

Transport and Environment Committee

10.00am, Tuesday, 17 January 2017

Leith Programme - Objections to Traffic Regulation Order – Leith Walk (Brunswick Street to Montgomery Street) and Redetermination Order – Leith Walk (Brunswick Street to Montgomery Street)

Item number

Report number

Executive/routine

Wards

11 – City Centre and 12 – Leith Walk

Executive Summary

The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the entire length of Constitution Street and Leith Walk which will transform the character of these streets. The programme is being delivered in a number of phases over several financial years.

The next phase of the programme to be implemented (Phase 5) will be the section of Leith Walk between Brunswick Street and Montgomery Street. The proposals for this section require both a Traffic Regulation Order and a Redetermination Order. This report details the results of the statutory consultation for both Orders.

100 representations were received including 82 objections to the advertised Traffic Regulation Order and 51 objections to the Redetermination Order. These representations, and the Council's responses, are detailed in this report.

Plans showing the proposed road layouts are appended to this report.

Links

Coalition Pledges

[P44](#), [P45](#),

Council Priorities

[CP8](#), [CP11](#)

Single Outcome Agreement

[SO4](#)

Leith Programme – Objections to Traffic Regulation Order – Leith Walk (Brunswick Street to Montgomery Street) and Redetermination Order - Leith Walk (Brunswick Street to Montgomery Street)

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the objections received to the advertised Traffic Regulation Order and Redetermination Order and the Council's comments in response;
 - 1.1.2 notes that six 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Order and that the Council is obliged to hold a public hearing if any of these objections are not subsequently withdrawn;
 - 1.1.3 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 at the time of writing no objectors have agreed to withdraw their objections to the proposed changes to waiting, loading and unloading facilities if these amendments are made;
 - 1.1.4 sets aside the objections that do not relate to proposed changes to loading and unloading facilities;
 - 1.1.5 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 parking and loading restrictions;
 - 1.1.6 instructs officials to refer the objections to the Redetermination Order to Scottish Ministers; and
 - 1.1.7 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 TRO on Leith Walk at Elm Row and Montgomery Street.

2. Background

- 2.1 The Leith Programme extends from the Old Dock Gates on Constitution Street along the whole of Leith Walk to Picardy Place, a total length of 2.7km. The outline budget is circa £9 million. The programme uses a place-making approach to transform these key Edinburgh streets into a high quality Scottish urban streetscape, where space has been reprioritised to create a sense of place, with provision for walking, cycling and public transport as the highest priorities. This responds to the local communities' aspirations for the streets, as expressed to the City of Edinburgh Council, through an in-depth consultation process carried out in 2012 and 2013.
- 2.2 To minimise disruption during the construction, the programme has been split into distinct phases:

Phase	Section	Programme
1	Constitution Street	April to November 2013 - complete
2	Foot of the Walk to Iona Street	May to December 2014 - complete
3	Foot of the Walk junction	February to June 2015 - complete
4	Iona Street to Brunswick Street to include tram enabling works	Commenced September 2016
5	Brunswick Street to Elm Row	Delivery to be agreed
6	London Road to Picardy Place	Delivery to be agreed

- 2.3 Key features of the programme of enhancements include:
- Clear pedestrian priority over 1.8km, including safer crossing points;
 - Significant sections of uninterrupted cycle space (both dedicated on and off road sections);
 - Reduction in unnecessary road space and wider footways;
 - Redesigned, simplified junctions;
 - Replacement of London Road roundabout with a signalised junction to significantly enhance conditions for pedestrians and cyclists;
 - Narrower road environment with frequent zebra crossings, designed to support lower speed limits;
 - A simplified streetscape more conducive to community activity, trading and business; and
 - Better connectivity for sustainable forms of travel between the waterfront and the city centre.

3. Main report

- 3.1 The next phase of the Programme to be implemented (Phase 5) will be the section of Leith Walk between Brunswick Street and Montgomery Street. An extensive programme of improvements is proposed including:
- upgrades to the signal controlled junction at Annandale Street;
 - the introduction of a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists;
 - the introduction of a prohibition on entry to Leith Walk from Montgomery Street;
 - alterations to parking and loading facilities;
 - alterations to bus lane operating hours;
 - provision of segregated cycling facilities in each direction;
 - re-laying footways with flag paving;
 - reducing road widths;
 - resurfacing road surfaces to benefit all road users;
 - removing redundant street furniture and reducing street clutter;
 - relocating domestic waste containers into dedicated bays; and
 - tram enabling infrastructure.
- 3.2 The design for this section of Leith Walk will also be able to accommodate any future tram extension without the need for significant changes.
- 3.3 There is insufficient road space to achieve all of the above and maintain an acceptable level of public transport priority on Leith Walk while retaining the existing dedicated lay-bys for loading and parking bays. It is therefore proposed to provide a road layout where the two kerbside traffic lanes will function as bus lanes during the peak traffic periods on Mondays to Fridays and provide facilities for loading and parking at other times.
- 3.4 The current proposals are similar to those contained in the previous Traffic Regulation Order approved by Transport and Environment Committee on [12 January 2016](#) and currently being implemented as part of the Phase 4 element of the programme between Iona Street and Brunswick Street. The proposals, including the location of proposed loading and parking bays and their associated hours of operation, shown in Appendix 1, are intended to provide a continuity of design principles and layout for the remaining southern section of Leith Walk.
- Changes to loading and Parking Provision**
- 3.5 A review of all existing loading and parking facilities has been undertaken along this section of Leith Walk and a number of changes are proposed in order to facilitate the improvements.

3.6 It is recognised that it is important for businesses and residents to have access to loading and parking facilities. The proposals aim to ensure that these are provided at suitable locations along this section of the works. It is not always possible to provide every business with bays directly adjacent to its premises, however, an attempt has been made to provide this where possible within the context of the overall design requirements.

Leith Walk

3.7 It is proposed to increase the number of loading bays on this section of Leith Walk from 8 spaces to 27 spaces. To achieve this, and to make other proposed changes to the road layout, the number of short stay parking bays on this section of Leith Walk would be reduced from 39 spaces to 18 spaces.

3.8 The Leith Programme is tasked with delivering a number of key design elements on this section, together with maintaining an acceptable level of public transport priority. There is insufficient road space to achieve this whilst retaining the current level of dedicated lay-bys for loading and parking. It is therefore proposed to provide a road layout where the kerbside traffic lanes will operate as bus lanes during Monday to Friday peak periods and provide facilities for loading and parking at all other times.

3.9 In order to maintain public transport priority during peak traffic periods, it is proposed that the loading and parking bays that will be provided on this section of Leith Walk will not operate from 7.30am-9.30am or 4.00pm-6.30pm on Monday to Friday. This arrangement is consistent with other main routes into the city, thereby providing citywide uniformity and consistency for loading and parking arrangements.

3.10 To offset the loss of peak period loading and parking facilities and the proposed reduction in the number of short stay parking bays on this section of Leith Walk, it is also proposed to create three new loading spaces and three new pay and display parking spaces on Annandale Street. The hours of operation of these spaces will be as per the existing Controlled Parking Zone N1. The loading bays will be within the Greenways TRO but will operate without restrictions.

3.11 There will be no change to the number of residents permit holder or shared use spaces in the street, although some spaces will be changed from parallel to end-on parking.

3.12 Further details of the proposed changes to loading and parking facilities are provided in Tables 1 and 2 below:

Table 1 – Proposed changes to loading bays

Type	Location	Operation	Spaces
Existing	Leith Walk	Mon-Fri: 7.30am-6.30pm, Sat:8.30am-6.30pm	8
Proposed	Leith Walk	Mon-Fri: 9.30am-4.00pm, Sat 8.30am-6.30pm	27
	Annandale et	Mon-Fri:8.30am-5.30pm	3

Table 2 – Proposed changes to parking bays

Type	Location	Operation	Spaces
Existing	Leith Walk	Mon-Fri: 7.30am-6.30pm, Sat:8.30am-6.30pm 60 mins max stay, no return within 90 mins	39
Proposed	Leith Walk	Mon-Fri: 9.30am-4.00pm, Sat 8.30am-6.30pm 60 mins max stay, no return within 90 mins	18
	Annandale Street	Mon-Fri: 8.30am-5.30pm Pay and Display	3

Provision of segregated cycling facilities

- 3.13 New one-way segregated cycling facilities are proposed in each direction on Leith Walk between Brunswick Street and Montgomery Street. These facilities will generally be 1.5m wide and will be physically segregated from traffic by a 0.5m wide segregation zone.

Changes to Bus Lanes

- 3.14 In order to maintain off-peak loading and parking provision for local businesses and residents, it is proposed to alter the operating hours of the bus lanes on this section of Leith Walk, in line with that of the phase currently under construction between Iona Street and Brunswick Street as shown below in Table 3 below:

Table 3 - Proposed changes to bus lane operating hours

Existing Operating Hours	Proposed Operating Hours
Mon-Fri: 7.30am to 6.30pm, Sat: 8.30am to 6.30pm	Mon-Fri: 7.30am to 9.30am and 4.00pm to 6.30pm

- 3.15 These revised bus lane operating hours will ensure that public transport priority is provided during peak traffic periods on Leith Walk while allowing loading and parking facilities to be provided within the same areas of road space at other times.
- 3.16 These changes to the bus lane operating hours on this section of Leith Walk are integral to the proposed operation of the new road layout with areas of road space functioning both as bus lanes and as facilities for loading and parking at different times of the day. As such, these changes are being sought independently of the current trial to change all day bus lanes throughout the remainder of the city into peak bus lanes on an experimental basis.
- 3.17 Lothian Buses has been consulted over the proposed changes to bus lane operating hours and is satisfied with the proposals.

Prohibited Entry and Prohibited Right Turn

- 3.18 As part of the proposed upgrade to the signal controlled junction at Annandale Street, it is proposed to prohibit entry for vehicles into Leith Walk from Montgomery Street, except for cycles. This will remove the need for traffic signal control at

Montgomery Street, allowing a simpler, safer and more efficient junction to be provided that will benefit all road users. Pedestrian counts highlight that it is a busy junction and so this group, in particular, will benefit significantly from a simpler and safer crossing.

- 3.19 It is also proposed to prohibit the right turn for vehicles from Leith Walk into Montgomery Street, except for cycles, to prevent vehicles waiting to turn right from obstructing traffic flows on Leith Walk. A central traffic island will be provided to make this prohibition self enforcing.
- 3.20 Traffic counts have been undertaken in order to establish the number of vehicles that currently enter Leith Walk from Montgomery Street and turn right into Montgomery Street. It is considered unlikely that there will be an unacceptable impact on the various alternative routes due to traffic being displaced by these proposed restrictions.
- 3.21 In line with commitments in the Council's Active Travel Action Plan, facilities will be provided to maintain access for cyclists. Off-road cycle lanes and a Toucan crossing facility, incorporated within the junction traffic signals, will allow cycle access to Leith Walk from Montgomery Street. Cyclists wishing to turn right into Montgomery Street will also be able to do so, either by using the aforementioned Toucan crossing facility or via a break that will be provided in the proposed central traffic island.
- 3.22 Left turn entry for vehicles from Leith Walk onto Montgomery Street will be retained under the proposed new layout as will entry to Montgomery Street from Annandale Street.
- 3.23 Businesses located in Elm Row, south of Montgomery Street, were consulted informally on the proposed restrictions at the Montgomery Street junction earlier in the year. The responses received at that point were fairly positive with suggestions that some form of future redesign of this section of Elm Row, including the reviewing of traffic management arrangements, may be beneficial to the area. Should resources be identified, public realm improvements could be considered as part of a future phase of works.

Relocation of Waste Containers into Dedicated Bays

- 3.24 Dedicated areas of road space will be created to accommodate domestic waste containers. This space will ensure that these containers are removed from the footway, creating a more attractive, less cluttered, and pedestrian friendly environment. There will also be no conflict with cyclists using the segregated cycle lanes, particularly when refuse is being collected.
- 3.25 The provision of additional recycling facilities in these locations is currently being explored. Following discussions with representatives from Waste Services, it was ascertained that one of the priorities in coming years is to enhance recycling provision in communal areas in an effort to maximise recycling of dry materials (paper, cans, plastics, cardboard and so on), glass and food in order to improve the

balance between these and landfill. This additional provision should help contribute to the delivery of this objective.

Future Proofing

- 3.26 The proposed design for this section of Leith Walk has been developed in consultation with the tram operator.
- 3.27 The proposed design is compatible with a future tram continuation on this section of Leith Walk and significant physical changes would not be required to kerblines to accommodate this.

Statutory Consultation

- 3.28 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 23 September 2016 and 21 October 2016.
- 3.29 In line with the statutory requirements for consultations being carried out under the terms and conditions of the Roads (Scotland) Act 1984, the draft Redetermination Order was advertised during the same period.
- 3.30 In line with the communications approach adopted as part of the Leith Programme, an additional 2,400 letters were delivered to residents and businesses on Leith Walk and the streets surrounding the area covered by the draft Orders in an effort to ensure as many people in the local area, that may potentially be impacted, were notified directly.
- 3.31 As a result of the positive level of engagement gained through this additional communication approach, the decision was taken to extend the overall consultation period by re-advertising for an additional four week period. This commenced on 28 October and ran until 25 November 2016, providing further opportunity for the public to submit their views.
- 3.32 Over and above this formal consultation, an informal drop-in surgery was also held in the McDonald Road Library between 3.00-7.00pm on 10 November 2016 to open additional lines of communication and give businesses and residents the opportunity to discuss the proposals with Council officers. This event was publicised widely with a further 2,400 letters distributed locally along with e-mail invitations issued to key stakeholders. The event was attended by 25 people.
- 3.33 The Council received 100 representations from individuals and businesses. Eighty two were objections to the advertised Traffic Regulation Order and 51 objections were received to the advertised Redetermination Order. A summary of the objections received can be seen below:

Ref	Detail	Nr Received
1	Prohibition of exit from Montgomery St to Leith Walk	64
2	Prohibition of Right turn from Leith Walk to Montgomery St	50

3	RSO Objections (Montgomery St and Annandale St Cycleway crossing)	50
4	Parking & Loading Bay Location	6
5	Off Peak Parking & Loading Times	8
6	Support for Scheme	17

3.34 The objections received are listed in Appendix 2. A number of objectors stated objections to both draft Orders, TRO and RSO, however, it is believed that a number of these have been mistakenly identified as RSO when they should only be TRO.

3.35 Seventeen expressions of support for the proposals were also received.

3.36 The main issues raised within the objections to the Orders relate to:

- the proposed changes to the location of some loading/unloading and parking facilities on Elm Row between Brunswick Street and Montgomery Street;
- the proposed changes to the permitted operating times of loading/unloading and parking facilities;
- the proposed prohibition on entry to Leith Walk from Montgomery Street and concerns over the impacts this may have with regards to vehicle displacement onto nearby streets; and
- the proposed prohibition of the right turn for motor vehicles from Leith Walk onto Montgomery Street.

3.37 Further details of the objections and the Council's responses are provided in Appendix 3.

Changes to Parking and Loading Facilities

3.38 Eleven objections were received in relation to the proposed changes to parking and loading provision between Brunswick Street and Montgomery Street. The two main areas of concern within these objections are:

- The proposed changes to the location of loading and parking bays immediately north of the Montgomery Street junction; and
- The proposed changes to off-peak loading and parking.

3.39 Six objections related to the changes to location, while eight objections related to the proposed changes to off-peak loading and parking.

Location of bays

3.40 As part of the upgrade to the signal controlled junction at Annandale Street, it is proposed to alter the location of some loading bays on Elm Row, on the southbound approach to the Montgomery Street junction, by 35 metres north from the current position. This is in order to accommodate the new pedestrian crossing. These proposals also allow sufficient space for southbound travelling vehicles to

flow freely without being blocked by those vehicles turning right into Annandale Street. The proposals are intended to support a safer, simpler, more efficient junction for all users.

- 3.41 After consideration of objections received, further amendments have been proposed to increase the provision of loading bays on Elm Row on the southbound approach to the Montgomery Street junction and improve their location for local businesses.
- 3.42 Further investigation into traffic counts of those vehicles making the right turn movement into Annandale Street from Leith Walk showed relatively low figures. This allows amendments to be proposed that involve the increase of restricted loading bays on the southbound carriageway of Leith Walk by an additional two on the approach to the Montgomery Street junction. These proposals are intended to help support local businesses around this location and will require the Council to promote a separate Traffic Regulation Order.
- 3.43 Although a further review of the design was carried out, there is no further opportunity to provide parking bays nearer to their original position without significant impact on the design principles of the Leith Programme and impacting on the delivery of the upgraded junction.
- 3.44 To date, the objections received that relate to the position of loading and parking facilities have not been withdrawn.

Off peak loading and parking

- 3.45 Eight objections were received in relation to the proposals to restrict loading and parking to off-peak times as stated in paragraph 3.9.
- 3.46 There is insufficient road space to achieve all the programme of improvements detailed in paragraph 3.1 and to maintain an acceptable level of public transport priority on Leith Walk, while retaining the existing dedicated lay-bys for loading and parking bays. It is therefore proposed to provide a road layout where the two kerbside traffic lanes will function as bus lanes, during the peak traffic periods Monday to Friday and provide facilities for loading and parking at other times. This is consistent with other main routes into the city at peak times.
- 3.47 The proposal is also fundamental in contributing to the exemplar commuter corridor that prioritises pedestrians, cyclists, public transport, and then other vehicles that the scheme is intended to deliver. These priorities are in line with local and national transport priorities.
- 3.48 In the proposed design, an additional three loading bays and three parking bays in Annandale Street, near the junction with Leith Walk, have been proposed in the draft Order. These loading facilities will operate without time restrictions thereby providing peak period provision for businesses that may require this. The pay and display parking bay operating hours will be Monday to Friday between 8.30am – 5.30pm and there will be no restrictions at all other times.

- 3.49 Following consideration of the objections received, a further review of possible additional locations for unrestricted loading and parking provision in adjacent streets was undertaken.
- 3.50 As a result of this review, further amendments have been proposed to increase loading provision by adding another three bays in Montgomery Street, without operating time restrictions, near the junction with Elm Row. These proposals aim to support local businesses around this location and will require the Council to promote a separate Traffic Regulation Order. To date, the objections have not been withdrawn.

Prohibition on entry to Leith Walk from Montgomery Street

- 3.51 Sixty four objections were received in relation to the proposal to prohibit entry onto Leith Walk from Montgomery Street under the new layout. Twenty one of these were submitted by way of a standard letter containing draft wording supplied on an online facebook page entitled Savethejunction, <https://www.facebook.com/Savethejunction-315795795458565/>.

The main concern of these objections centred around the potential increase in traffic levels on a number of nearby streets and locations including Windsor Street, Elm Row, Brunswick Road, Brunswick Street, London Road, and East London Street.

