

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

City Centre West to East Cycle Link and Street Improvements Project – Section 3(b) (North St David Street) – Representations to Traffic Regulation Order and Redetermination Order

Executive/routine Wards Council Commitments	Executive 11 – City Centre 16, 17, 18, 19, 27, 39
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1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 Notes the representations received in relation to the advertised Traffic Regulation Order (TRO) and Redetermination Order (RSO) and the Council's comments in response;
 - 1.1.2 Agrees that the two representations which include an objection to the RSO should be referred to Scottish Ministers for determination; and
 - 1.1.3 Notes that the representations to the TRO consisted of two letters of support and no objections; and
 - 1.1.4 On this basis gives approval for officers to make a final decision on the advertised TRO via delegated powers after determination of the RSO has been received from Scottish Ministers as per 1.1.2 above.

Paul Lawrence

Executive Director of Place

Ewan Kennedy, Service Manager – Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

City Centre West to East Cycle Link and Street Improvements Project – Section 3(b) (North St David Street) – Representations to Traffic Regulation Order and Redetermination Order

2. Executive Summary

- 2.1 The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consists of significant street improvements along a four kilometre (4km) route between Roseburn and Picardy Place, which will transform the nature and operation of these streets.
- 2.2 Section 3 of the CCWEL project runs from St Andrew Square to Elder Street, along North St David Street, Queen Street and York Place. The proposals for North St David Street require a Traffic Regulation Order (TRO) and Redetermination Order (RSO). This report provides details of the statutory consultation for both Orders.
- 2.3 Overall four representations to the advertised Orders were received. Of these, two include objections, and two are letters of support. None of the representations which included objections have subsequently been withdrawn in response to proposed changes to the design. Both objections were in relation to the advertised RSO. The representations and the Council's responses are summarised in this report and appended in full.
- 2.4 Plans showing the current road layout and the proposals as advertised are appended to the report.

3. Background

- 3.1 The CCWEL project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets. The project is being delivered in a number of phases over several financial years.

- 3.2 Section 1 of the CCWEL project runs from Roseburn to Haymarket and involves the introduction of a two-way segregated cycleway on the north side of the A8. The TRO and RSO for this section have been advertised and were subject to a Public Hearing in November 2019. Both Orders were approved and have now been made.
- 3.3 Section 2 will connect Haymarket Station to Charlotte Square and involves introducing segregated cycleways on Palmerston Place, Manor Place and Melville Street. The TRO and RSO for this section have been advertised. The TRO was approved in June 2019 and the objections relating to the RSO were submitted to the Scottish Government for determination. An update is awaited on progress from the Scottish Government on the determination of this RSO.
- 3.4 Section 3 will connect George Street to Picardy Place via North St David Street, Queen Street and York Place, as well as connecting George Street to St Andrew Square Bus Station. Section 3(b) will run along North St David Street, between St Andrew Square and Queen Street.
- 3.5 The Orders for part of Section 3 (Section 3a), which includes the cycleway on York Place and Queen Street, from North St Andrew Street to Elder Street, have already been established.
- 3.6 Further Orders will be prepared and advertised for the west side of St Andrew Square and the junction with George Street. Designs for this area will be developed in the coming months, in consultation with elected members and relevant stakeholders and in line with the Edinburgh City Centre Transformation strategy.
- 3.7 The CCWEL route will also include Charlotte Square and Charlotte Street. Work is ongoing to update the proposals for public realm improvements to Charlotte Square, to enable a coherent cycle route through this space and provide safe access by bike from Randolph Place to George Street.

4. Main report

- 4.1 Section 3(b) of the CCWEL project will implement a two-way segregated cycleway on the east side of North St David Street. This will involve:
 - 4.1.1 new segregated cycling facilities;
 - 4.1.2 a new bus stop bypass on east side of North St David Street;
 - 4.1.3 improved pedestrian and cycle crossing facilities;
 - 4.1.4 reduced road widths and 'continuous footways' at side road crossings;
 - 4.1.5 changes to waiting and loading restrictions;
 - 4.1.6 an upgraded footway on the east side of the street;
 - 4.1.7 cycle contraflow at the east end of Thistle Street;

4.1.8 upgraded street lighting; and

4.1.9 removal of redundant street furniture and reducing street clutter.

4.2 The preliminary designs for this project were approved in December 2016 by the Executive Director for Place, acting on devolved powers from the Transport and Environment Committee. This decision took place following an extensive public consultation.

Statutory Consultation

4.3 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the draft TRO was advertised between 7 August 2020 and 4 September 2020.

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

4.5 Two representations were received that included an objection to the advertised RSO. No representation included an objection to the advertised TRO. These representations are appended.

4.6 The two objections relate to:

4.6.1 A section of shared use footway (designated in the RSO as 'Cycleway') on the west side of North St David Street, immediately south of the junction with Thistle Street. The objection argues that this footway should not be re-designated as cycleway;

4.6.2 The new area designated 'footway' immediately north of the bus stop on the east side of North St David Street. The objection states that this section is too narrow to constitute a 'footway'; and

4.6.3 The introduction of a bus stop bypass on the east side of North St David Street.

4.7 Two representations were supportive of the proposals. The issues raised as positive included:

4.7.1 The introduction of segregated cycleways; and

4.7.2 Delivery of the CCWEL project.

5. Next Steps

5.1 In accordance with the requirements of the Roads (Scotland) Act 1984, all representations to a RSO must be referred to Scottish Ministers. It is therefore recommended that the Committee agrees that officers will refer to Scottish Ministers all representations which were received. The process that Scottish Ministers use to reach their conclusion on the Redetermination Order is at their discretion. They may decide to hold a public hearing to consider the representations but this is not a mandatory requirement.

