

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Objections to Traffic Regulation Order – Leith Walk (Balfour Street to Lorne Street)

Item number	8.3
Report number	
Executive/routine	Executive
Wards	Leith Walk

Executive summary

The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the whole length of Leith Walk, which will transform the nature and operation of these streets. The programme is being delivered in a number of phases in financial years 2013/14, 2014/15 and 2015/16.

In order to facilitate the changes on Leith Walk between Balfour Street and Lorne Street, a Traffic Regulation Order is required. This report details the results of the statutory consultation for this Order.

One objection was received in response to the advertised Order, and this objection is considered within this report.

Links

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

Objections to Traffic Regulation Order – Leith Walk (Balfour Street to Lorne Street)

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the objection received to the advertised Traffic Regulation Order, and the Council's comments in response; and
 - 1.1.2 sets aside the objection received, and gives approval to make the Traffic Regulation Order as advertised.

Background

- 2.1 The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the whole length of Leith Walk, which will transform the nature and operation of these streets. The programme is being delivered in a number of phases in financial years 2013/14, 2014/15 and 2015/16.

Main report

- 3.1 Works to Constitution Street were completed in November 2013. The next phase of the Programme being implemented is the section of Leith Walk between Pilrig Street and Duke Street (Phase Two).
- 3.2 A Traffic Regulation Order for Phase Two (TRO/13/51) was advertised in November 2013. Objections to this TRO were reported to the Transport and Environment Committee on 18 March 2014. Committee gave its approval to:
 - make the Order in part, omitting three localised areas;
 - refer two of these areas to a public hearing; and
 - initiate a new TRO process for the revised proposals in the third area (Balfour Street to Lorne Street).

- 3.3 The proposals for the Balfour Street to Lorne Street area include:
- changes to waiting and loading restrictions;
 - improved pedestrian crossing facilities, including a new puffin crossing south of Lorne Street;
 - the relocation of a bus stop; and
 - the relocation of domestic waste containers into dedicated road space.
- 3.4 The current Traffic Regulation Order which is in effect on this section of Leith Walk relates to the road layout which was in place prior to the commencement of the tram project. Plans showing the pre-Tram works layout, the proposals as advertised and revised proposals in this area are appended to this report.

Statutory Consultation

- 3.5 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 for the revised proposals was advertised between 1 August and 22 August 2014.
- 3.6 In response to the advertising of the draft Order, the Council received one objection. A copy of this objection is included in Appendix 1, along with the Council's written response to the objector.
- 3.7 The objection received to the advertised proposals was submitted by a local business owner situated on the west side of Leith Walk. The areas of concern which are highlighted in the objection are:
- the impact of the relocated pedestrian crossing facility on local schools; and
 - the impact of the new bus stop position on the business.
- 3.8 Both schools in the local area, Lorne Primary School on Lorne Street and Pilrig Park School on Balfour Street (which provides education for children with special needs) were visited and the proposed relocation of the pedestrian crossing was discussed with senior staff.
- 3.9 Under the proposals, the crossing would be moved 55 metres further north on Leith Walk. Pilrig Park School actively supports and encourages its pupils to travel independently. As pupils from Pilrig Park School would be required to walk this further distance to reach the crossing, and make readjustments to their established travel activities, the Council has committed to working closely with the school to support the school and pupils in the communication of this change. This may include, for example, use of specific artwork or signage designed in partnership with the school to indicate the changes on the street. In light of this, the school did not raise an objection to the advertised Order.

- 3.10 Lorne Primary School is comfortable with the proposals as it supports the school pupil's travel routes to school, and its emphasis on active travel to school. The pedestrian crossing would be moved closer to the school under the proposed new layout. In light of this, it did not raise an objection to the advertised Order.
- 3.11 With regards the impact of the bus stop, there are already a high number of buses on Leith Walk which pass the local business. However, as the bus stop is being relocated approximately 35 metres to the south, it is acknowledged that the queue will extend back to the objector's licensed tables and chairs area on occasions where more than one bus is waiting at the stop.
- 3.12 The design of the bus stop and shelter will take into account the area which is licensed for tables and chairs to ensure there is no conflict and to maintain sufficient footway width for pedestrians. In addition, in line with licence conditions, any premises with an outdoor tables and chairs area must place solid barriers at each end of the area, which should deter bus users from waiting within the area.

Measures of success

- 4.1 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.

