between Pilrig Street and the Foot of the Walk is relatively lightly-trafficked, and it is not anticipated that any unacceptable traffic impacts will arise from the proposals.	1
Concern over removal of right-turn lane at the Foot of the Walk junction	The Foot of the Walk junction is not included within the current phase of the Leith Programme - the proposed design for the junction will be subject to a separate Traffic Regulation Order process. Detailed traffic modelling of designs will be undertaken to ensure that any traffic impacts are acceptable.	1
Loading bay obstructing visibility for traffic exiting Springfield Street	This has been reviewed and we are satisfied that the position of the loading bay is suitable.	1

Questions/Suggestions

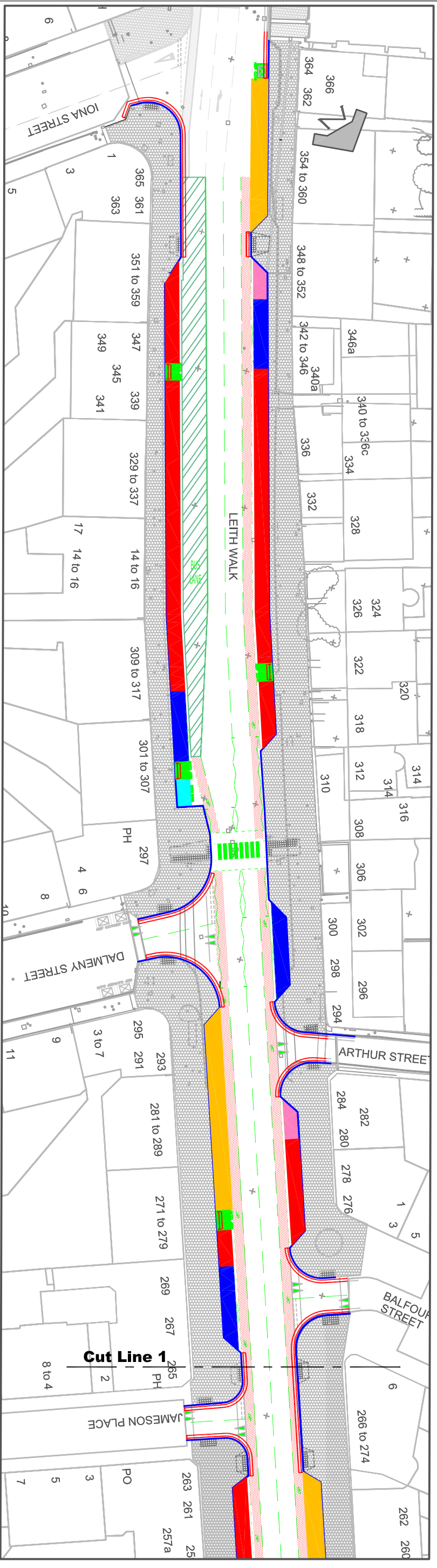
Issue	Response	Number
Disruption should be minimised during construction	Tenders for the works will be subject to quality factors as well as price. In addition, the Council will work very closely with the contractor to ensure that any inconvenience or disruption during the works is minimised. This will include keeping local residents and businesses updated with progress, planned works and timescales, and ensuring suitable traffic management is in place during the construction period to minimise inconvenience for users of Leith Walk.	2
Further consideration should be given to exact positioning of waste bins within parking bays or to moving them onto side streets	A review has been carried out to address concerns relating to waste bin bays on Leith Walk. However these cannot be moved onto sidestreets due to the resultant increased walking distances for residents on Leith Walk.	2
Will new pavements be natural stone or concrete flags?	The most appropriate material for relaying the footways on Leith Walk is considered to be pre-cast concrete flags.	1

Mark cycle lane within bus lane between Dalmeny Street and Iona Street	This has been added to the proposals.	1
Are there any future plans to extend Tram along Leith Walk?	It remains an aspiration to extend Tram along Leith Walk in future. Designers of this scheme have altered the proposals to minimise future work required should this phase of Tram be delivered.	1
There is opportunity for street art on widened pavement at Balfour Street	The proposals will create new spaces and increased opportunities for street art, however installation of street art etc will not be carried out as part of the scheme.	1
Better enforcement of parking restrictions will mitigate loss of parking spaces	Missing and damaged signing/lining makes enforcement of existing parking difficult, and turnover of spaces is not as high as it should be. Within the new layout, it will be possible for parking to be enforced more rigorously , leading to higher turnover of spaces. Enforcement will be carried out by the Council's parking contractor in line with their other commitments throughout the city. The situation will be monitored and, if necessary, we would instruct our contractor to increase the level of enforcement.	1
Consider use of semi-segregation measures at on-road cycle lanes	The use of semi-segregation between cycle lanes and general traffic lanes (using devices such as 'armadilloes') has been considered in this scheme, although this is not thought to be appropriate where pedestrians or particularly vehicles will regularly cross the cycle lane e.g. to access parking bays. This leaves very few locations within this phase where semi-segregation could be used and it has therefore not been included.	1

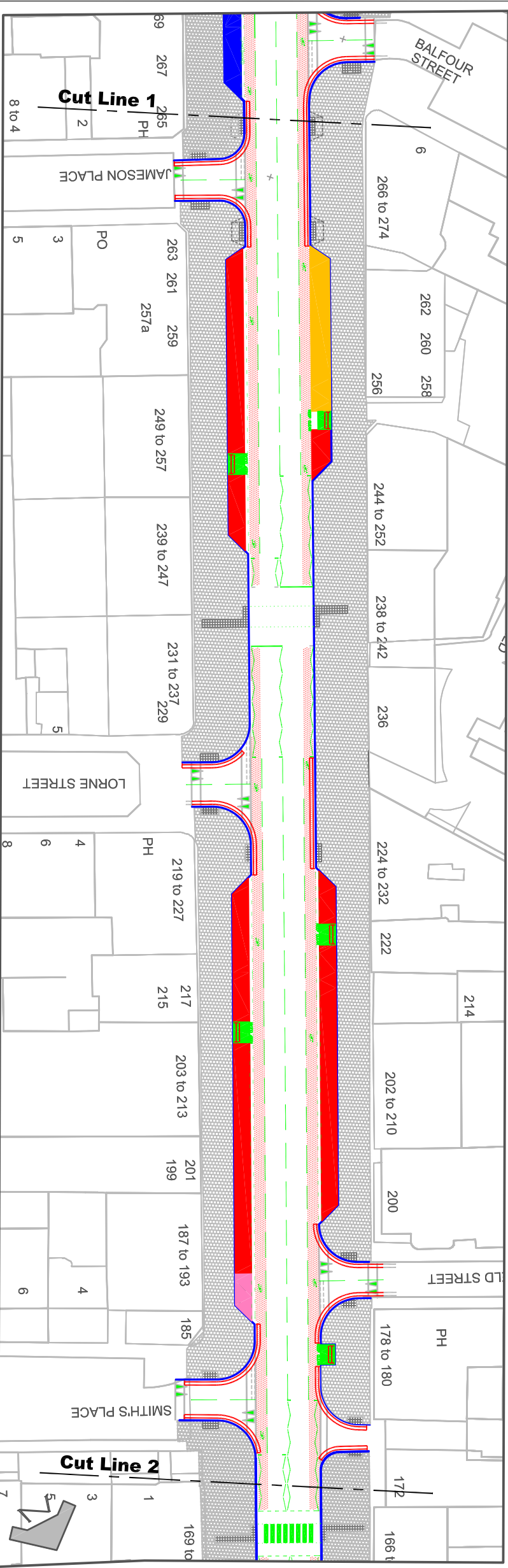
Expressions of support

Issue	Response	Number
Support reductions in parking provision	n/a	5
Support for proposed changes	n/a	3
This work should proceed as soon as possible	n/a	2
Support moving waste bins onto road	n/a	2