- 3.52 Traffic counts were carried out in 2013 and 2015 as part of the design process to establish the number of vehicles currently exiting Montgomery Street onto Leith Walk. The results show that the number of vehicles currently making this manoeuvre is relatively low over a 24-hour period. While restricting direct access to Leith Walk from Montgomery Street will result in additional traffic using adjoining streets, this traffic is likely to be displaced onto a number of possible alternative routes, some on adjacent streets and some on streets further afield as part of a more strategic re-routeing. Given the relatively low volume of displaced vehicles, it is unlikely that there will be an unacceptable increase in traffic on the various alternative routes. As such, it is not expected that displacement will cause a significant problem on any individual route.
- 3.53 Fourteen of the objections received expressed concerns that the proposed prohibition on entry from Montgomery Street to Leith Walk would cause safety issues, specifically for St Mary's Primary School on East London Street. A number of these objections referred to 'planned road closures' while some expressed concern at the proposed closure of Brunswick Street.
- 3.54 After considering this issue, it is not clear how the proposed restriction at the Montgomery Street junction would increase traffic on East London Street. The East London Street – Annandale Street – Montgomery Street eastbound traffic movement would be unaffected by the restriction. Meanwhile, the reverse westbound Montgomery Street movement will no longer be possible, thereby reducing vehicle numbers at the Annandale Street/East London Street roundabout that would previously have made this movement from Montgomery Street. The most likely alternative westbound routes are either via London Road – Leith Walk –

Picardy Place – Broughton Street or, alternatively, Brunswick Road – McDonald Road or Brunswick Road/Street – Leith Walk – Annandale Street. Two of these options are likely to take some westbound traffic, depending on destination, away from East London Street and St Mary’s RC Primary School.

- 3.55 In considering the objections that referred to planned road closures and to the closure of Brunswick Street, as there are no road closures proposed in the draft Order, it could be that these concerns may be based on one or more mistaken assumptions or the dissemination of inaccurate anecdotal information.

Next Steps

- 3.56 It is recommended that the Committee sets aside the objections that do not relate to proposed changes to loading and unloading facilities.
- 3.57 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.
- 3.58 If Committee accepts 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 this Committee.
- 3.59 In accordance with the requirements of the Roads (Scotland) Act 1984, all objections to a Redetermination Order must be referred to Scottish Ministers. It is therefore recommended that the Committee instructs Officers to refer to Scottish Ministers the valid objections which were received to the Redetermination Order. The process that Scottish Ministers use to reach their determination on the Order is at their discretion.

4. Measures of success

- 4.1 The measure of success for the Leith Programme will be an improved, more attractive environment along Leith Walk and Constitution Street corridors, particularly for pedestrians and cyclists. This will be measured through pedestrian counters and cycle traffic counts.
- 4.2 As the proposals included in Phase 5 of the Programme are compatible with a future tram extension, and include significant tram enabling works in the footways, there would be a reduced impact on local residents and businesses during construction of a future tram extension on this section of Leith Walk.

5. Financial impact

- 5.1 The costs associated with the statutory procedures to make the necessary Traffic Regulation Orders and Redetermination Order are estimated at around £9,000. It is estimated that a public hearing, if required, would cost a further £10,000-£15,000.
- 5.2 The cost for this phase of construction will be subject to the outcome of a competitive tendering process. Construction costs will be fully contained within the Place Directorate Capital Investment Programme and supplemented by a significant external funding award from the Scottish Government and Sustrans Scotland.

6. Risk, policy, compliance and governance impact

- 6.1 The public hearing could delay implementing the improvements by six to twelve months.
- 6.2 The tram operator has been consulted on the design in order to ensure that a tram extension could be delivered on this section of Leith Walk without having to make significant physical changes to the proposed layout.

7. 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.
- 7.2 Improvements to footways and pedestrian crossing facilities will have a positive impact on the safety, freedom of movement and access for all who live in or use this section of Leith Walk. Representatives from disability groups have been consulted on the proposed designs and their input has been taken into account when producing the plans.

8. Sustainability impact

- 8.1 The impact 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 the report (Active Travel Plan).
- 8.2 The proposals set out in this report will reduce carbon emissions by contributing to the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.
- 8.3 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.

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

9. Consultation and engagement

- 9.1 Consultation was carried out between 22 July 2016 and 25 November 2016 as part of the statutory consultation process for both Orders. This process gave interested parties the opportunity to submit formally any comments or objections to the Council and included an additional four week re-advertising period to provide further opportunity for people to submit comments.
- 9.2 A drop-in surgery event was also held in the McDonald Road library on 10 November 2016 between 3.00-7.00pm to provide additional lines of communication and give businesses and residents the opportunity to discuss the proposals with Council officers. The event was attended by 25 people.
- 9.3 Approximately 4,800 letters (2 x 2,400) were delivered to businesses and residents on Leith Walk and streets surrounding the area covered by the Orders to provide notification of the formal consultation. The second letter delivery of 2,400 letters also provided notification of the drop-in surgery.
- 9.4 Visits to traders on the southernmost part of Elm Row took place during March and April to provide information on the access and egress proposals at the Montgomery Street junction.
- 9.5 The tram operator has been consulted on the design in order to ensure that the tram extension could be delivered on this section of Leith Walk without having to make significant physical changes to the proposed layout.
- 9.6 Lothian Buses has been consulted on the proposed layout, including changes to bus lane operating hours.
- 9.7 As part of the wider Leith Programme, extensive consultation has been undertaken with a wide range of local stakeholders, with a dedicated webpage set up and regularly updated to provide information on the proposals. Neighbourhood Partnerships, local ward members, Community Councils, cycling organisations, Lothian Buses, and other community and interest groups have all been consulted on the proposals.
- 9.8 In addition, Key Stakeholder Group meetings are ongoing, while Elected Member Oversight Group meetings are held at key stages.

10. Background reading/external references

- 10.1 Appendix 1 – Plans of advertised proposals for Leith Walk between Brunswick Street and Montgomery Street including location of proposed parking and loading bays and associated hours of operation.
- 10.2 Appendix 2 - Objection letters/e-mails received, including standard letter.
- 10.3 Appendix 3 – Summary of issues raised in objections, and the Council's responses.

- 10.4 Leith Programme – Commencement of Statutory Procedures for Traffic Regulation Order and Redetermination Order Leith Walk (Brunswick Street to Montgomery Street). Report authorised by the Transport Network Service Manager under Delegated Powers, 27 June 2016.
- 10.5 The Leith Programme, Consultation and Design, Report to the Transport and Environment Committee by the Director of Services for Communities, [19 March 2013](#).
- 10.6 Active Travel Action Plan – http://www.edinburgh.gov.uk/info/20037/policies_plans_and_strategies/341/transport_policy.

Paul Lawrence

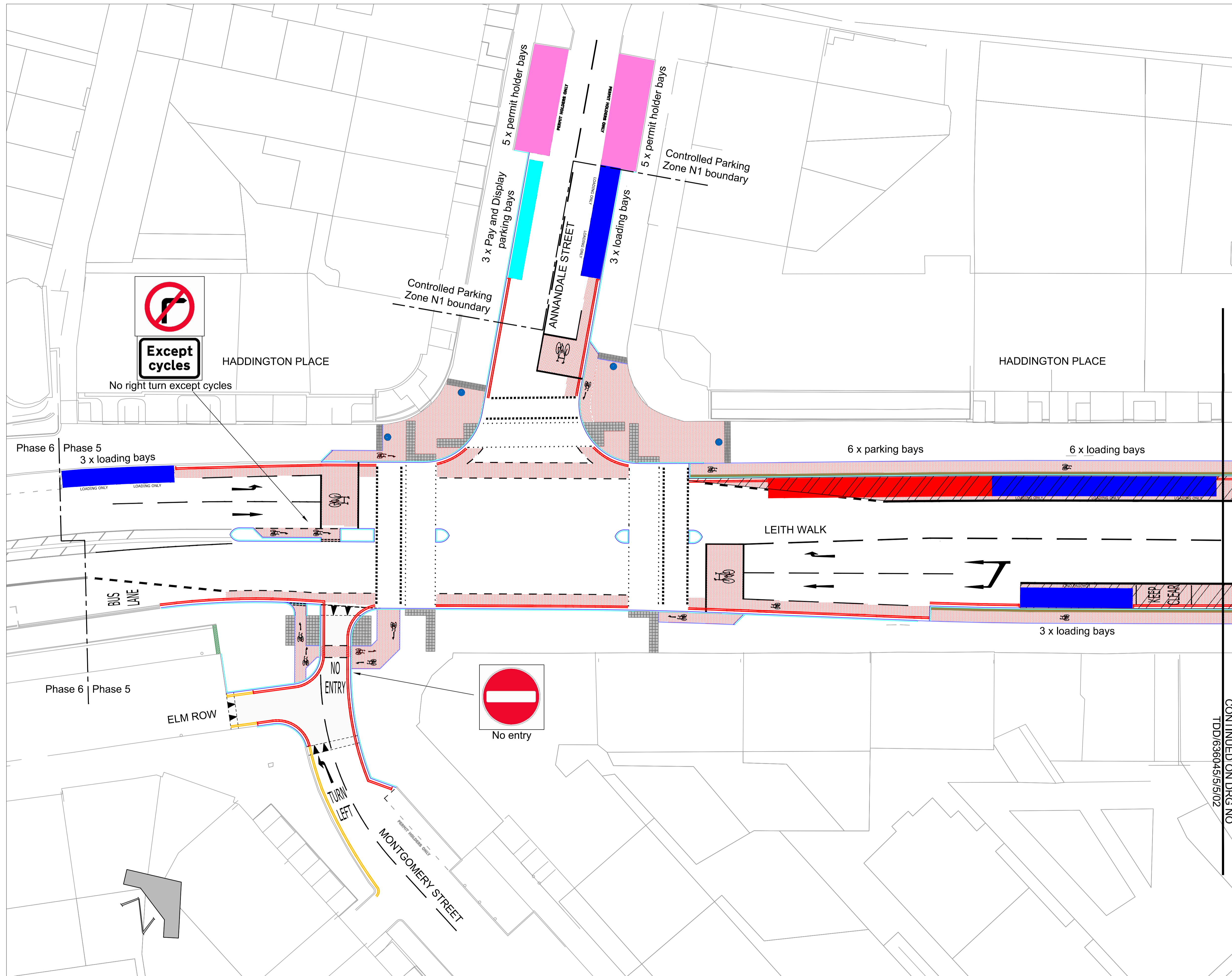
Executive Director of Place

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11. Links

Coalition Pledges	P44 – Prioritise keeping our streets clean and attractive P45 – Spend 5% of the transport budget on provision for cyclists
Council Priorities	CP8 – A vibrant, sustainable local economy CP11 – An accessible, connected city
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Plans of the advertised proposals for Leith Walk between Brunswick Street and Montgomery Street including location of proposed parking and loading bays and associated hours of operation Appendix 2 – Objection letters/emails received, including standard letter Appendix 3 – Summary of issues raised in objections, and the Council’s responses



NOTES:

- Greenway parking bay
- Greenway loading bay
- Controlled Zone Pay & Display bay
- Controlled Zone permit holder bay
- Domestic bin bay
- Bus lane
- Segregated cycle path
- On-street cycle lane
- White road markings
- Double red line markings: no stopping
- Double yellow line markings: no waiting at any time

Greenway parking bay restrictions
 No Stopping Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm
 Operational hours Mon - Fri 9.30am - 4.00pm and Sat 8.30am - 6.30pm

- 60 minutes maximum stay, no return within 90 minutes
- No maximum stay for blue badge holders
- Loading permitted

All other times: no restrictions

Greenway loading bay restrictions
 No Stopping Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm
 Operational hours Mon - Fri 9.30am - 4.00pm and Sat 8.30am - 6.30pm

- No stopping except for loading or blue badge holders
- 60 minutes maximum stay, no return within 90 minutes for blue badge holders

All other times: no restrictions

Bus lane operating hours
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

- No traffic except buses, taxis and cycles

All other times: no restrictions

CACZ Pay & Display bay restrictions
 Mon - Fri 8.30am - 5.30pm (as the rest of CACZ)
 60 minutes maximum stay, no return within 90 minutes

- No maximum stay for blue badge holders
- Loading permitted

All other times: no restrictions

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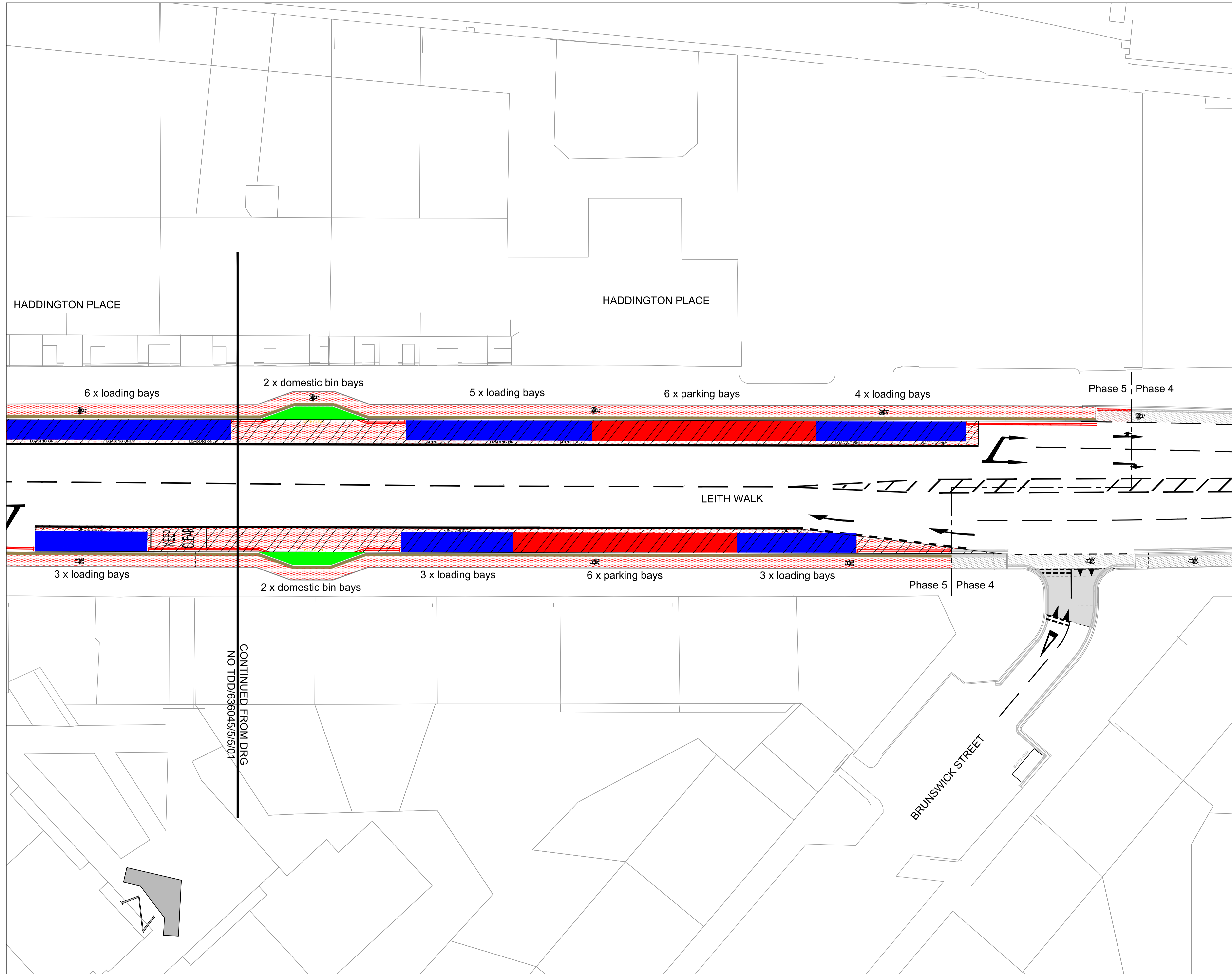
The City of Edinburgh Council
 Waverley Court
 4 East Market Street
 Edinburgh, EH8 8BG
 Telephone: 0131 200 2000

PLACE
 PLANNING & TRANSPORT
 TRAFFIC & ENGINEERING
 TRANSPORT DESIGN & DELIVERY

The Leith Programme
 Phase 5 - Brunswick Street to Montgomery Street
 Traffic Regulation Order

Drawing 1 of 2

Date: 20 June 2016 Job No.: 636045 Drawn by: A Parkinson
 Checked by: A Easson
 Scale: 1:250 @A1 Reviewed by:



NOTES:

- Greenway parking bay
- Greenway loading bay
- Controlled Zone Pay & Display bay
- Controlled Zone permit holder bay
- Domestic bin bay
- Bus lane
- Segregated cycle path
- On-street cycle lane
- White road markings
- Double red line markings: no stopping
- Double yellow line markings: no waiting at any time

Greenway parking bay restrictions
 No Stopping Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm
 Operational hours Mon - Fri 9.30am - 4.00pm and Sat 8.30am - 6.30pm

- 60 minutes maximum stay, no return within 90 minutes
- No maximum stay for blue badge holders
- Loading permitted

All other times: no restrictions

Greenway loading bay restrictions
 No Stopping Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm
 Operational hours Mon - Fri 9.30am - 4.00pm and Sat 8.30am - 6.30pm

- No stopping except for loading or blue badge holders
- 60 minutes maximum stay, no return within 90 minutes for blue badge holders

All other times: no restrictions

Bus lane operating hours
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

- No traffic except buses, taxis and cycles

All other times: no restrictions

CACZ Pay & Display bay restrictions
 Mon - Fri 8.30am - 5.30pm (as the rest of CACZ)
 60 minutes maximum stay, no return within 90 minutes

- No maximum stay for blue badge holders
- Loading permitted

All other times: no restrictions

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 100023420 (2016)