Financial impact

- 5.1 The costs associated with the Traffic Regulation Order are estimated at £1,000.
- 5.2 If approved, these changes will be carried out under the existing Leith Programme Phase Two contract as part of the ongoing works on Leith Walk between Pilrig Street and Duke Street.
- 5.3 The value of this contract is approximately £1.8 million and these costs are being met from capital funding allocated to the Leith Programme, which is being supplemented by a significant external funding award from the Scottish Government.

Risk, policy, compliance and governance impact

- 6.1 There are not expected to be any risk, governance, compliance or regulatory implications arising from the proposals set out in this report.

Equalities impact

- 7.1 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.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered.
- 8.2 The proposals in this report do not have any adverse impact on carbon emissions, adaptation to climate change or sustainable development.

Consultation and engagement

- 9.1 Statutory consultation was carried out between 1 August and 22 August 2014. This gave any interested parties the opportunity to submit formally any comments or objections to the Council.
- 9.2 As part of the wider Leith Programme, extensive consultation has been undertaken for the project 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 wider proposals.
- 9.3 In addition, monthly Key Stakeholder Group meetings are ongoing, while Elected Member Oversight Group meetings are also held at key stages of the project.
- 9.4 Local ward members have been consulted on the contents of this report and no issues have been raised.

Background reading/external references

Appendix 1 – Objection received, and Council response to this objection

Appendix 2 – Plan of Pre-Tram works layout, proposals as previously advertised, and revised proposals.

John Bury

Acting Director of Services for Communities

Contact: Callum Smith, Senior Professional Officer, Projects Development

E-mail: c.smith@edinburgh.gov.uk | Tel: 0131 469 3592

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 received, and Council response to this objection Appendix 2 – Plan of Pre-Tram works layout, proposals as previously advertised, and revised proposals.

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 12 August 2014 10:17
To: Callum Smith2
Subject: FW: TRO/14/20

Callum

Objection received for Leith Walk.

John

From: [REDACTED]
Sent: 12 August 2014 00:57
To: Traffic Orders
Subject: TRO/14/20

Dear Sir/Madam

I am writing to object to the above planning proposal.

I own the business at 260 - 262 Leith Walk.

I had objected to the previous proposal. I was given no notification by the council of this new proposal and have had no signs posted outside my business and as a result have missed the deadline of 1/8/14 for objecting but in light of the fact i received no notification i would expect my late objection to be considered.

I am objecting the removal of the pedestrian crossing from the end of two streets with schools on them, one of which is a school for children with special needs at which my nephew is a pupil. The children from this school use this crossing often and i think it's removal should be reconsidered on the grounds of safety.

I am also objecting the the siting of a bus stop outside my business. My business needs the extra income from tables and chairs on the pavement and buses constantly pulling up and idling next to the tables and chairs will be off putting both in terms of noise and pollution and will potentially reduce customer numbers and spending subsequently jeopardising my business. I think it will also make the managerial and staff monitoring of who is using the outside section of my business far more problematic due to people using my seating whilst waiting for buses. Given that the exterior seating is part of the licensed premises and therefore my staff and myself are responsible for ensuring no one is drunk or under the influence of drugs whilst on premises i think it very likely we could potentially face problems given the existing problems that are clearly apparent of people under the influence of drugs and alcohol using the bus services on Leith Walk. I also think there is a very great likely hood of potentially volatile situations occurring when myself and my staff are regularly faced with having to ask intoxicated non-customer to vacate the outdoor seating as a result of them waiting on buses.

To summarise, moving the bus stop up the street to the outside of my premises where it will damage my business and moving the pedestrian crossing down the street, away from the schools (especially the special needs school) will potentially be very problematic.

I look forward to your response

Regards

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Date 11 September 2014

Your ref

Our ref TP/01/002/2/CS

Dear [REDACTED]

OBJECTION TO TRO/14/20 – LEITH WALK (BALFOUR STREET TO LORNE STREET)

Thank you for your email dated 12 August 2014 stating your objection to the above Traffic Regulation Order. Please find some information below.

It is acknowledged that a queue of buses will extend back to the vicinity of your licensed tables and chairs area, when more than one bus is waiting at the new bus stop location. However, the footway outside your premises would be 5.75 metres wide under the new layout, so the tables and chairs area would be situated away from any queue of buses.

The design of the bus stop and shelter will take into account the area which is licensed for tables and chairs to ensure there is no conflict and to maintain sufficient clear footway width for pedestrians. In addition, in line with licence conditions, any premises with an outdoor tables and chairs area must place solid barriers at each end of the area, which should deter bus users from waiting within the area.

Discussions have been undertaken with senior staff at both Lorne Primary School and Pilrig Park School about the proposed relocation of the pedestrian crossing.