Support more pedestrian crossings	n/a	2
Support relaying pavements	n/a	2
Support relaying road surface	n/a	2
Support narrowing road	n/a	1
Support introduction of cycle parking	n/a	1



BUS LANE OPERATING HOURS
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm



Greenway Parking Bay Restrictions
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 60 minutes
 No return within 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions
 No Stopping
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 Except for Loading Blue badge holders
 Saturday 1.30pm - 6.30pm
 60 minutes
 No return within 90 minutes

Legend

- Bus Stop
- Parking Bay
- Loading Bay
- Disabled Parking Bay
- Domestic Bin Bay
- Cycle parking Bay
- Motor Cycle parking Bay
- Bus Lane
- Ashbery Cycle Lane
- White Road Markings
- Double Red Road Markings

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REVISION	DETAILS	SDM	DATE	CHECKED
A	Bin bays revised to double red markings	SDM	15 Oct 13	DW

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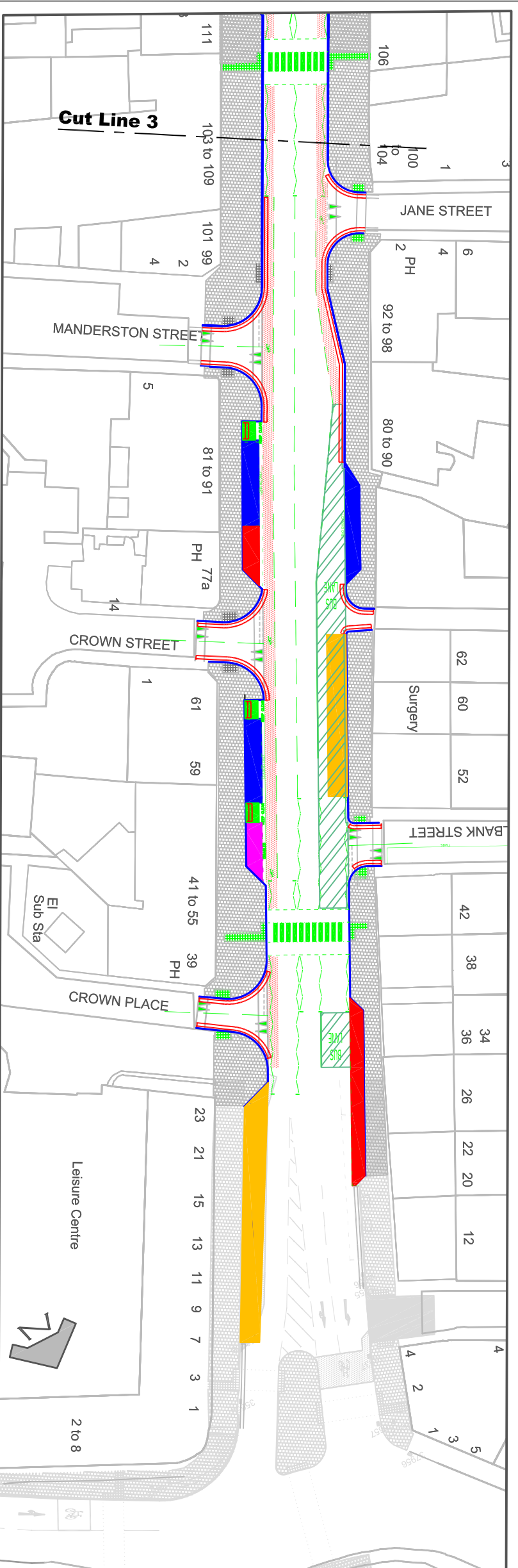
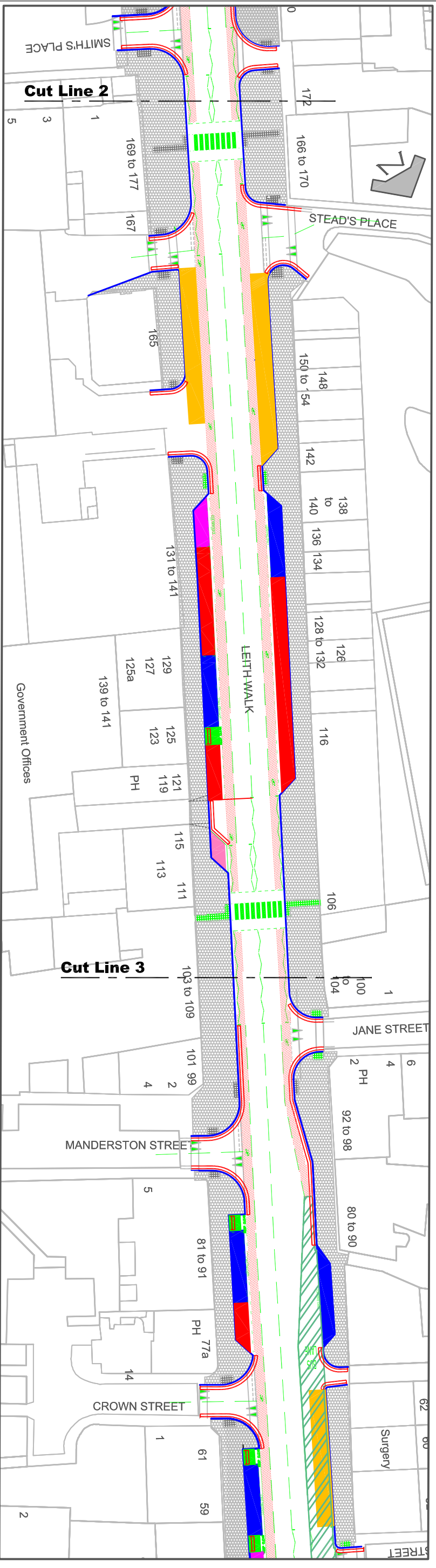
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THE LEITH PROGRAMME
 LEITH WALK
 PILRIG STREET TO DUKE STREET
 TRO - ADVERTISED
 SHEET 1 OF 2 - APPENDIX 3