REVISION	DETAILS	BY	DATE	CHECKED



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 Telephone: 0131 200 2000

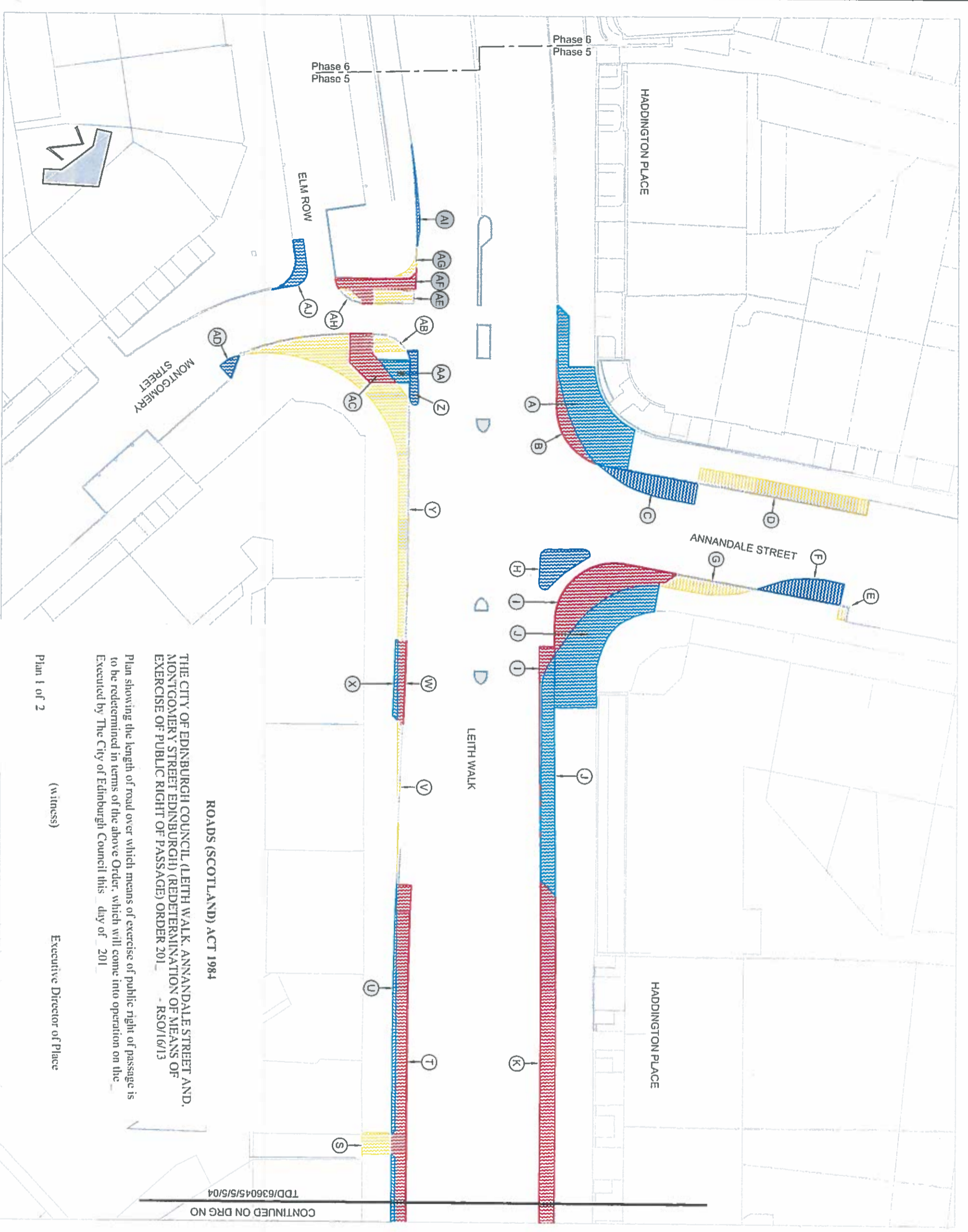
PLACE
 PLANNING & TRANSPORT
 TRAFFIC & ENGINEERING
 TRANSPORT DESIGN & DELIVERY

The Leith Programme
 Phase 5 - Brunswick Street to Montgomery Street
 Traffic Regulation Order

Drawing 2 of 2

Date: 20 June 2016	Job No.: 636045	Drawn by: A Parkinson
Scale: 1:250 @A1		Checked by: A Easson
		Reviewed by:

Drawing Name: © GEC Transport Design & Delivery TDD/636045/5/5/02 Leith Walk Traffic Regulation Order Phase 5 (Proposed) to the Edinburgh City Council. 1100100-08045-5-4-02.dwg
 Author: GEC Transport Design & Delivery TDD/636045/5/5/02 Leith Walk Traffic Regulation Order Phase 5 (Proposed) to the Edinburgh City Council
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 Date: 20 June 2016
 Scale: 1:250 @A1
 Project: The Leith Programme Phase 5 - Brunswick Street to Montgomery Street Traffic Regulation Order



CONTINUED ON DRG NO TDD/636045/5/5/04

THE CITY OF EDINBURGH COUNCIL (LEITH WALK, ANNANDALE STREET AND, MONTGOMERY STREET EDINBURGH) (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 2011 - RSO/16/13

Plan showing the length of road over which means of exercise of public right of passage is to be redetermined in terms of the above Order, which will come into operation on the day of 2011

Executed by The City of Edinburgh Council this 16th day of 2011

(witness) Executive Director of Place

Plan 1 of 2

- NOTES**
- Yellow hatched: Existing footway/redetermined as cycle track
 - Red hatched: Existing footway/redetermined as cycle track
 - Blue hatched: Existing footway/redetermined as cycle track
 - Blue hatched: Existing footway/redetermined as cycle track

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100023420/02/18

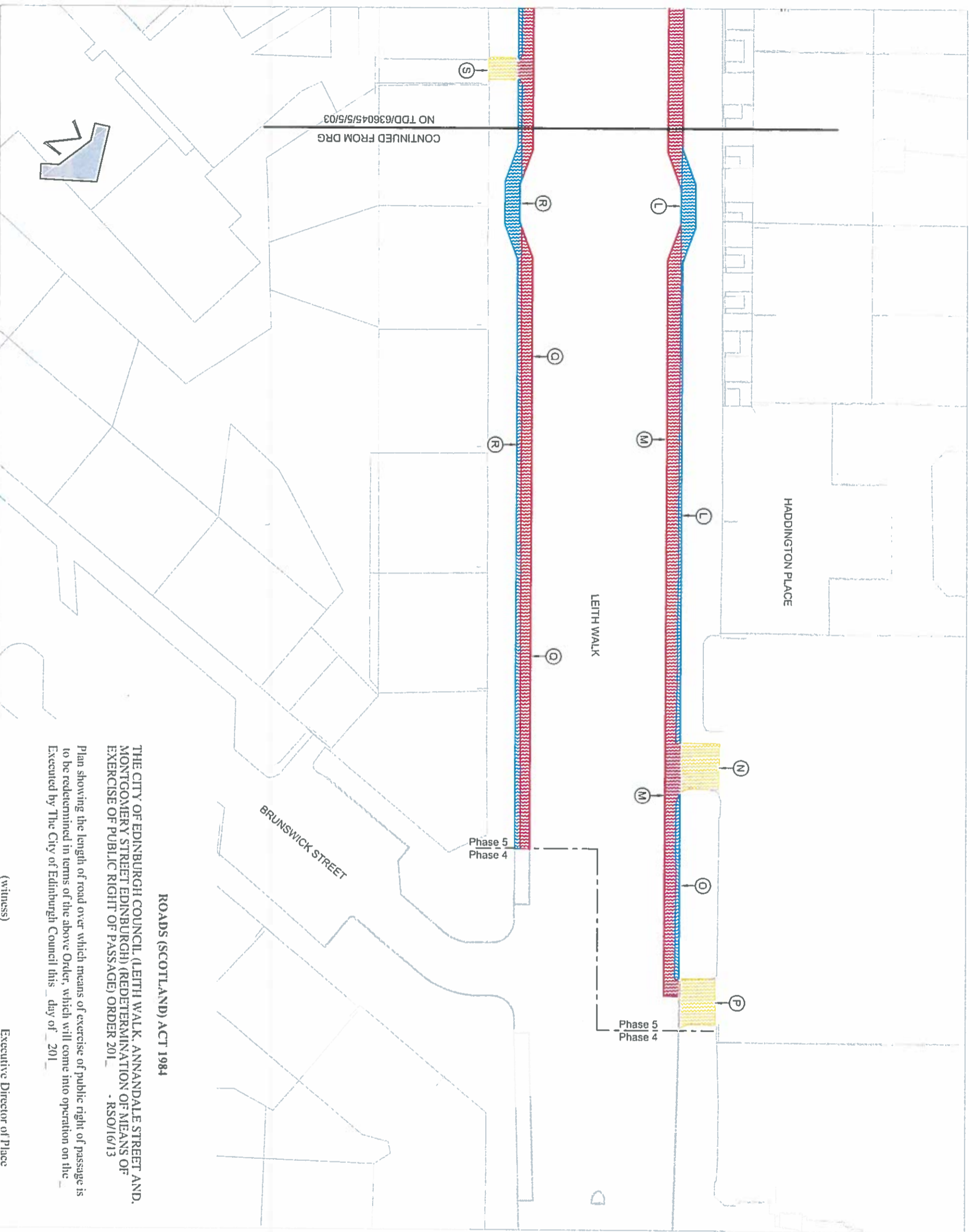
EDINBURGH

THE CITY OF EDINBURGH COUNCIL

The City of Edinburgh Council
 Vauxhall Court
 4 East Waverley Street
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 Telephone 0131 200 2000

The Leith Programme
 Phase 5
 Brunswick Street to Montgomery Street
 Redetermination
 Drawing 1 of 2

DRG. NO. TDD/636045/5/5/03



THE CITY OF EDINBURGH COUNCIL (LEITH WALK, ANNANDALE STREET AND MONTGOMERY STREET EDINBURGH) (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 2011 - RSO/16/13

Plan showing the length of road over which means of exercise of public right of passage is to be redetermined in terms of the above Order, which will come into operation on the day of 2011

Executed by The City of Edinburgh Council this day of 2011

Plan 2 of 2

(witness)

Executive Director of Place

- NOTES**
- Existing carriageway/redetermined as 'crash' E C V Y AD AE AD AD
 - Existing carriageway/redetermined as '7.5m track' E F K W AC AF
 - Existing 'locking' redetermined as 'carriageway' C F H Z AD AI AJ
 - Existing 'locking' redetermined as '10m track' A J X AA

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100023/201 (2011)

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

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PLANNING AND TRANSPORT
INFRASTRUCTURE
TRANSPORT DESIGN & DELIVERY

The Leith Programme
Phase 5
Brunswick Street to Montgomery Street
Drawing 2 of 2

Date: 27/06/2011
Scale: 1:500 (E2)

DRG. NO. TDD/636045/5/5/04

Dear Sirs

The City of Edinburgh Council (Leith Walk [Montgomery Street to Brunswick Street], Edinburgh) (Prohibition of Entry) and (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) and (Greenways) (Variation), Order 201_ TRO/16/58

The City of Edinburgh Council (Leith Walk, Edinburgh) (Redetermination of Means of Exercise of Public Right of Passage) Order 201_ - RSO/16/13

I am emailing on behalf of the [REDACTED] to object to one proposal within this TRO, namely the introduction of a prohibition on entry to Leith Walk from Montgomery Street.

At our meeting on [REDACTED] discussed this proposal and formed the view that this change should not be sanctioned before the Council had published their proposed TRO of the next phase southward of the Leith Walk programme, the stretch between Montgomery St and Picardy Place, and in particular the junction of Leith Walk with London Road.

We have engaged with the Leith Walk programme and we are aware that the current intention is to replace the roundabout at London Road with a traffic signalled junction. We have also been informed by Anna Herriman of the City Council that one option being considered would prohibit the right turn from London Road into Leith Walk.

The statement of reason for this TRO states "It is not considered likely that there will be an unacceptable impact on the various possible alternative routes due to traffic displaced by these proposed restrictions." We accept that this is the case so long the principal alternative routes includes the London Road / Leith Walk / Annandale Street route, which is currently utilised by traffic seeking to access southern Leith Walk , the second New Town and the Broughton/ East Claremont Street area from the east.

However, were the right turn from London Road into Leith Walk prohibited, and the Montgomery St route not available as alternative way of accessing Annandale Street , we dispute that the impact of the combined change would be "an unacceptable impact" as traffic seeking to reach the second New Town and Broughton would be forced further into town onto the Picardy Place junction. This junction operates close to maximum capacity. Road works, especially during the construction of the new St James Centre and the tram extension (should that happen) will only make it worse. Given this, we believe it a premature to introduce a permanent prohibition on exiting Montgomery St, especially one which involves the permanent road narrowing proposed in RSO/16/13 , which we also oppose on this ground.

This TRO and RSO should be put on hold as regards prohibiting exit from Montgomery St until the plans for the London road Leith Walk junction are finalised, so the two can be considered together.

Please confirm receipt of this objection.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

I am writing to record my objections to the proposed Traffic Orders in the subject line.
I am objecting on the following grounds.

A) INTRODUCTION OF A PROHIBITION ON ENTRY TO LEITH WALK FROM MONTGOMERY STREET This makes no sense and will require traffic to use currently quiet residential streets to access London Road which is an already congested road. Additional traffic there will cause additional congestion and so emissions. The alternative, exit by Elm Row is likely to cause chaos and to harm traders customers access. The access from Elm Row to the London Road roundabout, again a bottle neck, is uncontrolled.

B) INTRODUCTION OF PROHIBITION ON RIGHT TURNS INTO MONTGOMERY STREET (except cyclists) Please see and note the reasons provided under A) and in addition these proposals will add journey time, traffic crowding and will therefore add to fuel emissions. They will result in quiet and relatively safe side streets becoming log jammed with traffic.

No consideration has been given to how this will further grid lock traffic hotspots when the full extent of the St James development.

This is ill thought ought and should be rejected.

Yours sincerely

██████████

Sent from my iPad

I wish to object to the above proposals. I am a regular visitor to Montgomery St in the course of my work.

Elm Row in particular is not suited in its current arrangement to the increased flow of traffic which would be diverted along it - between cars parking and 2 way traffic in the narrow roadspace it is already difficult to negotiate without adding to the traffic flow.

The junction of Montgomery St and Leith Walk is currently wide enough to accommodate cyclists and is regulated by traffic lights, so I fail to comprehend the benefit of diverting traffic down Elm Row and surrounding streets like Windsor Street & Brunswick Street, with a resultant increase in emissions as drivers are forced to take a longer route.

Furthermore, there appear to have been an unprecedented amount of road works and road closures in the area of late and should this continue in the future, it will only exacerbate local traffic problems.

Currently there are road closures at the Leith Walk end of Brunswick Street & Brunswick Road and several other road closures/works along Leith Walk. Traffic lanes are closed on Leith Street and intermittently at the Picardy Place roundabout into York Place and/or Broughton Street. The John Lewis redevelopment is a major factor, with completion not due until 2020. I would urge the Council to delay any decision on their proposals until after this date.

I would also question prudence of the financial outlay involved in these proposals at a time when local authority budgets are under extreme pressure.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sir/Madam,

We are writing to provide feedback on Phase 5 of the Leith Walk redevelopment proposals, specifically the desire to prohibit vehicular access to and from Montgomery Street. As residents at [REDACTED] we are deeply concerned about the impact these proposals are likely to have on traffic circulation on both [REDACTED], with the following points of particular concern:

- Gaining access onto Easter Road from Montgomery Street is already extremely problematic, the result of a high volume of traffic on Easter Road and a large amount of residential traffic from the Montgomery Street area. This will be further exacerbated by closing one end of Montgomery Street to vehicles, as the Easter Road junction will become a primary exit point, causing a regular queue of parked cars (with associated air pollution) to congregate outside our first floor window.
- At present, getting access from Brunton Terrace, Hillside Crescent and Windsor St onto London Road is difficult due to the high volume of traffic and lack of traffic light controls. This issue is even more acute from Brunswick Street onto Leith Walk (and indeed from Brunswick Road onto Leith Walk, in spite of the traffic lights). By closing the access point to Leith Walk from Montgomery St, this situation is going to get demonstrably worse for residents with vehicles.
- Given that Montgomery Street already has speed bumps along its entire length - and the fact it is parallel to London Road - through-traffic is less of a concern than in many surrounding areas. However, with new residential developments springing up right across the area (including several hundred new Cala Homes flats on Brunswick Road and two new student residences), increasing pressure is being placed on the area's infrastructure, making the decision to close a major thoroughfare in and out particularly concerning.
- During match days at Easter Road, Montgomery St and surrounding areas are the primary parking place for many Hibs (and rival) fans. As a consequence, extremely high volume of traffic are experienced in the area (see attached photographs from 2 October, which clearly show the impact on the junction in question). Given that the proposals will remove a significant release valve to match day traffic - and result in potential friction between rival sets of fans - we would urge the Council to seriously consider reversing these proposals.
- As an employee of a [REDACTED] I applaud the ambition to make Leith Walk more pedestrian and cycle friendly. However, as Leith Walk will doubtless have traffic lights at various points along its length I fail to see why a properly controlled, multi-use junction couldn't be created to suit the needs of multiple road users, particularly as these will need to be created at other junctions down the Walk. Given the volume of residents within the Montgomery Street area, this junction should clearly be a priority.

I hope the above has gone some way towards explaining why we object to the development proposals. If you require any further information about any of the points raised, please do not hesitate to contact us. We look forward to hearing from you soon.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

TRO/16/58 AND ROS/16/13 Leith Walk from Brunswick St to Montgomery St, Edinburgh

My wife and I have lived at [REDACTED] and wish to object to the above proposals on the following grounds:

We are opposed to any proposal that will increase the volume of traffic from Montgomery Street heading up Elm Row to the roundabout at London Road. This section of Elm row, as configured at present, is too narrow to accommodate any increased flow of traffic. Increased traffic would increase pedestrian hazards and endanger public safety at the junction of Elm Row with Montgomery Street and at the other end when it meets the roundabout at London Road.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

Notice of traffic Regulation Order and Redetermination Order-Lwith Walk from Brunswick Street to Montgomery Street,
Edinburgh TRO/Phase 5 /note

I am a parent with children attending [REDACTED].

I am very concerned over planned road closures. I understand that traffic which currently filters off London Road will now be forced down a route of Montgomery Street Park, Leith Walk Primary School, across Leith Walk, along Hopetoun Street and along East London Street past our Primary School.

These road closures will further increase the traffic in front of St Mary's RC, Leith Walk Primary and worse still, Montgomery Street park where many of the children in our community play.

With the major development happening over the next 4 years at St James Centre, this will bring its own transport volume. There are also additional Road Safety issues surrounding St Mary's which are being raised as concerns.

This increase in volume of traffic passing our primary schools leaves me very concerned about the safety of the children in our community. While roadworks are important, it is critical that they be planned with safety as a top priority.

I believe this situation warrants additional consideration and a re-evaluation of the proposed solution.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

Hi

Full order tittle- from Brunswick street to Montgomery street Edinburgh.

I object to this proposal for taking the loading bay because we are new opened delivery Buisness invested lot of money now with this new proposal it will effect my Buisness for deliveries and customers who wants to come and sit in.

Kind regards

[Redacted signature]

I wish to object to TRO/16/58 AND RSO/16/13 in particular to the following provisions;

- 1 Introducing a prohibition on entry to Leith Walk from Montgomery Street.
- 2 Introducing a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists.

The above proposals will have a devastating effect on the local area in terms of an increase in traffic, pollution and safety for pedestrians and the local community.


This area is already being effected by the disruption due to the new St James development. This has already demonstrated an increase in traffic on London Road, Leith Street, Picardy Place and roundabout, Broughton Street, Elm Row and Leith Walk.

The development of the above proposals will only bring further congestion, disruption and pollution in this area.

I would urge you to please reconsider your proposals.