Pilrig Park School actively supports and encourages its pupils to travel independently. As pupils from the school would be required to make adjustments to their established travel activities to use the new crossing, the Council has committed to working closely with the school to support the school and pupils in the communication of this change. This may include, for example, use of specific artwork or signage designed in partnership with school to indicate the changes on the street. In light of this, the school did not raise an objection to the advertised Order.

Callum Smith, Senior Professional Officer, (Projects Development), Services for Communities

Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG

Tel 0131 469 3592 Fax 0131 529 6201 transport.projectsdevelopment@edinburgh.gov.uk



INVESTORS
IN PEOPLE | Gold



Lorne Primary School is comfortable with the proposals as they support the school's pupil travel routes. The pedestrian crossing would be moved closer to the school under the proposed new layout. In light of this, they did not raise an objection to the advertised Order.

Should the information provided above be sufficient to allow you to withdraw your objection, please could you reply in writing (letter or email) within 14 days of receipt of this letter. If we do not hear from you within this period, it will be assumed that you wish to maintain your objection.

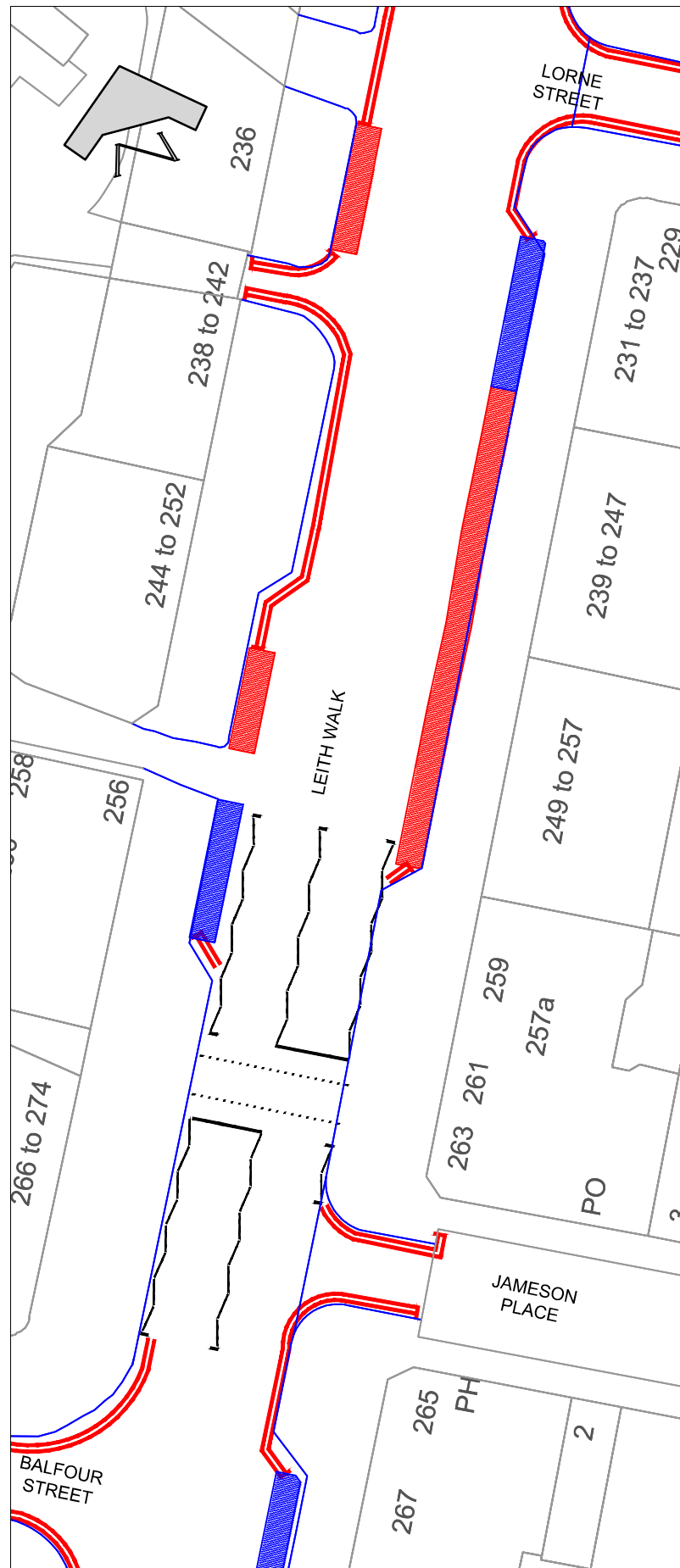
A report on the maintained objections will be made to the Council's Regulatory Committee on 28 October 2014, and your objection will be considered at this meeting. The report will be available on the Council's website seven days prior to the Committee meeting - this can be viewed at: <http://www.edinburgh.gov.uk/cpol>

Should you wish to discuss this matter further, please do not hesitate to contact me.