Date: OCT 2013
 Scale: 1:250
 Drawn By: S MACGREGOR
 Job No: 635045
 Checked By: D WILSON

DRG. NO. RTD/635045/TRO/01 B



BUS LANE OPERATING HOURS
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm

Greenway Parking Bay Restrictions
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 60 minutes
 No return within 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions
 No Stopping
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 Except for Loading Blue badge holders
 Saturday 1.30pm - 6.30pm
 60 minutes
 No return within 90 minutes

- Legend**
- Bus Stop
 - Parking Bay
 - Loading Bay
 - Disabled Parking Bay
 - Domestic Bin Bay
 - Cycle parking Bay
 - Motor/Cycle parking Bay
 - Bus Lane
 - Autobus Cycle Lane
 - White Road Markings
 - Single Red & Double Red Road Markings

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REVISION	DETAILS	SDM	DATE	CHECKED
A	Bin bays revised to double red markings	SDM	15 Oct 13	DW

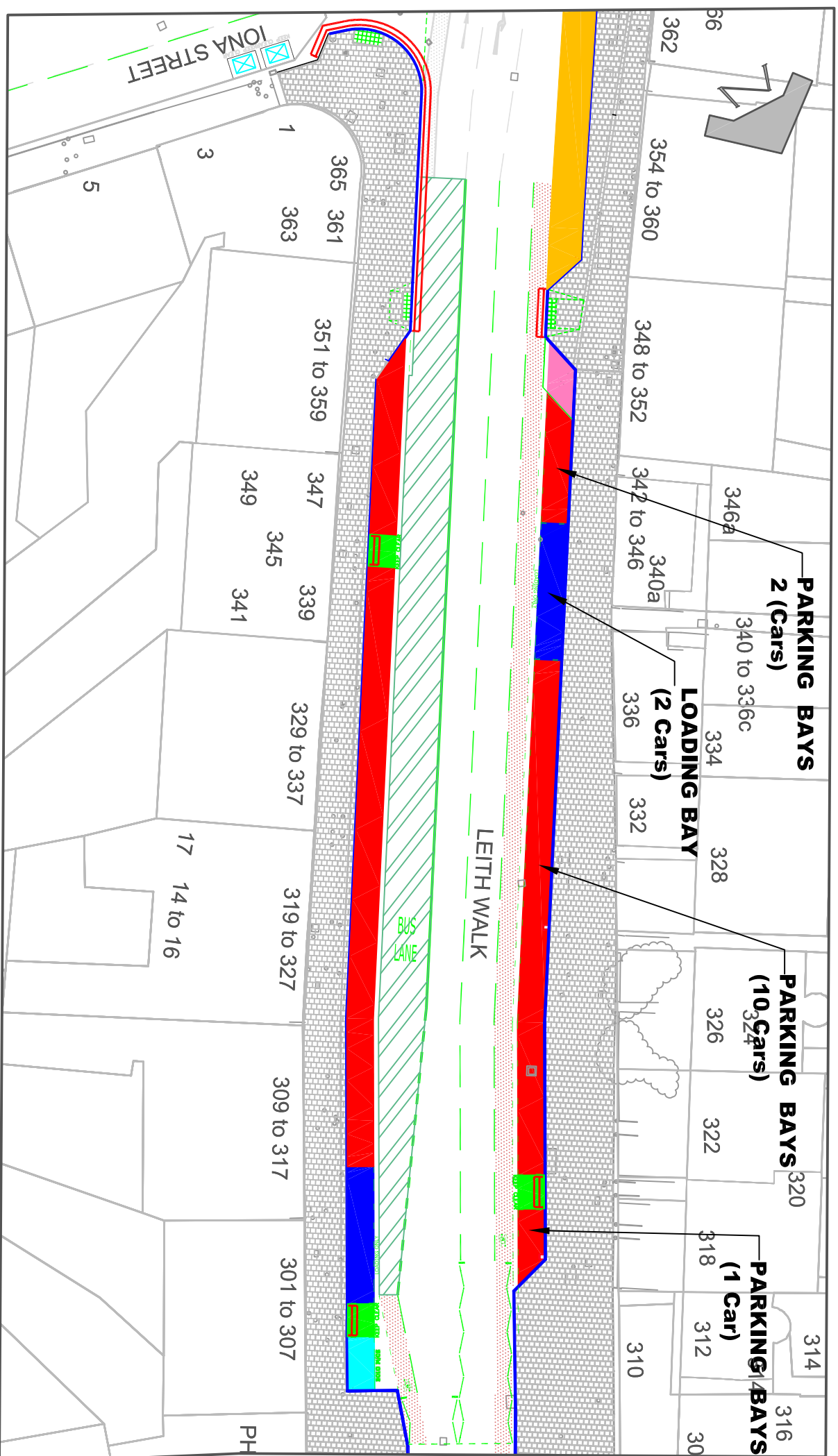
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THE LEITH PROGRAMME
 LEITH WALK
 PILRIG STREET TO DUKE STREET
 TRO - ADVERTISED
 STREET 2 OF 2 - APPENDIX 3

Date: OCT 2013
 Scale: 1:250
 Drawn By: S MACKENZIE
 Checked By: D WILSON



BUS LANE OPERATING HOURS
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm

Greenway Parking Bay Restrictions
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 60 minutes
 No return within
 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions
No Stopping
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 Except for
Loading
 Blue badge holders
Saturday 1.30pm - 6.30pm
 60 minutes
 No return within
 90 minutes

NOTES:

- Legend**
- Bus Stop
 - Parking Bay
 - Loading Bay
 - Disabled Parking Bay
 - Domestic Bin Bay
 - Cycle parking Bay
 - Motor Cycle parking Bay
 - Bus Lane
 - Advisory Cycle Lane
 - White Road Line Markings
 - Double Red Road Line Markings