Look forward to your reply to my email!

Yours faithfully


(local resident)

I wish to object in the strongest possible terms to the proposal in the above Traffic Order of the closure (No Entry) of Montgomery Street at the Leith Walk/Elm Row junction.

Firstly, because no evaluation appears to have been taken of the volume of vehicular traffic which uses the route between Montgomery Street and Annandale Street. As a resident of Windsor Street, I use this route regularly because access to London Road from Windsor Street, turning right, is often very difficult due to the volume of traffic and the restriction of visibility caused by buses at the Leopold Place stops. Additionally, the appalling traffic congestion in the Leith Street, York Place, Picardy Place and top of Leith Walk area makes an alternative route essential.

Secondly, the proposal will certainly increase the volume of vehicular traffic using Windsor Street and neighbouring residential side streets. Montgomery Street will continue to be a through route from Easter Road for all types of traffic, business and residential, avoiding the congested right turn into London Road at its junction with Easter Road (regularly restricted due to traffic volume). Thus the closure of the junction at Leith Walk (Elm Row) will force more vehicles to use side streets to access London Road, and subsequently Leith Walk and Annandale Street.

The proposed 'No Entry' at the Montgomery Street/Elm Row junction will have an enormous knock-on effect for residents in the area and will lead to further traffic using surrounding streets, and an rise in air pollution caused by the increase of vehicles.

I hope the above points will be taken into consideration when this TRO is reviewed.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Notice of Traffic Regulation Order and Redetermination Order - Leith Walk from Brunswick Street to Montgomery Street, Edinburgh TRO/Phase5/note

To Mr Leech and other concerned parties:

I am a parent with children [REDACTED]

I am very concerned over planned road closures. I understand that traffic which currently filters off London Road will now be forced down a route of Montgomery Street Park, Leith Walk Primary School, across Leith Walk, along Hopetoun Street and along East London Street past our Primary School.

These road closures will further increase the traffic in front of St Mary's RC, Leith Walk Primary and worse still, Montgomery Street park where many of the children in our community play.

With the major development happening over the next 4 years at St James Centre, this will bring its own transport volume. There are also additional Road Safety issues surrounding St Mary's which are being raised as concerns.

This increase in volume of traffic passing our primary schools leaves me very concerned about the safety of the children in our community. While roadworks are important, it is critical that they be planned with safety as a top priority. I believe this situation warrants additional consideration and a re-evaluation of the proposed solution.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

--
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sirs,

I write to object to the proposed changes set out in the plans under references RSO/16/13 and TRO/16/58, which concern the layout, etc. of Montgomery Street to Brunswick Street.

My main objection is to the proposed prohibitions on turning into and out of Montgomery Street. I live on [REDACTED]. I drive, but not every day: I walk to work, as does my wife. I am therefore mostly a pedestrian, though I am also a cyclist. I undertake local journeys by bike where possible, and in good weather I also cycle with my 18 month-old daughter with me on a child bike seat.

I have reviewed the plans and it seems that there is technically no proposed prohibition on turning left from Montgomery Street onto Elm Row, but only because the narrow, single-lane road, separated from the body of Leith Walk and immediately next to the row of shops, is also called Elm Row. It seems to be thought feasible to direct significant volumes of traffic along that narrow road. It is not feasible at all, as anyone familiar with the area would tell you. Any car driving along that section of Elm Row and meeting a car coming in the opposite direction will not get by. One or other car will have to park, or reverse. It's like driving in the highlands, with single track roads and passing places. It's very difficult with the present levels of traffic, let alone with a great deal more traffic in addition. The proposal is therefore, in effect, a ban on cars turning out of the west end of Montgomery Street at all.

Further, the junction of that section of Elm Row with the London Road roundabout is very bad. It is very difficult to exit from there because traffic flow is so high on the roundabout and the other part of Elm Row is immediately to one's right. It is also a dangerous junction: I personally have seen one accident there and very many near misses, many of which involved cyclists. Drivers get frustrated because they can't get out and they push out when it's not safe to go. More traffic means more accidents.

The result of the proposed change would as likely be to direct local traffic along one of the streets joining Hillside to either London Road or Leith Walk. All traffic going southbound and up Leith Walk would have a bad right turn into London Road to negotiate first. The turning from Windsor Street right into London Road is especially bad because there is almost always a bus at the bus stop to the right blocking drivers' line of sight. Traffic going north would go down Brunswick Street to the uncontrolled junction there and consequently a difficult turn. The result of the proposal will be to make bicycle and car journeys for local people longer, more difficult and more dangerous. The redirection of traffic (especially traffic going from Annandale Street to Montgomery Street and vice versa) will also increase traffic volume, journey times, noise levels and air pollution levels. It's a very poor idea altogether.

I also think the proposed change to the lane marking southbound at Elm Row just before Montgomery Street is poorly thought out. At peak times, especially, having only one lane available for southbound traffic seems calculated rather to decrease traffic flow rather than to increase it. Again, there will be attendant increases in frustration, noise and pollution.

For what its worth, most of the cycle lanes in Edinburgh aren't worth the paint used to mark them out. Drivers still park in cycle lanes or otherwise ignore them, and buses still pull in front of cyclists then stop, blocking the way; or pull out just in front, leaving cyclists breathing clouds of diesel fumes. If the changes were neutral for local people then I'd support them; but it seems to me that any overall gains (if there are any at all) to cyclists and pedestrians is marginal, therefore that should not be given priority at the expense of significant detriment to local residents, not to mention the capital cost and the disruption caused by digging up the roads yet again (funnily enough without ever fixing the potholes properly).

The information given about the aims of the proposals is very sparse, and as far as I can see there is no information at all about future proposals, including any additional changes in these and surrounding streets and whether further remodelling would be required in the event that the extension of the tram line goes ahead or doesn't. In all, the proposals are highly unsatisfactory for lots of different reasons.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]

Dear TrafficOrders,

I have been unable to comprehend from your confusing document releases the extent of your proposed amendments to traffic entering and exiting Montgomery Street. However from what I do understand you are planning to block access both into Montgomery St. northbound from Leith walk, and also the exit southbound (i.e. citywards) into Leith Walk. I fail to understand the logic of this proposal as it can only increase rather than decrease the traffic congestion in and around Elm Row and, by knock-on effect, access to Windsor Street. These are crazy proposals, I urge you to rethink the scheme and withdraw the proposal forthwith.

Yours,

[Redacted signature]

[Redacted address]

Hello,

I would like to raise an objection to Leith Walk phase 5 TRO\16\58.

Restricting access onto Leith Walk from Montgomery Street will likely push traffic travelling along Montgomery street and looking to turn left or right onto Leith Walk down onto Brunswick Street. I am concerned this will adversely impact on road users and residents living on Brunswick Street.

In your statement of reasons you state;

“Traffic counts have been undertaken in order to establish the number of vehicles that currently enter Leith Walk from Montgomery Street and that turn right into Montgomery Street. It is not considered likely that there will be an unacceptable impact on the various possible alternative routes due to traffic displaced by these proposed restrictions.”

Could you please advise what traffic counts took place on Brunswick Street to allow you to draw the conclusions that there will not be an unacceptable impact on the street? I would like to know the numbers predicted to be displaced from Montgomery Street, and how this compares with existing use on Brunswick Street.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: Notice of Traffic Regulation Order and Redetermination Order - Leith Walk from Brunswick Street to Montgomery Street, Edinburgh TRO/Phase5/note

To Mr. Leech and other concerned parties:

I am a parent with children [REDACTED]

I am very concerned over planned road closures. I understand that traffic which currently filters off London Road will now be forced down a route of Montgomery Street Park, Leith Walk Primary School, across Leith Walk, along Hopetoun Street and along East London Street past our Primary School.

These road closures will further increase the traffic in front of St Mary's RC, Leith Walk Primary and worse still, Montgomery Street park where many of the children in our community play.

With the major development happening over the next 4 years at St James Centre, this will bring its own transport volume. There are also additional Road Safety issues surrounding St Mary's which are being raised as concerns.

This increase in volume of traffic passing our primary schools leaves me very concerned about the safety of the children in our community. While roadworks are important, it is critical that they be planned with safety as a top priority. I believe this situation warrants additional consideration and a re-evaluation of the proposed solution.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sirs

I write in objection to TRO/16/58 and RSO/16/13.

I am a resident of [REDACTED] Brunswick Street is already used as a short cut for traffic travelling south along Leith Walk and cutting through to Montgomery Street and London Road. If as proposed the junction at Montgomery Street and Leith Walk is closed to traffic travelling south turning left into Montgomery Street then I suspect the amount of traffic travelling along Brunswick Street will increase. We have little traffic calming and cars and lorries, and indeed fire engines often travel at speeds of 40mph+ in what should be a quiet residential, child friendly area.

Whilst I understand that your proposals may be aimed at reducing traffic in Montgomery Street, without similar restrictions on Brunswick Street/Leith Walk junction it will only push the issue further north.

As yet I have received no formal consultation on the above plans (consulting with residents on the design of a local road layout does seem important, as we will have to live with the consequences).

Kind regards [REDACTED]

Leith Walk phase 5 TRO\16\58

Leith Walk phase 5 RSO\16\13

While I support the general aim of improving pedestrian and cycle access in the area I would suggest that, without being coupled with much more effective traffic calming measures on Brunswick Street, the closure of the exit from Montgomery Street to Leith Walk will serve to further exacerbate the problem. Brunswick Street already serves as a major rat run between London Road and Leith Walk.

[REDACTED]

RSO/16/13 Leith Walk - Brunswick Street to Montgomery Street

Hi,

I would like to lodge an objection to the above traffic order.

We frequently use the current loading bay to service our customers with their orders, this can be on an hourly basis.

[REDACTED] also has a Cash for Clothes side to our business and every 2 weeks or so, we have to move 100 large bags of clothes weighing around 25kg from the shop to a van in the loading bay. Please see the attached photos.

The current loading bay is approx 15 metres away, and we can cope with this, the new loading bay will be about 55 metres away, it would not be possible or safe to carry all the bags the extra 40 metres down the new narrower pavement, to the new loading bay.

All the parking bays have also been removed, where are our customers to park ? There are extra spaces on the other side of the road, but our experience from the tram works told us that customers do not like to cross the road, they stop on the way into town. This will also deter our cash for clothes customers as they have further to walk with all their clothes from their car.

The bus lane is in operation during peak times of 7.30am-9.30am and 4pm-6.30pm, where are our customers to park during this time ? our shop and most other of the shops are open from 9am -5pm at least. Parking is essential to our business.

The one way system up Elm Row coming out at the London Road roundabout is very dangerous at the best of times and with the increased traffic flow will make it an accident black spot.

We would therefore like to ask for further consultation, as the proposed changes will have a dramatic and detrimental effect on our business. The existing, nearby, loading and parking is a requirement for our business and was our main reason for locating our shop here in the first place.

Kind Regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Dear Sir/Madam,

Thank you for your letter dated 21st September. I fully support and approve of your proposed plans but please could you elaborate on the last point "storing communal domestic waste bins in dedicated bays"? I have spent sometime on the traffic orders website and haven't been able to find any mention of the new locations for these bins.

Yours faithfully

[Redacted signature]

[Redacted name]
[Redacted contact information]

Dear Sir

Please be advised that the proposed change to the Traffic Orders outlined in the TRO detailed below have some detrimental effects which I believe need to be addressed before any thoughts of implementation are considered.

1 The proposed closure of the exit from Montgomery Street is both unnecessary and has the negative effect of increasing congestion in the already frequently congested or blocked Elm Row, increasing traffic and pollution in this side street adjacent to a shopping area. Further the egress of additional volumes of traffic from Elm Rom at the busy London Road roundabout will increase risk of collision at this junction considerably over the much safer traffic light junction that currently exists at Montgomery street/Leith Walk.

2 The ban on right turns from Leith Walk into Montgomery Street, while undoubtedly aimed at reducing traffic in Montgomery Street will unfortunately have the effect of displacing traffic onto alternative more circuitous routes increasing pollution and congestion in other areas.

3 The concept of placing cycle lanes to the left of parked vehicles is contrary to driver and passenger expectations of traffic only being on the carriageway to the right. This will considerably increase the likelihood of collisions between cyclists and occupants entering/leaving their vehicles and car doors opening into the path of cyclists and should not be considered.

Best Regards

[Redacted signature block]

I wish to object to the following TRO and RSO:

- TRO/16/58 Leith Walk - Brunswick Street to Montgomery Street
- RSO/16/13 Leith Walk - Brunswick Street to Montgomery Street

I am objecting on the basis that:

- the current system works just fine and there is no need to change it and incur costs at a time when the council is looking for ways to save money!
- blocking entrance to Montgomery Street from Leith Walk is unhelpful for residents who need to gain access to their homes.
- making Montgomery Street no entrance to/from Leith Walk will result in vehicles using the blocked road as a turning point.
- furthermore, I assume lack of access will become one of the excuses used by the council not to collect our bins.

[REDACTED]

[REDACTED]

Regards

[REDACTED]

I am a frequent visitor to Montgomery Street in Edinburgh and wish to object to the making of the Traffic Regulation Orders above. I contend that these orders are otiose, unnecessary and contrary to the public interest and seriously impede the free flow of traffic in Montgomery street.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted] Madam,

Your ref: TRO/Phase5/note – Leith Walk from Brunswick Street to Montgomery Street , Edinburgh.

We, [Redacted] are writing in response to your letter of 21 September advising us of proposed changes in our area as part of the Leith programme. Whilst we welcome your positive plans to establish cycling facilities on Leith Walk and the storing of communal domestic waste bins in dedicated bays, the main purpose of this letter is with regards to the traffic flow on Leith Walk from Brunswick Street and Montgomery Street.

The change proposed introducing a prohibition on entry to Leith Walk from Montgomery Street causes us a great deal of concern.

Windsor Street was designed by William Playfair in 1822 and the majority of houses on the street are category A listed. It forms part of the Carlton Group (Eastern New Town) and is part of a National Trust conservation area. It is home to a diverse range of residents and to a number of hotels/b&b's.

Many of the permanent residents have young children while the hotel/b&b also play home to a number of young children on a transient basis.

In our view, the proposed change prohibiting entry to Leith Walk from Montgomery Street will lead to an increased traffic flow up Windsor Street as early morning commuters travel down Montgomery Street and turn up the last lefts they are able to (Windsor Street and Elm Row) so they can rejoin the traffic on London Road and back into the city centre.

Given this, we have three main concerns to this proposal.

- 1) With so many young children on the street getting ready to go to school at the same time as the increased traffic flows down Windsor Street we feel there is a higher chance of an accident than there is currently.
- 2) Windsor Street is an A listed street whose houses and foundations will potentially be damaged by increased vibrations and pollution from stationary traffic as it queues up Windsor Street to rejoin London Road.
- 3) The above point is compounded by the fact that turning right into London Road from Windsor Street is a difficult manoeuvre with vision severely obstructed by a bus stop. Any increased volume of traffic is likely to lead not only to pollution creating congestion on Windsor Street but a severe danger that frustrated drivers will make unsafe turns onto the main road.

Based on these concerns we would formally like to register our objection to this TRO with particular reference to the introduction of a prohibition on entry to Leith Walk from Montgomery Street.

Yours sincerely,

[Redacted]

From: [REDACTED]

October 2016 11:35

To: Traffic Orders; Rob Leech

Subject: Notice of Traffic Regulation Order and Redetermination Order - Leith Walk from Brunswick Street to Montgomery Street, Edinburgh TRO/Phase5/note

Dear Mr Leech,

I am writing with concern about the proposed closure of Brunswick Street moving onto Leith Walk, and Montgomery Street moving onto Leith Walk and also about the restrictions proposed for Annandale Street.

As a parent of [REDACTED] and using also Montgomery Street park for leisure times after school and at weekends, I am very concerned about the increasing levels of traffic which will be pushed past these areas.

I would urge you to please reconsider and help us reduce the volumes of traffic past the primary school and past the popular park.

RSO/16/13 Leith Walk (Brunswick Street to Montgomery Street) - finishes 23 October 2016

RSO/16/58 Leith Walk (Brunswick Street to Montgomery Street) - finishes 23 October 2016

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Hello, I am writing to object to one aspect of your proposed TRO/RSO -

Ref TRO/Phase5/note

Order title: Leith Walk from Brunswick Street to Montgomery Street, Edinburgh

My name, address: [REDACTED]

The objection is to the proposed prohibition on entry to Leith Walk from Montgomery Street.

This intersection is very heavily used in order not only to join Leith Walk traffic, but to cross Leith Walk using the well-timed lights/left turn arrow to continue down Annandale Street. That continuance is even more heavily used than a left or right turn onto Leith Walk.

If you prevent entry onto Leith Walk, you will greatly increase traffic down the cobbled Elm Row for entry to the roundabout at London Road, for one cannot enter the roundabout at London Road and gain access to Annandale road or to southwards Leith Walk traffic any other way. This will endanger (and likely infuriate) pedestrian traffic and business owners. It will likely clog up traffic throughout the residential area on Brunswick St. as drivers seek to either join or get across Leith Walk. the way it is right now seems excellent and is very convenient to drivers wishing to join or cross Leith Walk traffic.

Regards|

[REDACTED]

TO WHOM IT MAY CONCERN

I wish to lodge a formal objection by email to the plans above.

I object for the following reasons:

- Prohibiting vehicular access to Leith Walk from the junction at Montgomery Street and sending traffic along the relatively calm and quiet section of Elm Row at this junction will increase traffic in this street, which is primarily used by pedestrians shopping, and will contribute to additional traffic at the top of the London Road roundabout which is already extremely busy at peak times and is already a difficult junction for cyclists to navigate.
- With two schools in the area, St Mary's East London Street and Leith Walk Primary, this increase in traffic will present additional hazards to pedestrians who use the thoroughfares in this area to walk to school. Pollution levels will increase in the area due to the larger volume of traffic.
- In addition, by prohibiting access to Leith Walk from Montgomery Street, greater traffic flow will ensue at all surrounding streets, including Brunswick Road, Brunswick Street and Windsor Street.
- With additional traffic activity in this area (more trucks and lorries) due to the ST JAMES development, traffic will end up in a backlog and bus services will be affected

Please acknowledge by email receipt of this objection. Thank you.