Yours sincerely

A solid black rectangular box used to redact the signature of Callum Smith.

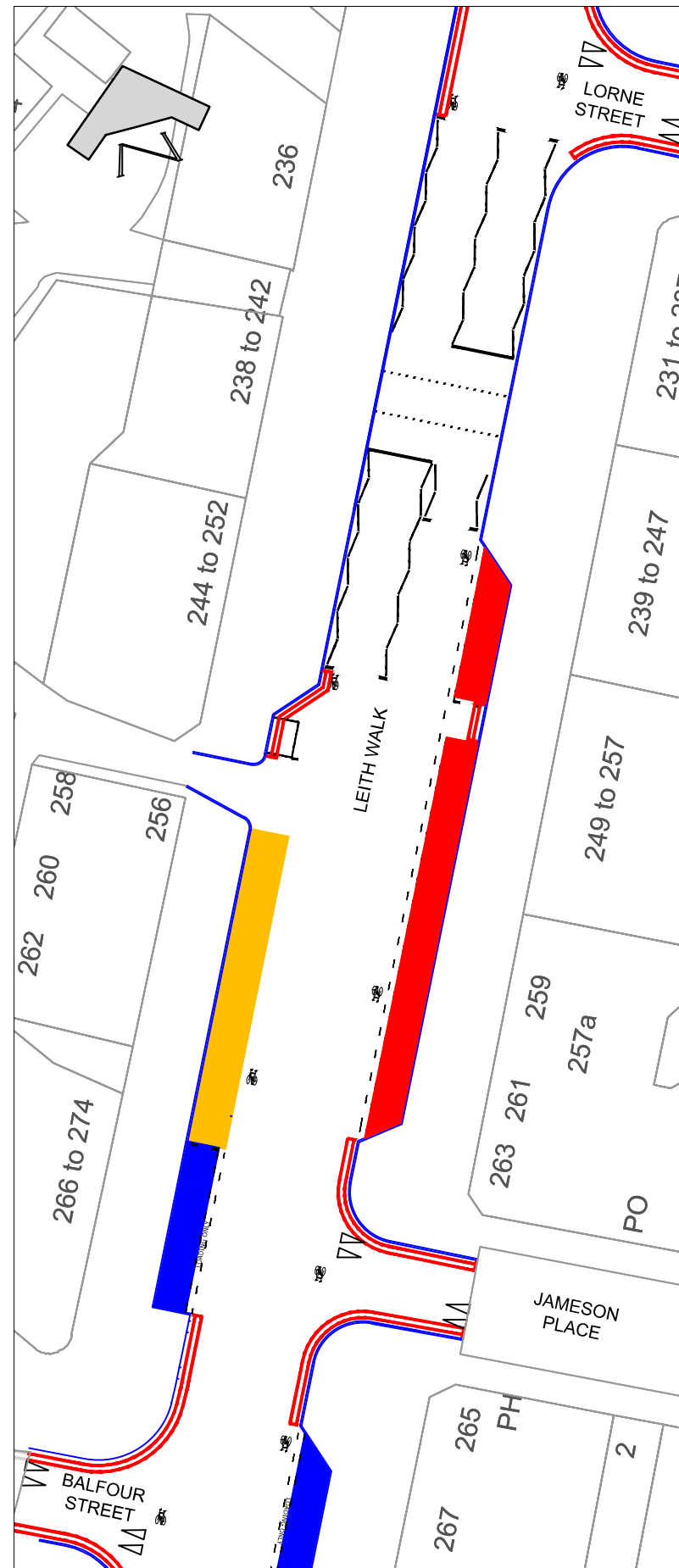
Callum Smith
Senior Professional Officer
(Projects Development)



PRE-TRAM MEASURES



PROPOSALS AS ORIGINALLY ADVERTISED



REVISED PROPOSALS

NOTES:

- Parking bay
- Loading bay
- Bus stop

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REV	DETAILS	BY	DATE	CHECK

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design
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The Leith Programme
Traffic Regulation Orders

Leith Walk
Balfour Street to Lorne Street
Appendix 2

Date: 8 September 2014	Job. No. 636045	Drawn by: A Parkinson
Scale: 1:500		Checked by: C Smith