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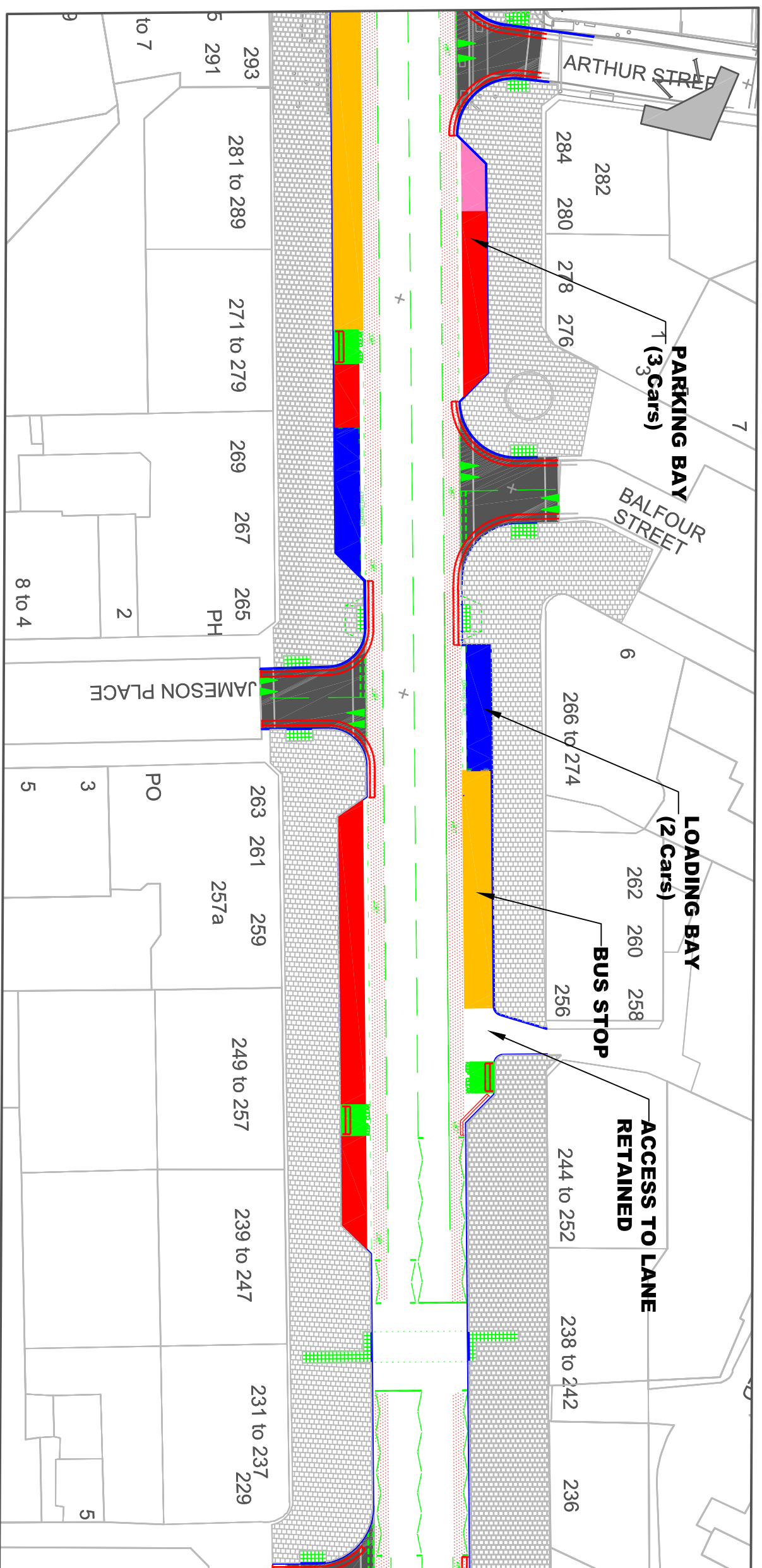
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THE LEITH PROGRAMME
 LEITH WALK
 NORTH OF PILRIG STREET
 TRO - AMENDED
 LEITH PROGRAMME LAYOUT - APPENDIX 3
 Date: Jan 2013
 Job No: 636045
 Drawn By: S MACKENZIE
 Checked By: D WILSON
 Scale: 1:500
 DRG. NO. RTD/636045/TR0/04











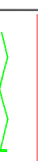


BUS LANE OPERATING HOURS
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm

Greenway Parking Bay Restrictions
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 60 minutes
 No return within
 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions
No Stopping
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 Except for
 Loading
 Blue badge holders
Saturday 1.30pm - 6.30pm
 60 minutes
 No return within
 90 minutes

NOTES:

Legend

-  Bus Stop
-  Parking Bay
-  Loading Bay
-  Disabled Parking Bay
-  Domestic Bin Bay
-  Cycle parking Bay
-  Motor Cycle parking Bay
-  Bus Lane
-  Advisory Cycle Lane
-  White Road Line Markings
-  Double Red Road Line Markings

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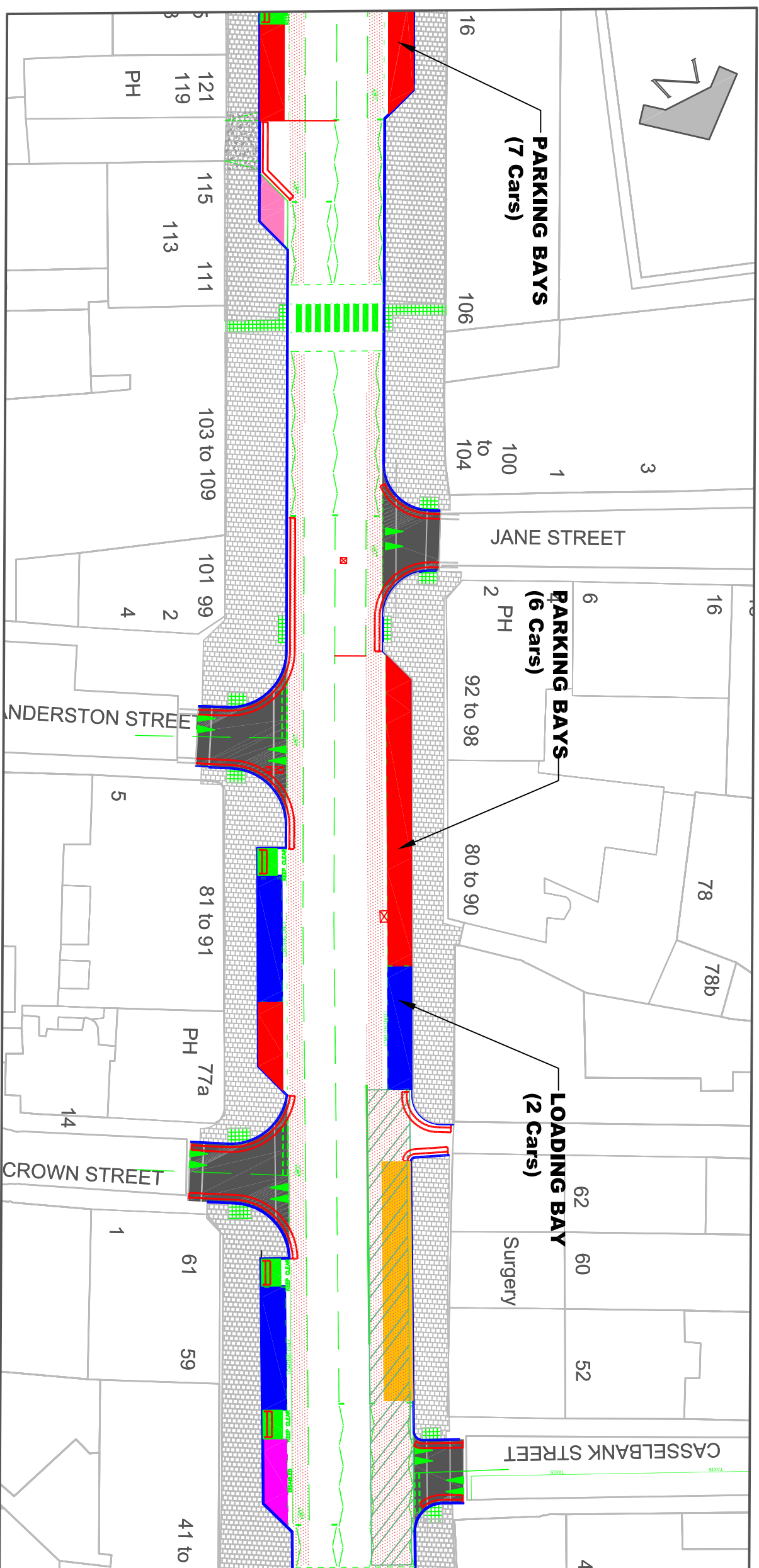
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THE LEITH PROGRAMME
 LEITH WALK
 NORTH OF BALFOUR STREET
 TRO - AMENDED