[REDACTED]
[REDACTED]
[REDACTED]

We wish to raise concerns about the proposed road changes detailed in TRO/16/58 and RSO/16/13

It would be useful to have known the council's thinking behind the changes. We are guessing that part of the intention is to give better provision for bicycles, which is to be welcomed, and a clearer run for public transport, again to be welcomed. However we'd like to make the following objections:

1. The map gives no indication about the trees on Annandale Street. We would like these to be protected.
2. It appears that pedestrians and bicycles will be sharing the corners of Annandale Street. We are worried this could put pedestrians in danger.
3. There appears to be a significant reduction in available parking for residents at the top end of Annandale Street. As well as being an inconvenience, this will put pressure on neighbouring streets as cars seek somewhere to park, spreading pollution as they go.
4. The loss of loading bays outside the shops on the south east side of Leith Walk is a serious hinderance to their ability to trade (the greengrocers and florist in particular). We strongly object to any threat to local shops at a time when they are already under threat from the ludicrous number of supermarkets that have been given permission to trade in the area. To deny them access even at limited times of day could cause them to close and lead to serious damage to the life of the area.
5. Without knowing the council's thinking, it's hard to comment on the proposal to block off Montgomery Street. There could be an advantage in getting rid of a rat run, however there could also be serious knock-on disadvantages on neighbouring streets, in particular if it led to increased traffic on the London Road roundabout. The map is not clear, but it appears traffic from Montgomery Street would be channelled down a narrow and currently peaceful section of Elm Row. If that is what is intended, it would be catastrophic. We would like to be assured that the changes would decrease not increase traffic pollution and congestion.

Your sincerely,

[Redacted signature block]

To: Traffic orders 249 High Street, Edinburgh EH1 1YJ

From: [REDACTED]

[REDACTED] TRO/16/58 and RSO/16/13 Brunswick Street to Montgomery Street

I wish to object to the above noted TRO and RSO detailed in your letter of 21st September 2016.

Detailed in above noted TRO/RSO it is stated that the Loading/Unloading facilities and car parking facilities shall be shared with the bus lane. It is also stated that there shall be no loading/unloading and parking facilities during peak times of 7.30am-9.30am and 4pm – 6.30pm.

We would bring it to your attention that during these times 90% of the deliveries made to our shop on a daily basis are made within these times, certainly the morning peak period. 70% of our own shop deliveries are made within this time. Therefore, the need for dedicated loading areas during peak times is a requirement.

Having the parking spaces share the bus lane makes no sense as people are still scared, although the times of bus lane operation have been reviewed and standardised over the city, to enter into a bus lane, let alone park in one. We have noted that there will be dedicated loading facilities in Annandale Street. This is impractical for our business and many more in the area who require peak period loading. We would welcome discussions on this matter.

Over the years we have seen many proposed TRO's and RSO's for the road between Brunswick Street and Montgomery Street reducing the number of dedicated parking spaces and loading spaces which we have agreed to, however, this round of TRO's and RSO's are very ill thought through in terms of the local businesses and their requirements.

Another concern is the traffic flow at the junction of Montgomery Street/Leith Walk/Annandale Street. Whilst it is agreed that the junction has to be upgraded due to the dangerous nature of the existing traffic light system, the proposed plans show entry into Montgomery Street but to exit. Traffic, requiring to travel north bound on Leith Walk, shall be guided up Elm Row which is narrow enough with the existing parking facilities, around the shamble of a roundabout at London Road and Back down Leith Walk.

I would therefore ask that you note our objections, open lines of communication with the local business owners and residents in order to re-address their requirements, and take our requirements forward into a new and better design plan for the area. The new plan should be in-keeping with the existing road structure from the foot of Leith Walk to Montgomery street, where there certainly are dedicated parking and loading facilities.

Kindest regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 19 October 2016 09:57
To: Traffic Orders; Rob Leech
Subject: Objection

I want to register my objection with the proposed traffic changes that will mean the closure of Brunswick Street moving onto Leith Walk, and Montgomery Street moving onto Leith Walk. There are also restrictions proposed for Annandale Street. I have two children at [REDACTED] who I drop off at school>

This is already a very busy road at certain times of the day and I believe it will become a safety risk if the proposed changes are implemented.

KInd regards

[REDACTED]

[REDACTED]

To:Traffic orders 249 High Street, Edinburgh EH1 1YJ

From: [REDACTED]

Subject TRO/16/58 and RSO/16/13 Brunswick Street to Montgomery Street

We wish to object to the above noted TRO and RSO detailed in your letter of 21st September 2016. Detailed in the above noted TRO/RSO it is stated that the loading/unloading facilities and car parking facilities will be shared with the bus lane.

It is also stated that there will be no loading/unloading and parking facilities during peak times of 7.30am-9.30am and 4pm-6.30pm.

Our business, which is a speciality shop retailing [REDACTED] principally, has been a family business established for well over 70 years. Our customer base is widespread and we have numerous clients who travel to us from all over Scotland and the UK, many by car.

Many of our customers are elderly or have disabilities, a great many of whom are not able to use public transport or walk to the shop. They rely on private cars etc to access our premises. We therefore wish to object to the fact that no car parking facilities will be available in Elm Row between Brunswick Street and Montgomery Street, or Haddington Place between 4pm and 6.30pm from Monday to Friday.

We can see no reason for the section between Brunswick Street and Montgomery Street being treated any differently from the other sections of Leith Walk where dedicated parking bays and loading bays were incorporated into the new road layout. This has proved to be very successful for both road users and pedestrians. In our opinion the main road between Brunswick Street and Montgomery Street is not any narrower than the rest of Leith Walk and therefore, we cannot see the logic for the sharing of parking facilities/bus lane. This will be a very confusing situation to road users and pedestrians alike. It begs the question - WHY?

We appreciate that sometimes change is necessary for safety and easing of traffic congestion, and yes the proposals for the tram to come down Leith Walk at a later date. However, there was no consultation made at all to try and find out the needs of the businesses in this section of Leith Walk relating to these recent proposals, and the communications regarding these TSOs and RSOs has been very poor. The businesses in this section of the Walk are mainly all small independents, who in these challenging times need to be consulted and supported with respect to issues which can impinge on their business.

We feel that if more space is needed for road changes then the pavements on both sides of the road could be narrowed by a metre without it being detrimental to pedestrians. "A" frame advertising boards should be banished from the pavements as is the case in certain other parts of the city.

We look forward to working together with the relevant departments to find a solution that is agreeable to all users of the Walk. Healthy businesses are the life blood of this fine city.

We therefore ask that you note our objections and return to the original plans for dedicated parking facilities and loading/unloading bays in the section between Brunswick Street and Montgomery Street and Haddington Place.

[REDACTED]
[REDACTED]

I wish to object to TRO/16/58 and RSO/16/13.

The Council's approach to the reconstruction of Leith Walk seems to be somewhat piecemeal with no regard being given to the effect that the configuration of individual junctions will have on the rest of the area. The data on current junction use which was shown to members of Leith Central Community Council is inadequate for any accurate traffic modelling.

In particular, I object to the following provisions:

1. Introducing a prohibition on entry to Leith Walk from Montgomery Street

This will require traffic exiting Montgomery Street to travel either via London Road gaining access to this already busy thoroughfare either through side streets with uncontrolled junctions or via Elm Row. Elm Row is currently a relatively quiet bi-directional street which is used by car driving shoppers many of whom are able to do their shopping on a loading/unloading basis. Additional traffic will most probably conflict with this although no indication is given for any restrictions (including making Elm Row Southbound only) which the Council might intend to introduce as part of what is presumably Phase 6. No indication is given of future intentions for the South end of Elm Row and its configuration at the already busy roundabout – but the current junction there is uncontrolled and, due to a previous incompetent re-modelling, narrows to a single vehicle width which causes conflict with vehicles entering Northbound. There is also considerable through traffic from Montgomery Street to Annandale Street. Under these proposals this will have to travel via Elm Row to the roundabout then back down Haddington Place. The current configuration keeps a significant traffic stream away from the London Road roundabout and is to be preferred.

2. Introducing a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists.

This will require traffic from the top of Leith Walk to gain Montgomery Street either via London Road or Elm Row. London Road is already congested and has two bus stops which cause traffic to back up at a point where, due to the junction for Royal Terrace, there is only a single carriageway available. Additional traffic will add to this problem. The junction at the roundabout into Elm Row is currently width restricted and there is no indication in the plans as to whether or not it is intended to widen this junction (or indeed to make this junction Southbound only).

These proposals will cause additional traffic mileage thereby increasing pollution as well as an increase of traffic in a number of currently relatively quiet side streets.

In addition, at a time when the St James redevelopment is active, any additional traffic on London Road roundabout (or indeed traffic flowing further South in an attempt to gain access to Broughton Street at Picardy Place roundabout) will merely bring further congestion to our City.

3. Time restrictions on loading and unloading in Leith Walk.

These will cause hardship to a number of small businesses (such as Tattie Shaw's and the nearby florists) who require to load and unload significant volumes of time critical fresh merchandise during peak hours. These restrictions will most likely lead to these businesses having to re-locate elsewhere.

--

[REDACTED]

Dear Sir/Madam,

ORDER REFERENCE NUMBER: **TRO/Phase5/note**

I would like to register my objection to the proposed traffic alterations which will greatly increase the volume of traffic flowing in both directions along East London Street. As my son's school [REDACTED] is located here I am sure that this will cause greater risk of accident due to heavier traffic and driver frustration. The ability to cross at Annandale Street Roundabout is difficult enough currently and is even more dangerous when volumes of traffic increase. There is no crossing assistance provided at this location so children have to dodge the traffic.

I look forward to hearing that this decision will be reviewed and would like to request being advised of the outcome.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

FAO: Rob Leech.

FROM : [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

... I'm writing to express an objection (and express my astonishment) to the proposed road changes/alterations/closures to Brunswick Street and Montgomery Street which will lead to an increase (if it's possible) in traffic – via Hopetoun Street - down East London Street.

Ever since the work commenced on the Tram system (many moons ago), the traffic has increased, the state of the road worsened.

We have a busy Primary school here, just a few yards away from an equally busy Car Hire firm.

Throw in (not literally) the buses from the Depot nearby and we have an unsustainable future for the oppressed cobbles/structure of the road, attendees of the school and the inhabitants of the street. It might seem dramatic to suggest there might be an injury to someone (or worse), but the truth is I have nearly come a cropper myself on 2 occasions in the last 18 months as stressed - or just plain bad - drivers use the road as a cut-through. I survived because I'm a 'Grown-Up'; distracted, excited children on their way into and out of the school are not yet as 'sensitive' to the *traffic.

I understand you've a difficult job; Edinburgh is definitely busier than it was 10 years ago, but one mustn't forget that it's always been a city in which a lot of people live, work - and attend school - in the centre!

Regards,

[REDACTED]

[REDACTED]

Dear Sir,

Re. Notice of Traffic Regulation Order and Redetermination Order - Leith Walk from Brunswick Street to Montgomery Street, Edinburgh
TRO/Phase5/note

I am writing to object to plans to close Brunswick St, Montgomery St and restrict access to Annandale St.

As residents of [REDACTED] we have a son who travels on foot to and from school [REDACTED] [REDACTED] and we have always been worried by the quantity of traffic that passes along Annandale St, and the speed at which drivers go through the roundabout.

We understand that the volume of traffic in the area will substantially increase under the proposed traffic regulations referenced above, and like many parents we are worried that this will pose a risk to the safety and wellbeing of our children.

If you have any questions do not hesitate to get in touch.

Yours sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 19 October 2016 16:10
To: Traffic Orders
Subject: TRO/16/58 and RSO/15/13 - objection

Hello,

OBJECTION

I wish to object to TRO/16/58 and RSO/16/13.
In particular, I object to the following provisions:

The Montgomery Street/Leith Walk Junction

1. THIS IS THE MOST DIRECT AND OBVIOUS ACCESS ROUTE TO THE STREET I LIVE ON, MONTGOMERY STREET, FROM VARIOUS DIFFERENT DIRECTIONS IN EDINBURGH.
Your suggestion of making Montgomery Street a No Entry from the south and Annandale Street, will create havoc with a presently very manageable system.
I object to having to drive round London Street roundabout every time i want to drive anywhere west.
2. THE BUILD UP OF TRAFFIC PULLING ONTO LONDON ROAD ACROSS A STREAM OF TRAFFIC WILL CREATE A PROBLEM AS IT IS ALREADY DIFFICULT ENOUGH ACCESSING LONDON ROAD AT PEAK TIMES, WITHOUT ALL THE RESIDENTS 'HAVING TO ACCESS ONTO LONDON ROAD' TO DRIVE WHEREVER THEY WANT TO GO, BECAUSE OF THE LIMITED ACCESS TO LEITH WALK. FRUSTRATION AT THIS IS MORE LIKELY TO CAUSE ACCIDENTS, IN ADDITIONAL TO CREATING NOISE AND POLLUTION DISTURBANCES TO RESIDENTS ON THE SMALLER, NARROWER SIDE STREETS.
3. TRAFFIC AT THE LONDON ROAD ROUNDABOUT WILL BECOME MORE BACKED UP THAN NORMAL ,WHEN THERE ARE ALREADY LONG QUEUES AT BUSY TIMES. ADDED TO WHICH THERE WILL BE AN INCREASED PROBLEM AT THE TOP OF LEITH WALK, WHICH IS CONFUSING ENOUGH WITH THE BUS LANE, OR DRIVING UP INTO THE BOTTLE NECK AT THE PLAYHOUSE ROUNDABOUT.
Surely you should be looking to alleviate theSE problems rather than exaggerating them, and this is prior to the tram being added.
4. YOUR PROPOSAL IS MORE LIKELY TO CREATE MORE ACCIDENTS, EITHER WITH TRAFFIC BACKED UP TO TURN ONTO LONDON ROAD, CROSSING ONTO ONCOMING TRAFFIC ON LONDON ROAD, BACKED UP OR AT THE LONDON ROAD ROUNDABOUT OR .
5. At a time when the St James redevelopment is active, any additional traffic on London Road roundabout & Broughton Street at Picardy Place roundabout, will merely bring further congestion to our City.
6. I believe this might be all about 'The Tram'. I am disgusted about all the implications, costs & traffic congestion that the tram has already 'cost' Edinburgh and will be even more disgusted if it affects the street I live on.
7. The notice period you have given residents to contest this proposal is minimal and not suffice for something that will affect residents on a daily, if not bi-daily bases.

Name: [REDACTED]

[REDACTED]

Regards

[REDACTED]

Hi,

I would like to comment on the TRO / RSO: Leith Walk from Brunswick Street to Montgomery Street proposal.

I live on [REDACTED]

My concern is the effect on Brunswick Road of the closure of the Montgomery Street junction to cars, for the following reasons:

- This will probably approximately double the number of cars using Brunswick Road to travel from Leith Walk to Easter Road (and vice versa). There is a Primary School on the road which will have it's safety reduced from the extra traffic, which will increasingly queue back past the front of the school as the Leith Walk / Brunswick Road junction has to deal with more traffic.
- The effect of the additional traffic from the new Cala flats complex on Brunswick Road will also add to the existing traffic on the road.
- Brunswick Road is designated by the Council as a safe cycling route, being QuietRoute 20. Increasing traffic will mean it is less of a quiet route for bicycles.
- The east end of Brunswick Road is not wide enough to carry the extra traffic no longer using Montgomery Street. Currently there is not enough room for two cars to pass in the final hundred yards before the road joins with Easter Road due to parking both sides of the road, and this will get worse with more traffic.
- The council is also proposing to restrict even further the width of Brunswick Road at the junction by Easter road, and to banning left turns out of Brunswick Road, as part of the Ester Road cycle link project which is also currently open for consultation. The effect of this is that traffic will have to cut between Brunswick Road and Montgomery Street to be able to exit onto Easter road to turn left to go down Easter Road.
- Closing the Montgomery Street turn will force more traffic heading out towards Ferry Road to divert down McDonald Road, which has traffic calming, cycle lanes, a fire station, and a school. Whereas Annandale Street is well built with roundabouts, and is designed to cope with heavier traffic such as to and from the bus station.

Therefore as a resident and regular cyclist, I support both schemes (Montgomery Street closure to cars, and the changes to enhance Quiet Route 20 along Brunswick Road an onto Easter Road, however I do not support the combination of both, as they have a dramatic and adverse effect on each other, and the traffic needing to pass between Leith Walk and Easter Road. I also worry about the effect of closing the Montgomery Street junction on other road such as McDonald Road. If both are accepted, then traffic will end up winding its way between the two roads unnecessarily, and dangerously (e.g. up East Montgomery Place, right past the play park).

Best wishes,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I write with regard to the notice published in the Edinburgh Evening News on 23.9.16.

I strongly support most aspects of this proposal, specifically the removal of parking and loading bays and the increase in cycleway provision, provided said cycleways are kerbed off. Painted cycleways are ineffective and dangerous for all road users, whereas kerbed off cycleways increase safety for all.

However, I oppose the prohibition of a right turn onto Montgomery Street from Elm Row as currently set out. Traffic will simply use the parallel cobbled road that runs from immediately outside Joseph Pierce's to London Road, a stretch which should be pedestrianised but which will instead become a worse rat-run. I am a Montgomery Street resident but not a car owner: but this is the wrong solution to that junction. Please reconsider that prohibition.

Yours

[Redacted signature]

To Whom it May Concern

I am writing to register my objection to the following provisions:

1. Introducing a prohibition on entry to Leith Walk from Montgomery Street

This will require traffic exiting Montgomery Street to travel either via London Road, gaining access to this already busy thoroughfare either through side streets with uncontrolled junctions or via Elm Row. Elm Row is currently a relatively quiet bi-directional street which is used by car driving shoppers, many of whom are able to do their shopping on a loading/unloading basis. Additional traffic will most probably conflict with this. The current junction at the South end of Elm Row is uncontrolled and, due to a previous remodeling, narrows to a single vehicle width which causes conflict with vehicles entering Northbound. There is also considerable through traffic from Montgomery Street to Annandale Street. Under these proposals this will have to travel via Elm Row to the roundabout then back down Haddington Place. The current configuration keeps a significant traffic stream away from the London Road roundabout and is to be preferred.

2. Introducing a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists.

This will require traffic from the top of Leith Walk to gain Montgomery Street either via London Road or Elm Row. London Road is already congested and has two bus stops which cause traffic to back up at a point where, due to the junction for Royal Terrace, there is only a single carriageway available. Additional traffic will add to this problem. The junction at the roundabout into Elm Row is currently width restricted which is likely to cause congestion as a 'bottleneck'.

These proposals are likely to cause additional traffic mileage thereby increasing pollution as well as an increase of traffic in a number of currently relatively quiet side streets.

In addition, at a time when the St James redevelopment is active, any additional traffic on London Road roundabout (or indeed traffic flowing further South in an attempt to gain access to Broughton Street at Picardy Place roundabout) will merely bring further congestion to our City.

Yours faithfully

[Redacted signature block]

20/10/2016

Ref:TRO/Phase5/note

██████████

████████████████████

To whom it may concern,

I am writing to you to put on record my objections to the road modifications at the Elm Row section of Leith Walk, in particular it's regarding the positioning of the loading bays.

As a busy business that operates daily from 12pm and has a sole member of staff on the premises at this time, the positioning of the loading bays is key to our daily trade. It will be extremely inconvenient if these bays are to be moved up to 100 meters away. I am not asking for these bays to be placed outside the building but would like you to take into consideration the positioning of the businesses in the area and how this will affect their daily trade and their needs. As I understand it, and I'm sure you are aware, we are not the only business on the street that operates with one member of staff.