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 Scale: 1:500
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BUS LANE OPERATING HOURS
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm

Greenway Parking Bay Restrictions
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 60 minutes
 No return within
 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions
No Stopping
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 Except for
Loading
Blue badge holders
Saturday 1.30pm - 6.30pm
 60 minutes
 No return within
 90 minutes

NOTES:

Legend

- Bus Stop
- Parking Bay
- Loading Bay
- Disabled Parking Bay
- Domestic Bin Bay
- Cycle parking Bay
- Motor Cycle parking Bay
- Bus Lane
- Advisory Cycle Lane
- White Road Line Markings
- Double Red Road Line Markings

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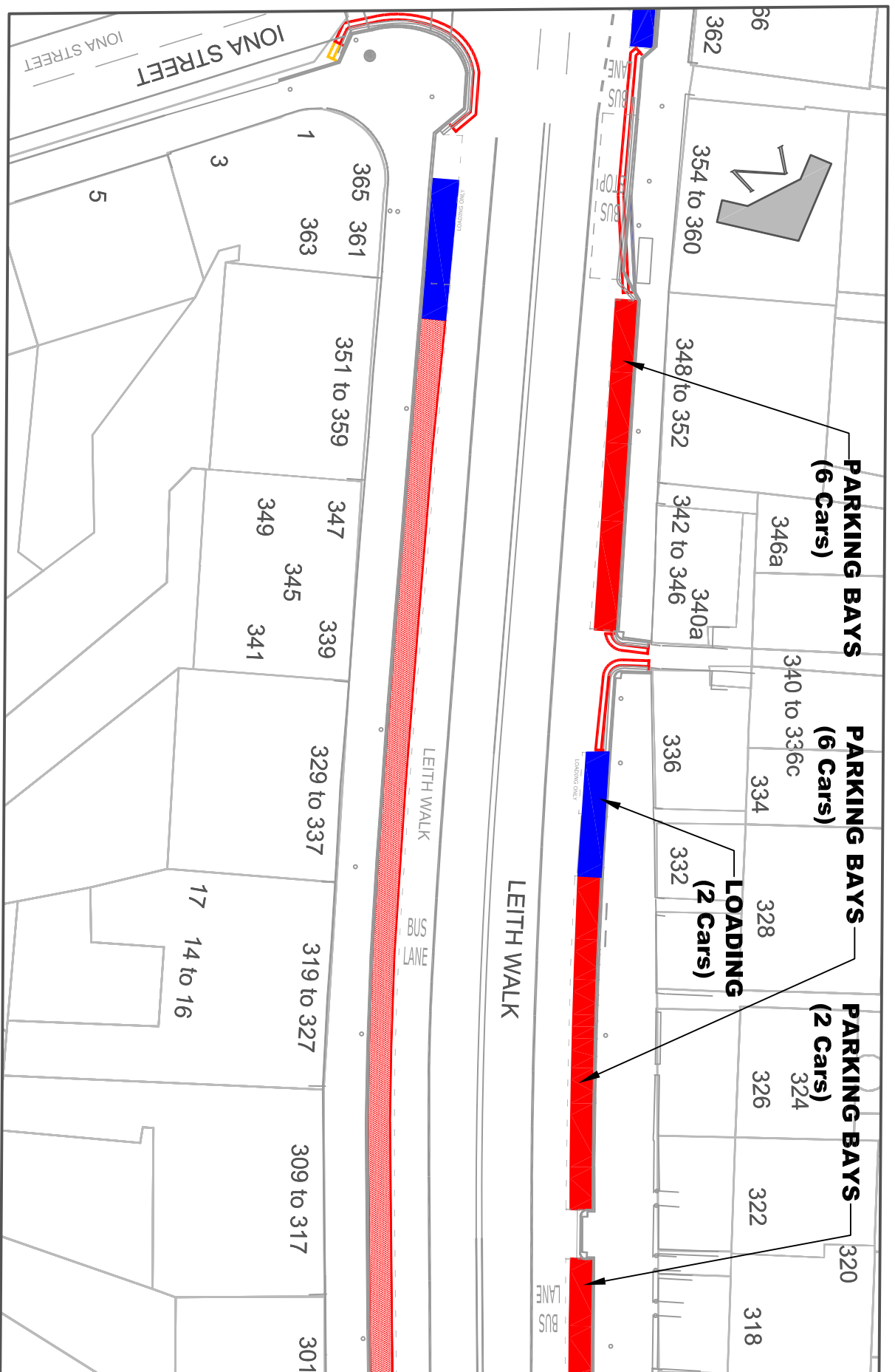
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 LEITH WALK
 JANE STREET TO CASSELBANK STREET
 TRO - AMENDED
 LEITH PROGRAMME LAYOUT - APPENDIX 3

DRG. NO. RTD/636045/TR0/08






BUS LANE OPERATING HOURS
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm

Greenway Parking Bay Restrictions
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 60 minutes
 No return within
 90 minutes
 Blue badge holders
No limit

Greenway Loading Bay Restrictions
No Stopping
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 Except for
Loading
 Blue badge holders
Saturday 1.30pm - 6.30pm
 60 minutes
No return within
90 minutes

NOTES:

- Legend**
-  Loading Bay
 -  Parking Bay
 -  Double Red Road line Markings

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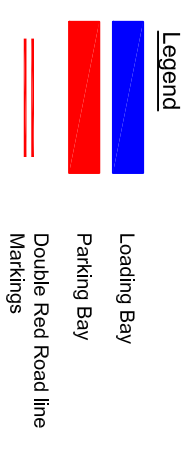
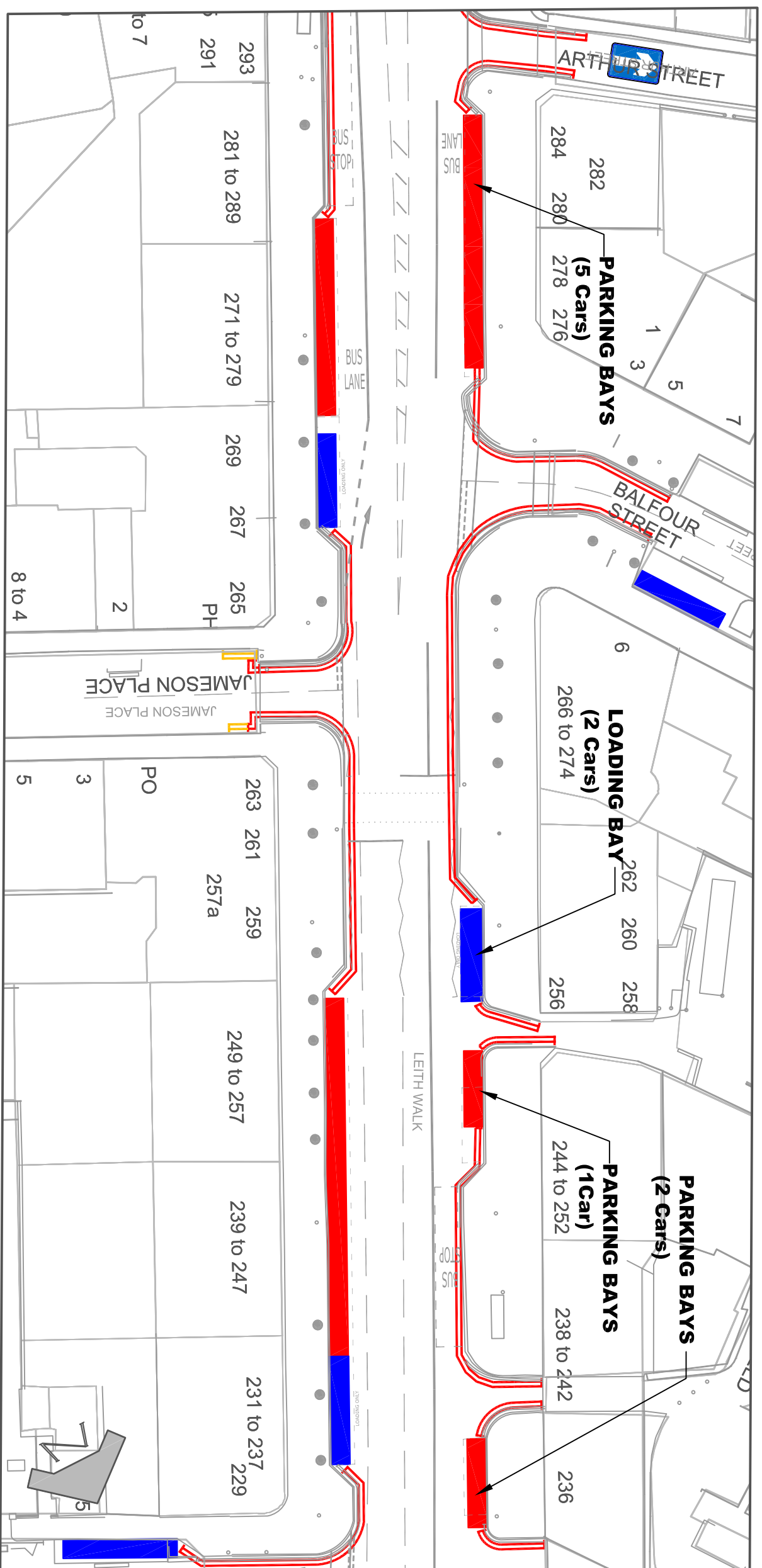
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THE LEITH PROGRAMME

LEITH WALK
 NORTH OF PILRIG STREET

TRO
 PRE TRAM WORKS LAYOUT - APPENDIX 4

Date: Jan 2013
 Job No: 636045
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BUS LANE OPERATING HOURS

Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm

Greenway Parking Bay Restrictions

Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 60 minutes
 No return within
 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions

No Stopping
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 Except for
 Loading
 Blue badge holders
 Saturday 1.30pm - 6.30pm
 60 minutes
 No return within
 90 minutes

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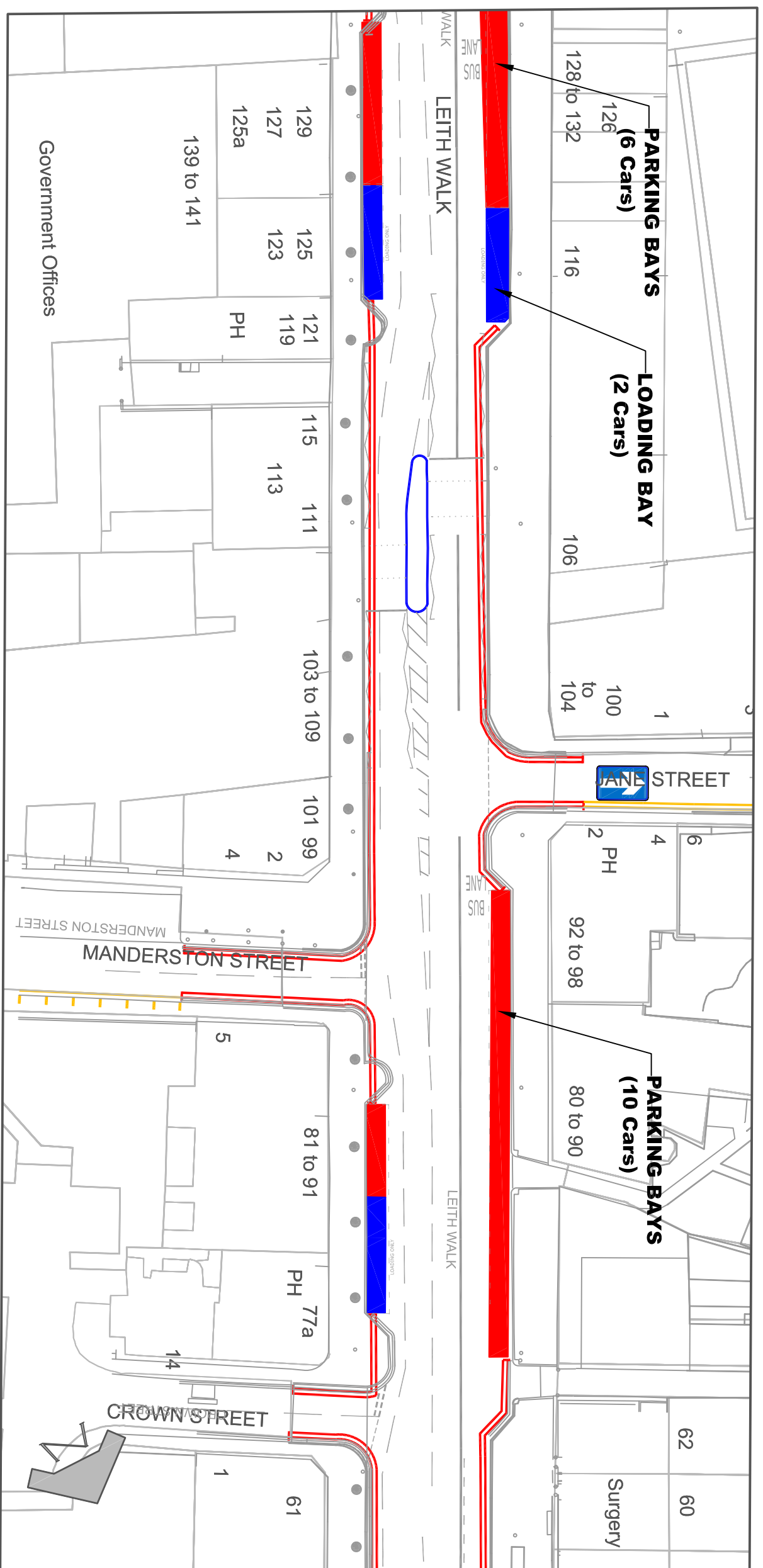
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THE LEITH PROGRAMME
 LEITH WALK
 NORTH OF BALFOUR STREET
 TRO
 PRE TRAMWORKS LAYOUT - APPENDIX 4