Kind Regards,

██████████

████████████████████

To Whom it may concern,

Please do not instate the changes to Montgomery Street!

I am a resident of [REDACTED] I do not have a car (& do not intend to get one), however I have recently acquired my driving license and the flow of traffic around Edinburgh is ridiculously restricted as is- please to not continue to funnel and remove access any further.

Such tactics will NOT stop people driving- they will only add to traffic jams & more driving about in hopes to go from point A to point B. Honestly!!!!

Kind regards,

[REDACTED]

Dear Sir/Madam

I write regarding the Notice of Traffic Regulation Order and Redemption Order -Leith Walk from Brunswick Street to Montgomery Street, Edinburgh.

I wish to lodge objection to the prohibition of entry to Leith Walk from Montgomery Street and the prohibition on right turns into Montgomery st from Leith Walk.

Hillside area is serviced by two primary schools, one of which is [REDACTED] which my children attend. The closure of Montgomery st will cause further back up of traffic and congestion at London Road and will triple the journey time by car to school in the morning and my subsequent place of work. At a time when the traffic at the St James centre is being significantly disrupted due to the demolition it seems ridiculous to further exacerbate the traffic congestion at the top of London Road. Furthermore, with so many developments happening in this area it seems contrary to close through routes and add to congestion and pollution.

I would like to see the Carbon Monoxide readings for the top of London Road and the roundabout at John Lewis for the period before the services work started, current reading and projected analysis figures.

I also note with distaste that traffic has been diverted off London Road , down Montgomery street and along Annandale Street which is causing high rates of traffic. I cannot see how this diversion can be linked to your proposed plans and am deeply concerned about the lack of joined up thinking at the council.

I look forward to your confirmation of my objection.

My address is [REDACTED]

Yours sincerely

[REDACTED]
[REDACTED]

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

Dear Sir/Madam

The City of Edinburgh Council (Leith Walk [Montgomery Street to Brunswick Street], Edinburgh) (Prohibition of Entry) and (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) and (Greenways) (Variation), Order 201 TRO/16/58

I note that as part of the above Traffic Regulation Order your Statement of Reasons lists the addition of 3 loading bays and 3 parking bays in Annandale St.

I am a Blue Badge holder with considerable mobility problems, who recently became a resident at [REDACTED]. Since my arrival in early September 2016, even with a Resident's Parking Permit, I have found it extremely difficult to park close enough to my house to enable me to walk to or from the car, or even sometimes to load or unload on or off the car. In the course of my first month of residence here I only took the car out on 12 days, and on at least 4 of those on my return I had to park in East London St on a single or double yellow line. Since then I have had 2 further occasions of having to park in East London Street, and 2 in Huntingdon Place. In such instances I am unable to make it the whole way to or from my home without having several rests, necessitating me sitting down on front steps of houses en route. This is not dignified. And as front steps are not ideal seats, I have considerable difficulty standing up again. And I suspect the householders would rather I didn't. It makes me reluctant to move the car at all, which is ridiculous, and not at all helpful in enabling me to keep active in the community.

The best solution for me would be a dedicated personal disabled parking space. If this is possible I will be delighted. But if this is not a possibility, I wonder if it would be possible to make at least one of the new spaces, or even an existing space, into a regular disabled parking space. There are currently none in this part of Annandale St. It would serve the triple purpose of helping me a great deal, and, when I was not using the space myself, providing the facility for other disabled people visiting the area, and finally demonstrating the Council's practical support for disabled residents and visitors. It would be particularly helpful to me if it was on my side of the street (SW) and close to my house.

I do hope that my request will be favourably considered as part of the Traffic Regulation Order and Redetermination Order processes.

Yours faithfully

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

To Whom It May Concern,

I write to object to this:

**Notice of Traffic Regulation Order and Redetermination Order - Leith Walk from Brunswick Street to Montgomery Street, Edinburgh
TRO/Phase5/note**

This situation will be dangerous and potentially fatal for children at Leith Walk and St MARY's Primaries. The traffic at St Mary's is already dangerous and this will only make things worse. It is not safe for traffic of this volume to be diverted across these streets.

[REDACTED]
[REDACTED]

Regards,

[REDACTED]

I object to Edinburgh City council restricting the junction of Montgomery Street at Leith Walk - banning right turns into Montgomery Street coming down the Walk and sending traffic from Montgomery Street up Elm Row.

I object to TRO/16/58 and RSO/16/13.

Yours sincerely

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

Original Message-----

From: [REDACTED]

Sent: 14 October 2016 14:03

To: Traffic Orders

Subject: Notice of Traffic Regulation Order and Redetermination Order - Leith Walk from Brunswick Street to Montgomery Street, Edinburgh TRO/Phase5/note

Hi , I'm writing to raise my concerns on the effect that the closure of Brunswick Street moving onto Leith Walk, and Montgomery Street moving onto Leith Walk will have on East London Street used as a diversion and the amount of traffic that will be added to the already dangerous experience we're facing outside [REDACTED] each time we are dropping off or collecting our children.

I find this plan very irresponsible as I have already been face to face with near accident situations as drivers in their frustration to avoid being stuck in the roundabout lights speed up or have a very careless behavior . It's an accident waiting to happen and I therefore strongly object to this option . There must be another alternative that does not endanger the lives of the kids of the primary as well as the babies at Edinburgh nursery which is situated at the corner of Broughton Street roundabout .

I am also inviting someone from the council to come and have a good and close examination of the traffic and events taking place each morning 8:45 and every pick up time 3:10 / Friday 12:15 outside St. Marys as it is never mind adding more cars and traffic to this street .

I am hoping that this email will be taken seriously and I am looking forward to a reply or alternative plans to be put in place regarding the diversion .

With respect ,

[REDACTED] , (parent of child at [REDACTED]) Address : [REDACTED]
[REDACTED]

Sent from my iPhone

Sent from my iPhone

Dear Sir/Madam

I am concerned about the current number of cars going along East London Street beside my son's primary school, [REDACTED] and I am worried that the proposed road closures and the St James Centre development in the area will lead to a significant increase in this traffic. I would appreciate it if you could make any changes possible to your road closure plans to deter traffic from diverting down this street and/or to protect the safety of children on the journey to and from school.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Mr Leech,

I am contacting you in relation to:

TRO/Phase5/note

Leith Walk from Brunswick Street to Montgomery Street, Edinburgh

██████████ request that the one way system is reinstated on Elm Row on commencement of “prohibition on entry to Leith Walk from Montgomery Street” and “prohibition on right turns into Montgomery Street from Leith Walk”.

In previous years there has been no access to the South-West end of Elm Row from the London Road roundabout. With increased traffic along Elm Row as a result of this TRO, we believe that maintaining two way traffic would pose a safety hazard, primarily from cars turning into Elm Row quickly from the London Road roundabout.

Please do get in touch if you wish to discuss our comments any further.

Yours sincerely

██████████
██████████

██████████
██████████
██████████
██████████

██████████

Dear Sir /Madam

My name is [REDACTED] owner of [REDACTED], I have seen the proposed plans for the section of Leith walk between Brunswick street and Montgomery street. I do agree that something has to be done in regards to the junction at annadale street .But strongly disagree with the proposed plans to remove loading / unloading and parking bays and relocate them some distance from the businesses that rely on them to help their operations run smoothly.

I feel (personally) that it would be the final nail in the coffin for my business, over the years [REDACTED] has seen an increase in large supermarket chains opening their express and metro stores within minutes walk from my shop, to combat the decrease in passing trade I have taken on supplying local restaurants and bars, as a one man business I find it hard enough getting deliveries in and out with out the extra distance I will have to travel should the loading bays be taken away or moved further down the street, at the moment as it is their are five businesses on the section of elm row where [REDACTED] is juggling a three car loading bay and occasionally having to double park or park on the red section. Thank you very much for your time

[REDACTED]

From: [REDACTED]

Sent: 30 September 2016 17:32

To: Traffic Orders

Subject: CEC - (Leith Walk [Montgomery Street to Brunswick Street], Edinburgh) (Prohibition of Entry) and (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) and (Greenways) (Variation), Order 201_ TRO/16/58

Importance: High

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

Dear/Sir Madam

TRO/16/58 Leith Walk - Brunswick Street to Montgomery Street

I write to object to the above noted Traffic Regulation Order which seeks to restrict the entry and exit of vehicular traffic from Montgomery Street onto Leith Walk. Specifically:

- The introduction of a prohibition on entry to Leith Walk from Montgomery Street;
- The introduction of a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists.

The cessation of vehicular access here will limit all residents of Hillside access into the New Town and Pilrig and put more traffic onto London Road. There is nothing wrong with the current traffic light controlled access in this location which also allows traffic to access the shops, restaurants and bars in Elm Row and will impact on their vitality and viability to the detriment of all people living locally.

Please confirm receipt that this objection has been correctly made and keep me informed of the outcome of the TRO process.

Yours faithfully

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Mr Leech and the Head of Transport,

My neighbours and I received a letter dated 21 September with information about a variety of proposed changes to Montgomery Street and the surrounding area. Many of these suggestions sound reasonable but I would like to object to the plans for the Leith Walk end of Montgomery Street. Not being able to drive onto Leith Walk from Montgomery Street is not acceptable for me. It would mean having to use the roundabout at the top of Leith Walk which I am afraid of as taxis and vans go so fast around the roundabout and it makes me feel very anxious. Entering Leith Walk, and crossing to Annandale Street from Montgomery Street is much safer due to the traffic lights. I'm disappointed that this proposal will make things more dangerous for drivers.

I will be grateful if you reconsider this aspect of the proposal which I don't see any reasonable argument for it's benefit to the local community which I undestdood that the 'Services for Communities' was intended to support and represent.

Also, some of my neighbours said that they found the letter hard to understand and didn't fully understand what was being proposed.

I look forward to hearing from you.

[Redacted signature block]

25th November 2016

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sir / Madam,

My neighbour [REDACTED] wrote an excellent letter dated 15th October 2016 on behalf of many residents of [REDACTED] including [REDACTED] which outlined our objections to the proposal to preclude access to and across Leith Walk from Montgomery Street and concerns over consequent traffic volume increase into Windsor Street. I wholly endorse the content of the letter.

I would like to add a further point of my own on this subject. The constriction of access across Leith Walk going North via Annandale Street will increase traffic flow towards Broughton Street (for North bound vehicles heading for Inverleith, for example). Broughton Street access via the Picardy Place roundabout is already congested and hazardous. It would be safer and more efficient for traffic flow to maintain the existing crossing point over Leith walk via Montgomery and Annandale Streets.

Yours faithfully

[REDACTED]

Re: Order Number TRO/16/58

Order Name:

The City of Edinburgh Council (Leith Walk [Montgomery Street to Brunswick Street], Edinburgh) (Prohibition of Entry) and (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) and (Greenways) (Variation), Order 201

Dear Sir,

I wish to object to the above proposals. In particular, I wish to object to the closure of vehicular access from Montgomery St on to Leith Walk and thence on to Annadale St, and the removal of the right turn by cars from Leith Walk into Montgomery St.

As a local resident, this is a route I frequently use on my way to the shops and doctor's surgery, its removal will cause a great deal on inconvenience. I am not convinced that removing this access is improve matters for local residents, and the money could be far better spent on filling the numerous potholes that riddle the city.

Yours Faithfully,

[Redacted signature block]

To Edinburgh City Council.

Objection to Traffic Order Proposals: Leith Walk phase 5 TRO\16\58 and Leith Walk phase 5 RSO\16\13

I wish to object to the proposals in the above traffic orders because the statements of reasoning do not consider traffic implications for Elm Row (south section) arising from the proposed alteration to the junction with Montgomery Street and Leith Walk.

The statements of reasoning does not make any predictions in respect of any likely increase (or decrease) in traffic flow southwards along Elm Row arising from closing-off the exit from Montgomery Street into Leith Walk. At present, there is not enough room for two vehicles to pass in opposite directions when cars are parked on the single yellow line on the street's east side.

The two-way nature of Elm Row means that there is (sometimes daily) conflict between vehicles travelling in opposite directions. This is particularly the case at early evening times and weekends when parking restrictions on the yellow line are no longer in force. These conflict occasionally lead to "stand-offs" between drivers, sometimes lasting as long as an hour, and I have witnessed a number of very aggressive face-to-face disputes between drivers in the last year alone.

I recommend that the Statements of Reasoning should include predictions on traffic flow in Elm Row arising from the junction alteration and a recommendation that Elm Row will be altered to one-way (from north to south) and would remove my objection if this inclusion is taken on board.

████████████████████
████████████████████
████████████████████

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

Email: [REDACTED]

Our Ref: [REDACTED]

YourRef: RSO/16/13/ADY

Date: 29 September 2016

The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Attention: Andrew Young

Dear Sirs

**New Roads and Street Works Act 1991
Stopping Up Order - Qualified Objection**

Thank you for your correspondence regarding a Stopping Up Order at LEITH WALK, ANNANDALE STREET AND, MONTGOMERY STREET, EDINBURGH.

We confirm that [REDACTED] has apparatus in the area and advises that we have a qualified objection to the order unless you, or your applicant, provides [REDACTED] with written assurances, quoting our reference above, as to the safeguarding of [REDACTED] apparatus and the reimbursement of costs for any works necessary. As-built records showing our apparatus are enclosed

Where [REDACTED] apparatus is to remain in the stopped-up area we shall also require an undertaking that the applicant will grant a wayleave agreement to [REDACTED] on terms and conditions acceptable to [REDACTED] and the reimbursement of our [REDACTED] costs associated with the negotiation of the said wayleave. A copy of [REDACTED] standard stopping-up wayleave proforma is available on request.

A copy of the [REDACTED] process 4461 'Special Requirements relating to the external plant network of [REDACTED] is available on request. The process provides guidance on working in the vicinity of [REDACTED] apparatus.

Yours faithfully

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: 28 September 2016 11:41

To: Rob Leech <Rob.Leech@edinburgh.gov.uk>

Cc: [REDACTED]

Subject: Objection to Leith Walk from Brunswick Street to Montgomery

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Objection to draft order- Leith Walk from Brunswick Street to Montgomery Street, Edinburgh

Ref: TRO/Phase5/note

Morning Mr Leech

I wish to object to the proposal for closing the access to and from Montgomery Street to Leith Walk. My concern is that the traffic will be forced down Brunswick Street (as the last exit point) if Montgomery Street is closed off.

I am a father of [REDACTED] living in a ground floor flat and the last thing that I would want is there to be an increase in traffic, likely to be backed up with the difficult access onto Leith Walk from Brunswick Street.

Please advise me on how you plan to manage this traffic with the proposed closure of Montgomery Street.

Many Thanks

[REDACTED]

To : Traffic Orders, 249 High Street, Edinburgh. EH1 1YJ.

I wish to object to TRO/16/58 and RSO/16/13.

RECEIVED 24 OCT 2016

In particular, I object to the following provisions:

1. Introducing a prohibition on entry to Leith Walk from Montgomery Street

This will require traffic exiting Montgomery Street to travel either via London Road gaining access to this already busy thoroughfare either through side streets with uncontrolled junctions or via Elm Row. Elm Row is currently a relatively quiet bi-directional street which is used by car driving shoppers many of whom are able to do their shopping on a loading/unloading basis. Additional traffic will most probably conflict with this although no indication is given for any restrictions (including making Elm Row Southbound only) which the Council might intend to introduce as part of what is presumably Phase 6. No indication is given of future intentions for the South end of Elm Row and its configuration at the already busy roundabout – but the current junction there is uncontrolled and, due to a previous incompetent re-modelling, narrows to a single vehicle width which causes conflict with vehicles entering Northbound. There is also considerable through traffic from Montgomery Street to Annandale Street. Under these proposals this will have to travel via Elm Row to the roundabout then back down Haddington Place. The current configuration keeps a significant traffic stream away from the London Road roundabout and is to be preferred.

2. Introducing a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists.

This will require traffic from the top of Leith Walk to gain Montgomery Street either via London Road or Elm Row. London Road is already congested and has two bus stops which cause traffic to back up at a point where, due to the junction for Royal Terrace, there is only a single carriageway available. Additional traffic will add to this problem. The junction at the roundabout into Elm Row is currently width restricted and there is no indication in the plans as to whether or not it is intended to widen this junction (or indeed to make this junction Southbound only).

These proposals will cause additional traffic mileage thereby increasing pollution as well as an increase of traffic in a number of currently relatively quiet side streets.

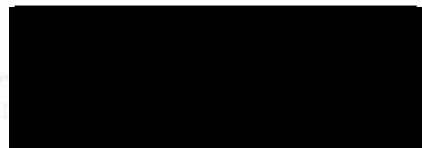
In addition, at a time when the St James redevelopment is active, any additional traffic on London Road roundabout (or indeed traffic flowing further South in an attempt to gain access to Broughton Street at Picardy Place roundabout) will merely bring further congestion to our City.

Signed:

Name:

Address:

Traffic Order
249 High Street
Edinburgh
EH1 1YJ



18th October 2016

Dear Sir/Madam

Objection to TRO/1658 and TRO/16/13

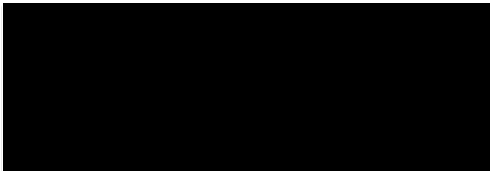
In particular I would like to object to the following provisions

1. Introducing a prohibition on entry to Leith Walk to Montgomery Street
This will require traffic exiting Montgomery Street to travel either via London Road gaining access to this already busy thoroughfare either through side streets with uncontrolled junction or via Elm Row. Elm Row is currently a relatively quiet bi-directional street which is used by car driving shoppers many of whom are able to do their shopping on a loading/unloading basis. Additional traffic will most probably conflict with this although no indication is given for any restrictions (including making Elm Row Southbound only) which the council might intend to introduce as part of what is presumably Phase 6. No indication is given of future intentions for the South end of Elm Row and its configuration at the already busy roundabout – but the current junction there is uncontrolled and, due to a previous incompetent re-modelling, narrows to a single vehicle width which causes conflict with vehicles entering Northbound. There is also considerable through traffic from Montgomery Street to Annandale Street. Under these proposals they will have to travel via Elm Row to the roundabout then back down Haddington Place. The current configuration keeps a significant traffic stream away from the London Road roundabout and is to be preferred.
2. Introducing a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists.
This will require traffic from the top of Leith Walk to gain Montgomery Street either via London Road or Elm Row, London Road is already congested and has two bus stops which cause traffic to back up at a point where, due to the junction for Royal Terrace there is only a single carriageway available. Additional traffic will add to this problem. The junction at the roundabout into Elm Row is currently width restricted and there is no indication in the plans as to whether or not it is intended to widen this junction (or indeed to make this junction Southbound only).

These proposals will cause additional traffic mileage thereby increasing pollution as well as an increase of traffic in a number of currently relatively quiet side streets.

In addition, at a time when the St James redevelopment is active, any additional traffic on London Road roundabout (or indeed traffic flowing further South in an attempt to gain access to Broughton Street at Picardy Place roundabout) will merely bring further congestion to our city.

Yours faithfully



107 Traffic Orders, 249 High Street, Edinburgh. EH1 1YJ.

I wish to object to TRO/16/58 and RSO/16/13.

In particular, I object to the following provisions:

1. Introducing a prohibition on entry to Leith Walk from Montgomery Street

This will require traffic exiting Montgomery Street to travel either via London Road gaining access to this already busy thoroughfare either through side streets with uncontrolled junctions or via Elm Row. Elm Row is currently a relatively quiet bi-directional street which is used by car driving shoppers many of whom are able to do their shopping on a loading/unloading basis. Additional traffic will most probably conflict with this although no indication is given for any restrictions (including making Elm Row Southbound only) which the Council might intend to introduce as part of what is presumably Phase 6. No indication is given of future intentions for the South end of Elm Row and its configuration at the already busy roundabout – but the current junction there is uncontrolled and, due to a previous incompetent re-modelling, narrows to a single vehicle width which causes conflict with vehicles entering Northbound. There is also considerable through traffic from Montgomery Street to Annandale Street. Under these proposals this will have to travel via Elm Row to the roundabout then back down Haddington Place. The current configuration keeps a significant traffic stream away from the London Road roundabout and is to be preferred.

2. Introducing a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists.

This will require traffic from the top of Leith Walk to gain Montgomery Street either via London Road or Elm Row. London Road is already congested and has two bus stops which cause traffic to back up at a point where, due to the junction for Royal Terrace, there is only a single carriageway available. Additional traffic will add to this problem. The junction at the roundabout into Elm Row is currently width restricted and there is no indication in the plans as to whether or not it is intended to widen this junction (or indeed to make this junction Southbound only).

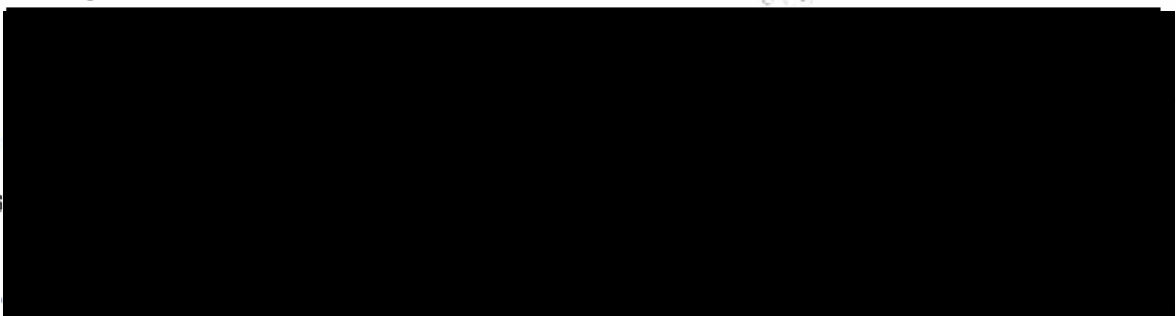
These proposals will cause additional traffic mileage thereby increasing pollution as well as an increase of traffic in a number of currently relatively quiet side streets.

In addition, at a time when the St James redevelopment is active, any additional traffic on London Road roundabout (or indeed traffic flowing further South in an attempt to gain access to Broughton Street at Picardy Place roundabout) will merely bring further congestion to our City.

Signed:

Name:

Address



18th October 2016

RECEIVED 24 OCT 2016

Traffic Orders
249 High Street
Edinburgh
EH1 1YJ

Dear Sirs

We wish to OBJECT to TRO/16/58 and RSO/16/13

In particular, we object to the following provision:

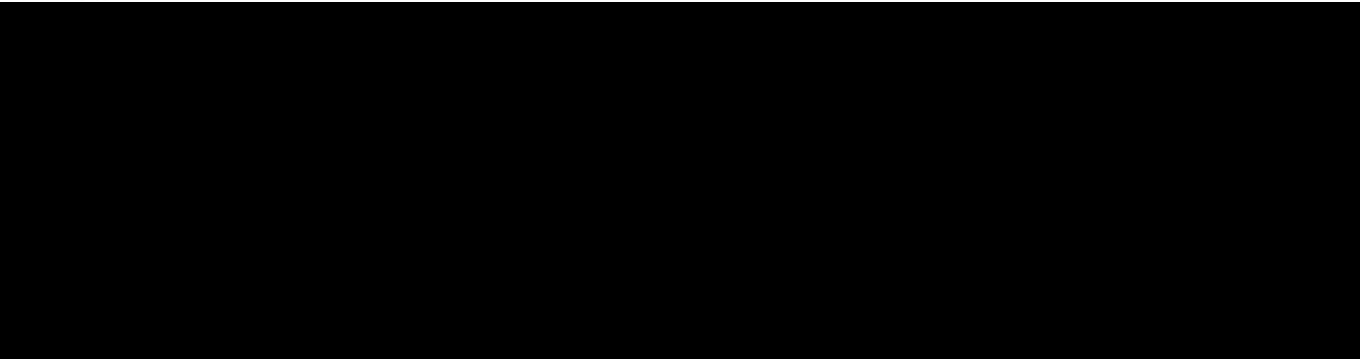
Introducing a prohibition on entry to Leith Walk from Montgomery Street

This will require traffic exiting Montgomery Street to travel either via London Road through side streets and uncontrolled junctions or via Elm Row.

Elm Row is currently a relatively quiet bi-directional street which is used by car driving shoppers, many of whom are able to do their shopping on a loading/unloading basis. Elm Row, in its current layout with parking on the west side and loading/unloading on the east side and a single vehicle width entry/exit at both the northern and the southern ends, is not suitable for the large volume of through traffic that will be generated from your plans.

Furthermore, the southern exit onto the roundabout at London road is a most difficult exit to negotiate, especially if a vehicle wishes to continue travelling south.

If there is significant change to the layout of Elm Row either as part of Phase 5 or a future phase (is there a Phase 6?), such as adding double yellow lines on the east side or taking away parking on the west side or such similar restrictions, we have no doubt that this will cause significant if not fatal harm to the retail trading business of Valvona & Crolla, one of the last of Edinburgh's iconic independent businesses, much loved and visited by tourists and the good people of Edinburgh as well as an ardent promoter of Edinburgh both at home and abroad.



In 1995 – 1997 we endured two years of upheaval and much reduced turnover when Elm Row was being remodelled into its present configuration. We supported CEC in this endeavour.

Throughout the tram works on Leith Walk and York place from 2007 until 2014 we again suffered even greater financial hardship until the works were completed. We did nothing but fully support the CEC in this endeavour.

We cannot allow these new plans for Elm Row to potentially destroy our business by the same CEC and City of Edinburgh that we have supported throughout our 82 year history.

Yours sincerely



CC Head of Transport, Rob Leech

To : Traffic Orders, 249 High Street, Edinburgh. EH1 1YJ.

I wish to object to TRO/16/58 and RSO/16/13.

RECEIVED 26 OCT 2016

In particular, I object to the following provisions:

1. Introducing a prohibition on entry to Leith Walk from Montgomery Street

This will require traffic exiting Montgomery Street to travel either via London Road gaining access to this already busy thoroughfare either through side streets with uncontrolled junctions or via Elm Row. Elm Row is currently a relatively quiet bi-directional street which is used by car driving shoppers many of whom are able to do their shopping on a loading/unloading basis. Additional traffic will most probably conflict with this although no indication is given for any restrictions (including making Elm Row Southbound only) which the Council might intend to introduce as part of what is presumably Phase 6. No indication is given of future intentions for the South end of Elm Row and its configuration at the already busy roundabout – but the current junction there is uncontrolled and, due to a previous incompetent re-modelling, narrows to a single vehicle width which causes conflict with vehicles entering Northbound. There is also considerable through traffic from Montgomery Street to Annandale Street. Under these proposals this will have to travel via Elm Row to the roundabout then back down Haddington Place. The current configuration keeps a significant traffic stream away from the London Road roundabout and is to be preferred.

2. Introducing a prohibition on right turns into Montgomery Street from Leith Walk, except for cyclists.

This will require traffic from the top of Leith Walk to gain Montgomery Street either via London Road or Elm Row. London Road is already congested and has two bus stops which cause traffic to back up at a point where, due to the junction for Royal Terrace, there is only a single carriageway available. Additional traffic will add to this problem. The junction at the roundabout into Elm Row is currently width restricted and there is no indication in the plans as to whether or not it is intended to widen this junction (or indeed to make this junction Southbound only).

These proposals will cause additional traffic mileage thereby increasing pollution as well as an increase of traffic in a number of currently relatively quiet side streets.

In addition, at a time when the St James redevelopment is active, any additional traffic on London Road roundabout (or indeed traffic flowing further South in an attempt to gain access to Broughton Street at Picardy Place roundabout) will merely bring further congestion to our City.

Signed:

Name:

Address:

[REDACTED]

Edinburgh Council
Traffic Orders
Edinburgh
EH1 175

Dear Sir or Madam,

I should like to take this opportunity to strongly object to the proposed traffic provisions introducing a prohibition on entry to Leith Walk from Montgomery Street (TRO/16/58). Our main exit from Edinburgh is via Leith Walk and Annandale Street. To prevent this would increase traffic on side streets, Film Row and the busy London Road roundabout.

Also to prohibit right turns from Leith Walk into Montgomery Street would further increase traffic on London Road and side streets.

Yours sincerely, [REDACTED]

30th September 2016

LEITH WALK FROM BRUNSWICK ST. TO MONTGOMERY
STREET, EDINBURGH
TRO / Phase 5 / Note

I am writing as a concerned resident after receiving the above notice. As a regular cyclist I welcome the council's efforts to upgrade cycling facilities which the above order would appear to address very well.

My problem is that there would appear to be a rather serious problem with the plan: for MONTGOMERY STREET prohibition entry from LEITH WALK. Where do the council propose that the exiting traffic that exits from MONTGOMERY ST into LEITH WALK will go? As drivers come along they will presumably filter along the ESTABLISHED RESIDENTIAL streets of BRUNSWICK and WINDSOR STREET. Windsor St is a 20MPH zone with a speed hump -

at present it is used as a regular high speed cut through to London Road. I

Imagine that this will increase traffic as people realise that MONTGOMERY ST is a dead end, as will also happen at the London Street access end of BRUNSWICK STREET.

This could potentially lead to a very dangerous situation in a residential street that is JUST wide enough for cars to pass. Does the Head of Transport realise that there are family houses all along the street with at least SIXTEEN children? I strongly advise that the officer looks again at the plan and makes it a priority to stop both these streets becoming increasingly dangerous for both the residents and CHILDREN, also the many visitors to the Cairn Hotel. This is surely against the received wisdom of the council for making the city centre a safer zone for pedestrians, children, cyclists and the elderly which this does not appear to address.

Yours sincerely

[Redacted Signature]

(Resident)

Detailed Representations – Responses to Issues Raised – Appendix 3

Grounds of objection

Issue	Response	Number
<p>Loss of nearby loading and parking facilities</p>	<p>Proposed changes to the locations of some loading and parking bays on the Brunswick Street to Montgomery Street section of Leith Walk are required to deliver the Leith Programme improvements. The Council, however, appreciates the importance of access to loading and parking facilities for businesses and residents, and has sought to ensure that these are provided at suitable locations along this section of the works. It is not always possible to provide every business with bays directly adjacent to their premises; however an attempt has been made to provide these where possible within the context of the overall design requirements.</p> <p>Additional loading and parking facilities in Annandale Street have been proposed in the draft Order where an additional three unrestricted loading bays and three additional pay and display parking bays have been proposed. The loading facilities will operate without time restrictions thereby providing peak period provision for businesses that may require this.</p> <p>After full consideration of all the received objections, the Council will commit to a further Traffic Regulation Order which would take account of the specific objections received in regard to the provision of restricted and unrestricted loading bays on Leith Walk. This second TRO would promote additional loading provision, over and above the three unrestricted loading bays being provided in Annandale Street, by adding three more unrestricted bays on Montgomery Street. It would also promote an additional two restricted loading bays on the southbound carriageway of Leith Walk, being an increase of the proposed three to five on the approach to the Montgomery Street junction.</p>	<p>6</p>
<p>Alterations to permitted loading and parking times</p>	<p>Proposed changes to the operational times of loading and parking bays are required to deliver the Leith Programme improvements on this section of Leith Walk. The Council, however, appreciates the importance of access to loading and parking facilities for businesses and residents, and has sought to ensure that these are provided at suitable locations along this section of the works.</p> <p>The Leith Programme is tasked with delivering a number of key design elements on this section together with maintaining an acceptable level of public transport priority on Leith Walk. There is insufficient road space to achieve this whilst retaining the current level of dedicated lay-bys for loading and parking. It is therefore proposed to provide a road layout</p>	<p>8</p>

	<p>where the kerbside traffic lanes will function as bus lanes during Monday to Friday peak traffic periods, and provide facilities for loading and parking at other times. This arrangement is consistent with other main routes into the city thereby providing city-wide uniformity for parking and loading arrangements.</p> <p>Additional loading facilities in Annandale Street have been proposed in the draft Order where an additional three unrestricted loading bays have been proposed. Three additional pay and display parking bays have also been proposed at this location. The loading facilities will operate without time restrictions thereby providing peak period provision for businesses that may require this.</p> <p>After full consideration of all the received objections, the Council will commit to a further Traffic Regulation Order which would take account of the specific objections received in regard to the provision of restricted and unrestricted loading bays on Leith Walk. This second TRO would promote additional loading provision, over and above the three unrestricted loading bays being provided in Annandale Street, by adding three more unrestricted bays on Montgomery Street. It would also promote an additional two restricted loading bays on the southbound carriageway of Leith Walk, being an increase of the proposed three to five on the approach to the Montgomery Street junction.</p>	
Pedestrians and bicycles sharing the space at the corner of Annandale Street could put pedestrians in danger	A similar junction is already in operation at King's Buildings (Mayfield Road/West Mains Road junction), and that works successfully with no reported instances of pedestrians and cyclists being in conflict. This is despite there being less available shared space and far more cyclists using it than we are currently expecting to use the Annandale Street. Cycle speeds are also expected to be low because of the nature of the location.	2
There appears to be a significant reduction in available parking for residents at the top end of Annandale Street.	There is no reduction in available parking for residents at the top end of Annandale Street. There will be no change to the number of residents permit holder or shared use spaces in the street, although some spaces will be changed from parallel to end-on parking.	2
Montgomery Street: Prohibition on entry to Leith Walk will increase congestion on Montgomery Street neighbouring streets (including Windsor Street, Elm Row, Brunswick Road,	It is proposed to prohibit entry for vehicles into Leith Walk from Montgomery Street as part of the proposed upgrade to the signal controlled junction at Annandale Street. This will remove the need for traffic signal control at Montgomery Street, allowing a simpler and more efficient junction to be provided that will benefit all road users. Left turn entry for vehicles from Leith Walk onto Montgomery Street will be retained under the new layout as will entry onto Montgomery Street from Annandale Street.	64

<p>Brunswick Street, London Road (and roundabout), Picardy Place, and McDonald Road)</p>	<p>In line with the design principles of the current works, restricting the two vehicle movements highlighted above will allow the proposed new junction to be more pedestrian, cyclist, and vehicle friendly.</p> <p>Traffic counts have been undertaken in order to establish the number of vehicles that currently enter Leith Walk from Montgomery Street. The results show that number of vehicles currently making this manoeuvre is relatively low. Restricting direct access to Leith Walk from Montgomery Street will result this traffic seeking to use alternative routes, however displacement is likely to be onto a number of alternative routes, some using adjacent streets and some further afield as part of a more strategic re-routeing. Given the relatively low volume of displaced vehicles, it is not considered likely that there will be an unacceptable increase of traffic on the various alternative routes. As such, the Council does not expect displacement to cause a significant problem on any individual route.</p>	
<p>Montgomery Street: Prohibition of right turns from Leith Walk (except for cyclists) will increase congestion on London Road and Elm Row</p>	<p>It is proposed to prohibit the right turn for motor vehicles from Leith Walk into Montgomery Street in order to prevent right-turning vehicles from obstructing northbound traffic flows on Leith Walk. Left turn entry for vehicles from Leith Walk onto Montgomery Street will be retained under the new layout as will entry onto Montgomery Street from Annandale Street.</p> <p>In line with the design principles of the current works, restricting the two vehicle movements highlighted above will allow the proposed new junction to be more pedestrian, cyclist, and vehicle friendly.</p> <p>Traffic counts have been undertaken in order to establish the number of vehicles that turn right from Leith Walk into Montgomery Street The results show that number of vehicles currently making this manoeuvre is relatively low. Restricting direct access to Leith Walk from Montgomery Street will result this traffic seeking to use alternative routes, however displacement is likely to be onto a number of alternative routes, some using adjacent streets and some further afield as part of a more strategic re-routeing. Given the relatively low volume of displaced vehicles, it is not considered likely that there will be an unacceptable increase of traffic on the various alternative routes. As such, the Council does not expect displacement to cause a significant problem on any individual route.</p>	<p>50</p>

<p>The Montgomery Street proposals will result in increased traffic impacting on St Mary's Primary school in East London Street</p>	<p>It is not clear how the proposed restriction at the Montgomery Street junction would result in this increase. The East London Street – Annandale Street – Montgomery Street eastbound traffic movement would be unaffected by the restriction. Meanwhile, the reverse westbound movement will no longer be possible, thereby reducing the number of vehicles on Annandale Street that would previously have made this movement from Montgomery Street. The most likely alternative westbound routes are either via London Road – Leith Walk – Picardy Place – Broughton Street or, alternatively, Brunswick Road – McDonald Road or, Brunswick Road/Street – Leith Walk – Annandale Street. Two of these options are likely to take some westbound traffic away from East London Street and St Mary's RC Primary School.</p>	<p>6</p>
<p>Montgomery Street and Brunswick Street road closures will result in increased traffic impacting on St Mary's RC Primary School</p>	<p>There are no plans to permanently close roads to traffic. It is unclear as to where this information originated from as it is not contained in the proposed Order.</p> <p>It is proposed to prohibit entry for vehicles into Leith Walk from Montgomery Street as part of the proposed upgrade to the signal controlled junction at Annandale Street. This will remove the need for traffic signal control at Montgomery Street, allowing a simpler and more efficient junction to be provided that will benefit all road users. It is also proposed to prohibit the right turn for motor vehicles from Leith Walk into Montgomery Street in order to prevent right-turning vehicles from obstructing northbound traffic flows on Leith Walk. Left turn entry for vehicles from Leith Walk onto Montgomery Street will be retained under the new layout as will entry onto Montgomery Street from Annandale Street.</p> <p>In line with the design principles of the current works, restricting the two vehicle movements highlighted above will allow the proposed new junction to be more pedestrian, cyclist, and vehicle friendly.</p>	<p>6</p>
<p>The Montgomery Street proposals will triple the journey time by car to school in the morning and my subsequent place of work</p>	<p>Traffic counts have been undertaken in order to establish the number of vehicles that turn right from Leith Walk into Montgomery Street. The results show that number of vehicles currently making this manoeuvre is relatively low. Restricting direct access to Leith Walk from Montgomery Street will result in this traffic seeking to use alternative routes, however displacement is likely to be onto a number of alternative routes, some using adjacent streets and some further afield as part of a more strategic re-routeing. Given the relatively low volume of displaced vehicles, it is not considered likely that there will be an unacceptable increase of traffic on the various alternative routes. As such, the Council does not expect displacement to cause a significant problem on any individual route.</p>	<p>1</p>