Date: Jan 2013
 Job No: 636045
 Drawn By: S MACKENZIE
 Checked By: D WILSON
 Scale: 1:500

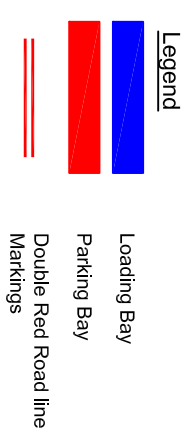
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BUS LANE OPERATING HOURS
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm

Greenway Parking Bay Restrictions
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 60 minutes
 No return within
 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions
 No Stopping
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 Except for
 Loading
 Blue badge holders
 Saturday 1.30pm - 6.30pm
 60 minutes
 No return within
 90 minutes



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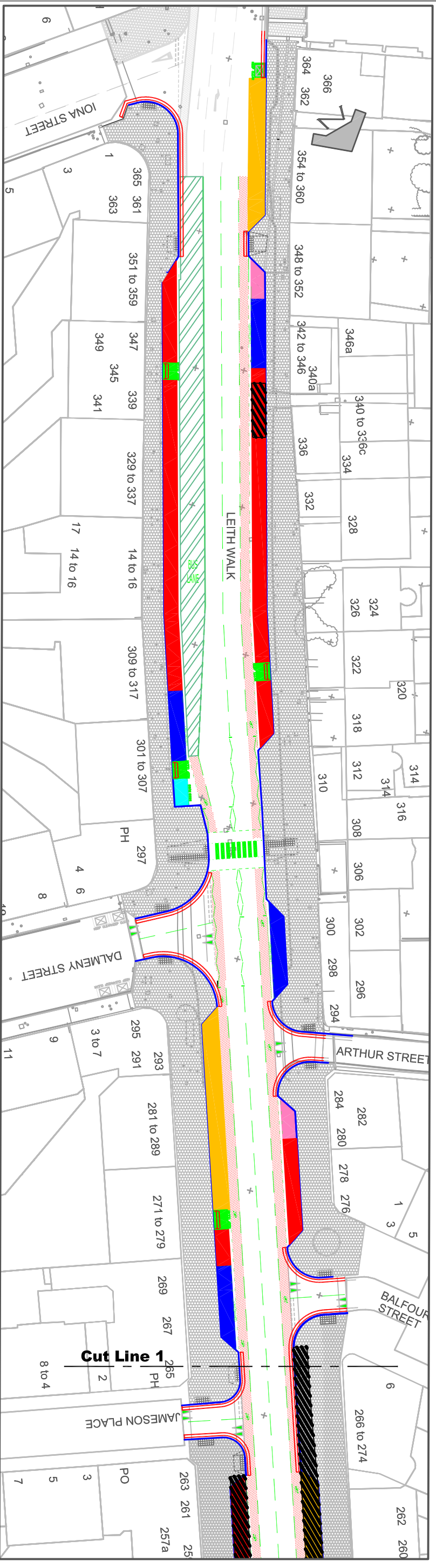
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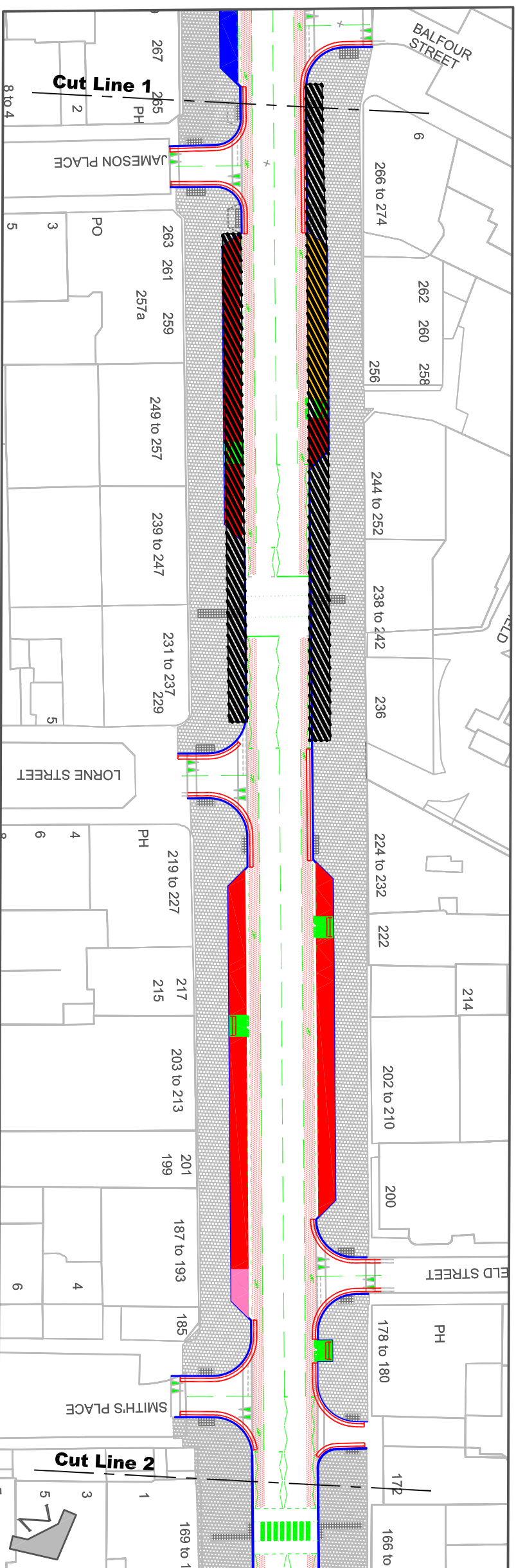
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THE LEITH PROGRAMME
 LEITH WALK
 JANE STREET TO CASSELLBANK STREET
 TRO

PRE TRAMWORKS LAYOUT - APPENDIX 4
 Date: Jan 2013
 Job No: 636045
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 Scale: 1:500