<p>The prohibition on entry from Montgomery Street to Leith Walk will cause increased traffic flow towards Broughton Street</p>	<p>Restricting direct access to Leith Walk from Montgomery Street will result this traffic seeking to use alternative routes, however displacement is likely to be onto a number of alternative routes, some using adjacent streets and some further afield as part of a more strategic re-routing. Given the relatively low volume of displaced vehicles, it is not considered likely that there will be an unacceptable increase of traffic on the various alternative routes. As such, the Council does not expect displacement to cause a significant problem on any individual route.</p>	<p>1</p>
<p>The prohibition on entry from Montgomery Street to Leith Walk will cause a great deal of inconvenience</p>	<p>This is part of the proposed upgrade to the signal controlled junction at Annandale Street and will remove the need for traffic signal control at Montgomery Street, allowing a simpler and more efficient junction to be provided that will benefit all road users.</p> <p>The proposal to prohibit the right turn for motor vehicles from Leith Walk into Montgomery Street will prevent right-turning vehicles from obstructing northbound traffic flows on Leith Walk. Left turn entry for vehicles from Leith Walk onto Montgomery Street will be retained under the new layout as will entry onto Montgomery Street from Annandale Street.</p> <p>In line with the design principles of the current works, restricting the two vehicle movements highlighted above will allow the proposed new junction to be more pedestrian, cyclist, and vehicle friendly.</p>	<p>2</p>
<p>The cessation of vehicular access at Montgomery Street due to the proposed restrictions will limit all residents of Hillside access into the New Town and Pilrig</p>	<p>In line with the design principles of the current works, restricting the two vehicle movements highlighted above will allow the proposed new junction to be more pedestrian, cyclist, and vehicle friendly. Local residents will continue to have access to the New Town, Pilrig, and access to local shops, restaurants and bars in the area using a variety of alternative routes.</p>	<p>1</p>
<p>I don't see any reasonable argument for the benefit of the local community of the Montgomery Street prohibition on entry</p>	<p>This is part of the proposed upgrade to the signal controlled junction at Annandale Street and will remove the need for traffic signal control at Montgomery Street, allowing a simpler and more efficient junction to be provided that will benefit all road users.</p> <p>In line with the design principles of the current works, restricting this vehicle movement will allow the proposed new junction to be more pedestrian, cyclist, and vehicle friendly and so is intended to benefit all those groups who use the area.</p>	<p>1</p>

<p>Not being able to drive onto Leith Walk from Montgomery Street would mean having to use the roundabout at the top of London Road which I am afraid of.</p>	<p>Westbound local drivers will continue to have alternative routes to choose from in order to make this journey including the signalised junction at Brunswick Road should they wish to avoid the London Road roundabout.</p>	<p>1</p>
<p>Making Montgomery Street no entrance to/from Leith Walk will result in vehicles using the blocked road as a turning point</p>	<p>It is proposed to prohibit two vehicle movements, not make Montgomery Street a no entry to/from Leith Walk. The proposal is to prohibit entry for vehicles into Leith Walk from Montgomery Street as part of the upgrade to the signal controlled junction at Annandale Street. This will remove the need for traffic signal control at Montgomery Street, allowing a simpler and more efficient junction to be provided that will benefit all road users. It is also proposed to prohibit the right turn for motor vehicles from Leith Walk into Montgomery Street in order to prevent right-turning vehicles from obstructing northbound traffic flows on Leith Walk. Left turn entry for vehicles from Leith Walk onto Montgomery Street will be retained under the new layout as will entry onto Montgomery Street from Annandale Street.</p> <p>In line with the design principles of the current works, restricting the two vehicle movements highlighted above will allow the proposed new junction to be more pedestrian, cyclist, and vehicle friendly.</p>	<p>1</p>
<p>The proposals are likely to cause additional traffic mileage thereby increasing pollution</p>	<p>The proposals will not increase vehicle numbers in the area, only displace the relatively low volume of traffic that currently make the proposed restricted Montgomery Street movements over a wider area, it is not considered likely, therefore, that there will be an unacceptable increase of traffic and pollution on the various alternative routes.</p>	<p>25</p>
<p>Brunswick Road is designated as a safe cycling route, being QuietRoute 20. Increasing traffic will make it less of a QuietRoute</p>	<p>The Leith Programme work and the QuietRoute scheme take cognisance of each other and, based on traffic counts carried out in 2015, the additional traffic load displaced from the Montgomery Street proposals will be minimal and so Brunswick Road will, in this regard, remain a quiet route.</p>	<p>1</p>

<p>Significant change to the layout of Elm Row either as part of Phase 5 or a future phase, such as adding double yellow lines or taking away parking will cause significant hard to retail.</p>	<p>Any proposals to alter parking or loading facilities on the southern section of Elm Row be subject to consultation with local stakeholders and would require the Council to promote another Traffic Regulation Order as part of the statutory processes.</p>	<p>1</p>
<p>This TRO and RSO should be put on hold as regards prohibiting exit from Montgomery Street until the plans for the London Road Leith Walk junction are finalised, so the two can be considered together.</p>	<p>The Council is not in a position to promote draft Orders that contain proposals for future phases of works as potential design options will depend on whether or not a continuation of the current tram line is approved in 2017. At this stage, the Council cannot comment on possible outcomes resulting from design options that have not been finalised. Prior to designs for future phases of work being promoted, traffic modelling results will be assessed to evaluate the likely impacts of any proposed Traffic Regulation Orders.</p>	<p>1</p>

Other comments

<p>I would like to see the carbon monoxide readings for the top of London Road and the roundabout at John Lewis for the period before the services work started, current reading and projected analysis figures</p>	<p>Carbon Monoxide (CO) is a pollutant which does not cause health concerns with respect to ambient air quality (that which is measured outside). Concentrations which have been recorded at a number of monitoring locations throughout the UK, including Edinburgh, are well below the threshold and often at 'zero'.</p> <p>The Council has a Central Air Quality Management Area (AQMA) for breaches of the pollutant nitrogen oxide (NO₂) which includes part of Leith Walk. There are monitoring locations at Leith Walk, close to McDonald Road library, Leith Street, Broughton Street and Queen Street. You can access air quality information from a number of websites including http://www.scottishairquality.co.uk and https://uk-air.defra.gov.uk/data/data-availability. All Edinburgh's air quality monitoring reports and maps of AQMAs can be found on the following link: http://www.edinburgh.gov.uk/info/20237/pollution/314/local_air_quality_management</p>	<p>1</p>
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<p>The Statement of Reason should include predictions on traffic flow in Elm Row</p>	<p>Traffic counts have been undertaken in 2013 and 2015 in order to establish the number of vehicles that currently enter Leith Walk from Montgomery Street and that turn right into Montgomery Street. It is not considered likely that there will be an unacceptable impact on the various possible alternative routes due to traffic displaced by these proposed restrictions.</p>	<p>1</p>
<p>Elm Row should be made one way (from north to south)</p>	<p>A series of design options for the southern section of Elm Row and associated traffic management arrangements will be explored as part of a future phase of the works in the area and further consultation will take place regarding this.</p> <p>This would require the Council to promote another Traffic Regulation Order and be subject to consultation with local stakeholders as part of the statutory processes. The Council will be considering options for this section as part of a future phase of the current works and full consultation will take place with local stakeholders to help inform the proposed design.</p>	<p>2</p>
<p>The communications regarding these draft Orders has been very poor</p>	<p>Consultation was carried out between 22 July 2016 and 25 November 2016 as part of the statutory consultation process for both Orders. This process gave interested parties the opportunity to submit formally any comments or objections to the Council and included an additional four week re-advertising period to provide further opportunity for people to submit comments.</p> <p>A drop-in surgery event was also held in the McDonald Road library on 10 November 2016 between 3.00-7.00pm to provide additional lines of communication and give businesses and residents the opportunity to discuss the proposals with Council officers. The event was attended by 25 people.</p> <p>Approximately 4,800 letters (2 x 2,400) were delivered to businesses and residents on Leith Walk and streets surrounding the area covered by the Orders to provide notification of the formal consultation. The second letter delivery of 2,400 letters also provided notification of the drop-in surgery.</p> <p>The Council's tram team and tram operator have been consulted on the design in order to ensure that the tram extension could be delivered on this section of Leith Walk without having to make significant physical changes to the proposed layout.</p> <p>Lothian Buses have been consulted on the proposed layout, including changes to bus lane operating hours.</p> <p>As part of the wider Leith Programme, extensive consultation has been undertaken with a wide range of local stakeholders, with a dedicated webpage set up and regularly updated to</p>	<p>11</p>

	<p>provide information on the proposals. Neighbourhood Partnerships, local ward members, Community Councils, cycling organisations, Lothian Buses, and other community and interest groups have all been consulted on the proposals.</p> <p>In addition, Key Stakeholder Group meetings are ongoing, while Elected Member Oversight Group meetings are held at key stages.</p>	
<p>Dedicated parking and loading bays should be provided as in the section south of the Foot of the Walk</p>	<p>An extensive programme of improvements is proposed in this section including:</p> <ul style="list-style-type: none"> - upgrades to the signal controlled junction at Annandale Street; - provision of segregated cycling facilities in each direction; - re-laying footways with flag paving; - reducing road widths; - resurfacing road surfaces to benefit all road users; - removing redundant street furniture and reducing street clutter; - relocating domestic waste containers into dedicated bays; and - tram enabling infrastructure <p>The design for this section of Leith Walk will also be able to accommodate any future tram extension without the need for significant changes.</p> <p>There is insufficient road space to achieve all of the above and maintain an acceptable level of public transport priority on Leith Walk while retaining the existing dedicated lay-bys for loading and parking bays. It is therefore proposed to provide a road layout where the two kerbside traffic lanes will function as bus lanes during the peak traffic periods on Mondays to Fridays and provide facilities for loading and parking at other times.</p> <p>The current proposals are similar to those currently being implemented as part of the Phase 4 element of the programme between Iona Street and Brunswick Street. The proposals, shown in Appendix 1, are intended to provide a continuity of design principles and layout for the remaining southern section of Leith Walk.</p>	4
<p>We would like the Annandale Street trees to be protected</p>	<p>There are no proposals to remove or replace any of the existing trees on Annandale Street</p>	2

<p>I assume lack of access will become one of the excuses used by the Council not to collect our bins</p>	<p>Refuse collection services will be unaffected by the proposals.</p>	<p>1</p>
<p>The notice period you have given residents to contest this proposal is minimal.</p>	<p>Consultation was carried out between 22 July 2016 and 25 November 2016 as part of the statutory consultation process for both Orders. This process gave interested parties the opportunity to submit formally any comments or objections to the Council and included an additional four week re-advertising period to provide further opportunity for people to submit comments.</p> <p>A drop-in surgery event was also held in the McDonald Road library on 10 November 2016 between 3.00-7.00pm to provide additional lines of communication and give businesses and residents the opportunity to discuss the proposals with Council officers. The event was attended by 25 people.</p>	<p>1</p>
<p>Most of the cycle lanes in Edinburgh aren't worth the paint used to mark them out as drivers still park or otherwise ignore them</p>	<p>The majority of cycle lane provision on the section of the works between Brunswick Street and Montgomery Street is completely off road and, therefore, vehicle parking should not be an issue. The lanes provided on each side of the street will be integrated within the new footway and will be segregated from pedestrians by a continuous strip of textured paving while a 0.5m buffer zone will segregate the lane from vehicles parked kerbside to minimise conflict with vehicle doors opening. We will work with our Parking section to ensure, as much as possible, that these restrictions are enforced from the outset.</p> <p>The area on this section where the cycle lanes will move on road is primarily that on the southern approach to the Montgomery Street/Annandale Street junction and this area will have double red lines meaning that vehicles are not allowed to stop at any time. In addition, it is proposed to use Orca style cycle lane separators at these locations to provide light segregation and to act as a form of rumble strip to make drivers aware that they have crossed over into the cycle lane.</p>	<p>1</p>
<p>The concept of placing cycle lanes to the left of parked vehicles is contrary to driver and passenger expectations of traffic only being on the carriageway to the right.</p>	<p>One-way segregated cycle facilities are proposed in each direction on the Leith Walk footways between Brunswick Street and Montgomery Street. These facilities will generally be 1.5m wide and there will be a 0.5m wide segregation zone between the edge of the road and the cycle lane. This size of these design features is considered adequate in order to minimise the potential for collision between cycle and vehicle car doors and occupants.</p>	

<p>This will considerably increase the likelihood of collisions between cyclists and occupants entering/leaving their vehicles and car doors opening into the path of cyclists and should not be considered.</p>	<p>Extensive consultation carried out in 2012 indicated a strong desire for such facilities to be installed on Leith Walk in order to make the street more cycle and pedestrian friendly and to transform its nature and character. As part of the package of design features installed to facilitate this transformation, including off-road cycle lanes, it is anticipated that the behaviour of all users of Leith Walk, vehicle drivers, cyclists and pedestrians will alter as a result.</p>	
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Questions/suggestions

<p>Can you elaborate on 'storing communal domestic waste bins in dedicated bays'</p>	<p>In order to reduce street clutter and the presence of large waste containers on the Leith Walk footways, dedicated on-road bays will be provided on Haddington Place and Elm Row to accommodate these waste facilities. On Elm Row, the location of the bay will be near the area of no.54 while there will be one directly on the opposite side on Haddington Place.</p>	<p>1</p>
<p>Montgomery Street is in need of traffic calming measures</p>	<p>Some design features have already been installed along the length of Montgomery Street that can have the effect of slowing down vehicles travelling along the street. For example there are raised tables on the carriageway at Brunswick Street, West Montgomery Place, East Montgomery Street, Brunton Terrace and at the Easter Road junction in addition to speed bumps near the junction with Windsor Street. We will, however, ensure your comments are fed back to the local roads team who can investigate whether it would be appropriate to install further measures. We will also report your concerns regarding illegal parking in the street to our Parking section.</p>	<p>1</p>
<p>Should cycle lane at end of city-bound side be mandatory?</p>	<p>Implementing a mandatory cycle lane would require a further TRO which, if there were no sustained objections, would take a minimum of 18 months before it could be marked on the street; there are currently no mandatory cycle lanes in the city. 'Orca' or 'Armadillo' style lane segregators will be used to provide light segregation from motor vehicles at this location and other similar locations in Phases 4 and 5 of the Programme. In addition, double red lines will also be installed, where required, to prohibit vehicular parking.</p>	<p>1</p>

Request that a one-way system south is implemented on Elm Row	With regards to possible changes to traffic movement in the form of a one way system on the southern section of Elm Row. This would require the Council to promote another Traffic Regulation Order and be subject to consultation with local stakeholders as part of future statutory processes. Options for this section will be considered as part of a future phase of the current works and full consultation will take place with local stakeholders to help inform the proposed design.	2
Can cycle lane into Montgomery Street be rounded off to assist cyclists with longer bikes/trailers	<p>Whilst a rounded corner would be more aesthetically pleasing, it is much more difficult to build as it involves many small, complex paving cuts that, if not done well, can look less attractive than the proposed arrangement. These kind of paving cuts also tend to involve future maintenance issues and, should there ever be utility excavations carried out at this location, there is a high risk that the reinstatement would not maintain the high quality visual appearance sought.</p> <p>Experience has shown that, even with 'sharp' turns as described, cyclists simply move in an arc no matter what, so provision of a rounded corner is unlikely to make any difference to the actual manoeuvre. Our designer will look to extend the outer corner so that it was simply square as opposed to chamfered. This would make construction and maintenance far easier.</p>	1
Add a cycle light to the pedestrian phase at the right turn into Montgomery Street	At the Annandale Street/Montgomery Street junction, each crossing will be a combined pedestrian and cycle one, operating on exactly the same phase, and each will have their own designated crossing area adjacent to each other.	1
Segregated cycleway should continue across Montgomery Street junction	The layout for the Montgomery Street junction is an interim design that will change under either Phase 6 of the Leith Programme or the Tram extension, should it be approved. At present, there is no formal design for Phase 6/Tram (from Montgomery Street southwards), however it is likely that segregated cycle paths will be provided on this section. However, until then, there will be no off-road cycle paths south of Montgomery Street, therefore to have a design where the cycle path moves off-road immediately prior to the Montgomery Street junction only to move back on-road immediately following it would result in a cluttered layout that would not serve the best interests of cyclists in terms of cycling continuity, and would be at odds with the design principles that have been applied to the rest of the Leith Programme design.	1

<p>I presume you aren't thinking that cars can just park in the cycle lane outside peak hours</p>	<p>The majority of cycle lane provision on the section of the works between Brunswick Street and Montgomery Street is completely off road and, therefore, vehicle parking should not be an issue. The lanes provided on each side of the street will be integrated within the new footway and will be segregated from pedestrians by a continuous strip of textured paving while a 0.5m buffer zone will segregate the lane from vehicles parked kerbside to minimise conflict with vehicle doors opening. We will work with our Parking section to ensure, as much as possible, that these restrictions are enforced from the outset.</p> <p>The area on this section where the cycle lanes will move on road is primarily that on the southern approach to the Montgomery Street/Annandale Street junction and this area will have double red lines meaning that vehicles are not allowed to stop at any time. In addition, it is proposed to use 'Orca' style cycle lane separators at these locations to provide light segregation and to act as a form of rumble strip to make drivers aware that they have crossed over into the cycle lane.</p>	<p>1</p>
<p>Public realm improvement works should also be carried out on Brunswick Road and all similar streets</p>	<p>The scope of the Leith Programme is relatively fixed to carry out improvements to the Leith Walk/Constitution Street corridor and the immediate areas around the junctions with adjoining streets and the corresponding project budget reflects this scope. It is not possible, therefore, to widen the overall site boundary of the programme to accommodate the expansion of the public realm works to include those such as you suggest to Brunswick Road and other similar streets in the area.</p>	<p>1</p>

Expressions of support

<p>Support proposals</p>	<p>n/a</p>	<p>17</p>
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