BUS LANE OPERATING HOURS
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm



Locations to be omitted from TRO



Greenway Parking Bay Restrictions
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 60 minutes
 No return within 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions
 No Stopping
 Mon - Fri 7.30am - 6.30pm
 Saturday 8.30am - 6.30pm
 Except for Loading
 Blue badge holders
 Saturday 1.30pm - 6.30pm
 No return within 90 minutes

Legend

- Bus Stop
- Parking Bay
- Loading Bay
- Disabled Parking Bay
- Domestic Bin Bay
- Cycle parking Bay
- Motor Cycle parking Bay
- Bus Lane
- Accessory Cycle Lane
- White Road Markings
- Double Red Road Markings

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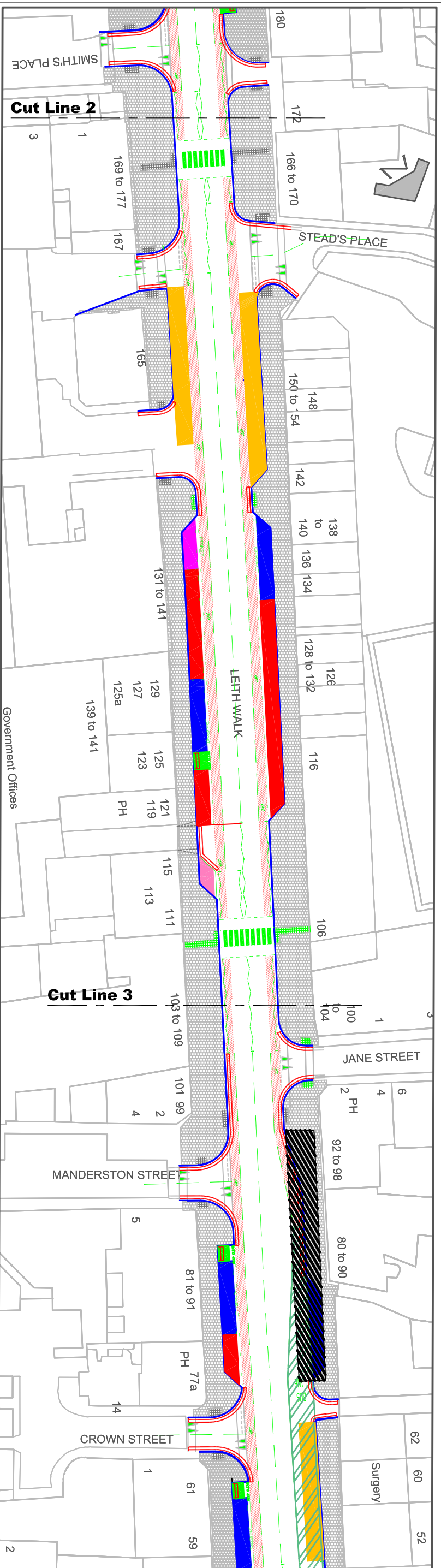


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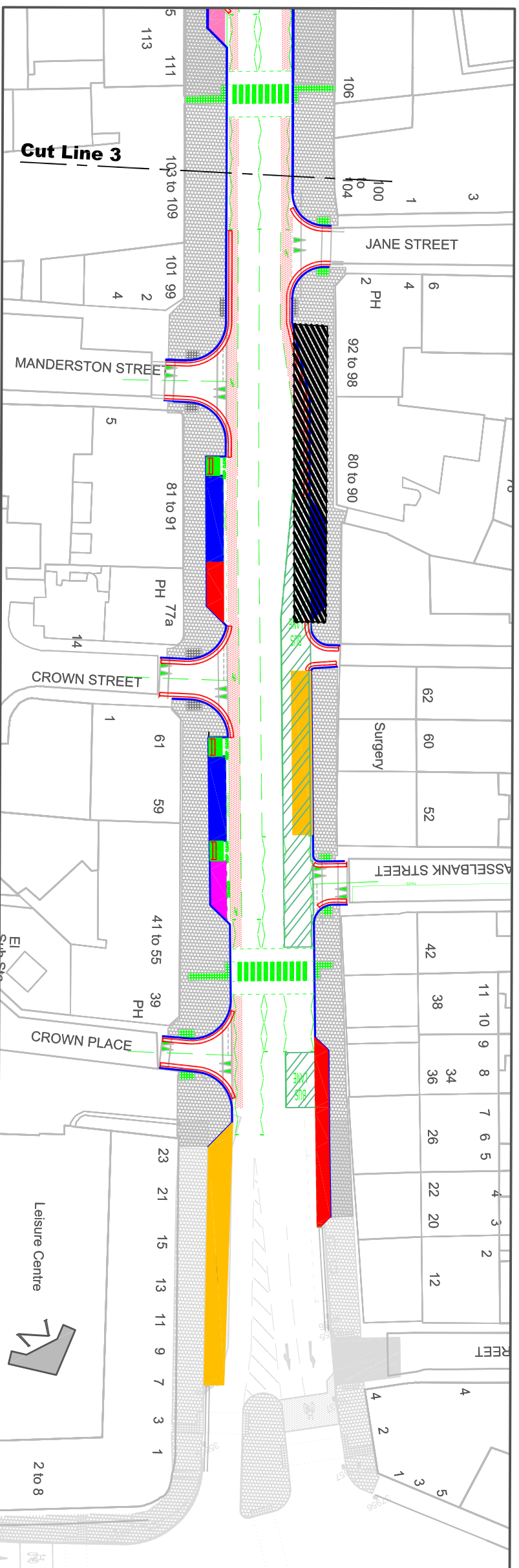
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LEITH WALK
 PILRIG STREET TO DUKE STREET
 AREAS OMITTED FROM TRO
 SHEET 1 OF 2 - APPENDIX 4

Date: OCT 2013
 Scale: 1:250
 Drawn By: S MACKENZIE
 Checked By: D WILSON



BUS LANE OPERATING HOURS
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm



Locations to be omitted from TRO

Greenway Parking Bay Restrictions
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 60 minutes
 No return within
 90 minutes
 Blue badge holders
 No limit

Greenway Loading Bay Restrictions
Mon - Fri 7.30am - 6.30pm
Saturday 8.30am - 6.30pm
 No stopping
 Except for
 Loading
 Blue badge holders
Saturday 1.30pm - 6.30pm
 60 minutes
 No return within
 90 minutes

- Legend**
- Bus Stop
 - Parking Bay
 - Loading Bay
 - Disabled Parking Bay
 - Domestic Bin Bay
 - Cycle parking Bay
 - Motor Cycle parking Bay
 - Bus Lane
 - Advisory Cycle Lane
 - White Road Markings
 - Single Road & Double Road Road Markings

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THE LEITH PROGRAMME
 LEITH WALK
 PILRIG STREET TO DUKE STREET
 AREAS OMITTED FROM TRO
 STREET 2 OF 2 - APPENDIX 4

REVISION	DETAILS	BY	DATE	CHECKED

Date: OCT 2013
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