- 5.2 No objections have been made to the advertised TRO. However, the making of the TRO relies on the Scottish Ministers' approval of the RSO as advertised. Approval is sought for officers to make a final decision on the advertised TRO via delegated powers after determination of the RSO has been received from Scottish Ministers.

6. Financial impact

- 6.1 The cost of the project will be met from a combination of Sustrans and other third-party funding, with match-funding being provided from the funding allocated for the delivery of the Active Travel Investment Programme within the Transport Capital programme. A detailed funding package will be provided as part of the next stage, prior to the appointment of the principal contractor.

7. Stakeholder/Community Impact

- 7.1 The project has involved significant stakeholder and public consultation and engagement, as detailed in this and earlier reports. The results of an initial consultation exercise on the preliminary designs, which was carried out during the winter of 2015/16, have been published on the Council's Consultation Hub website.

8. Background reading/external references

- 8.1 Report to the Policy and Sustainability Committee on [14 May 2020](#), 'City Centre West to East Cycle Link and Street Improvements Project – Statutory Orders and Progress Update'.
- 8.2 Report to the Future Transport Working Group on 16 December 2016, 'City Centre West to East Cycle Link and Street Improvements Project'.
- 8.3 Report to the Transport and Environment Committee on [30 August 2016](#); 'City Centre West to East Cycle Link and Street Improvements Project: Consultation Results and Potential Project Amendments'.
- 8.4 Report to the Transport and Environment Committee on [3 June 2014](#); 'Development of Major Cycling and Walking Projects'.

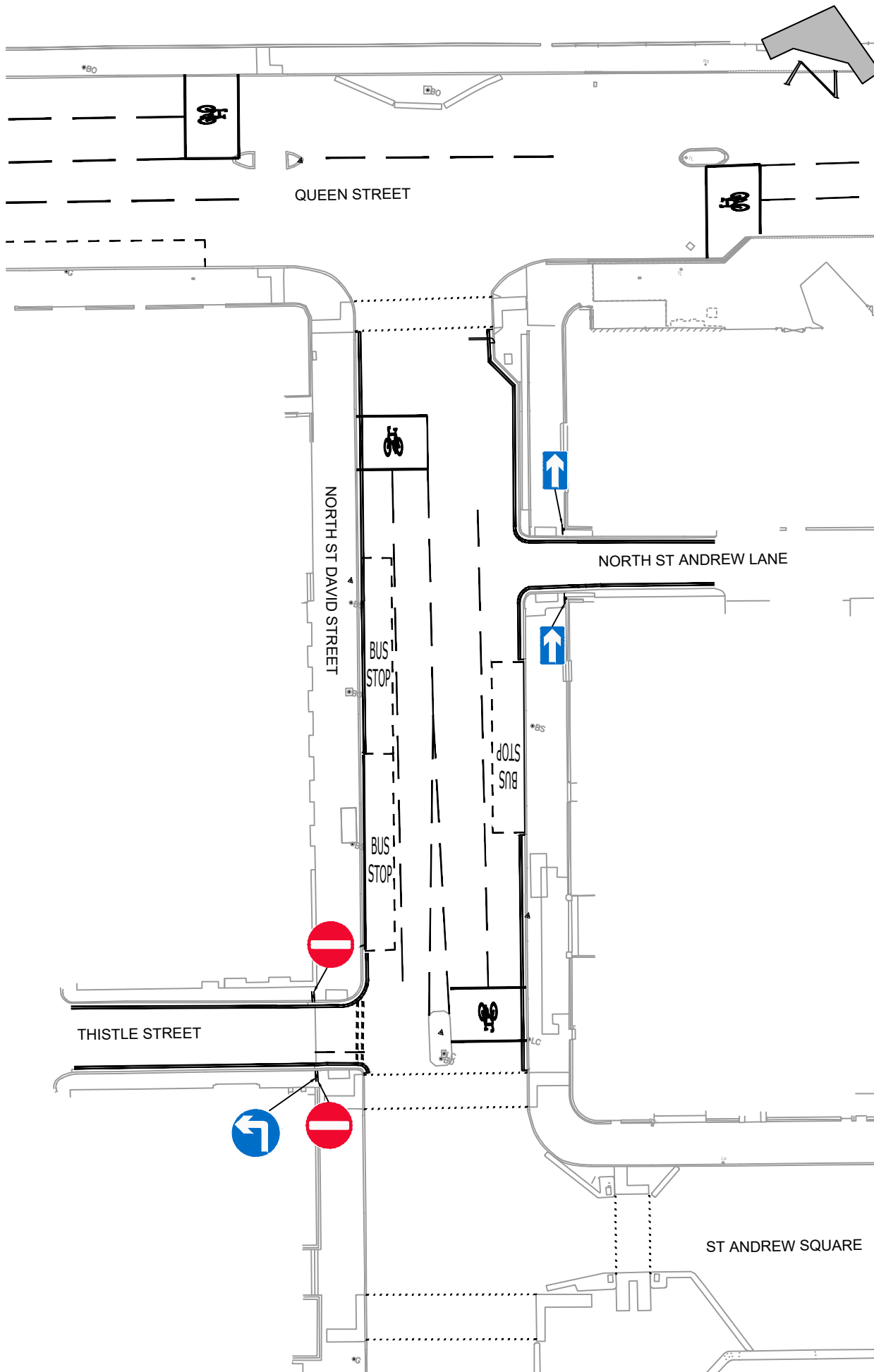
9. Appendices

Appendix 1 – TRO Plans

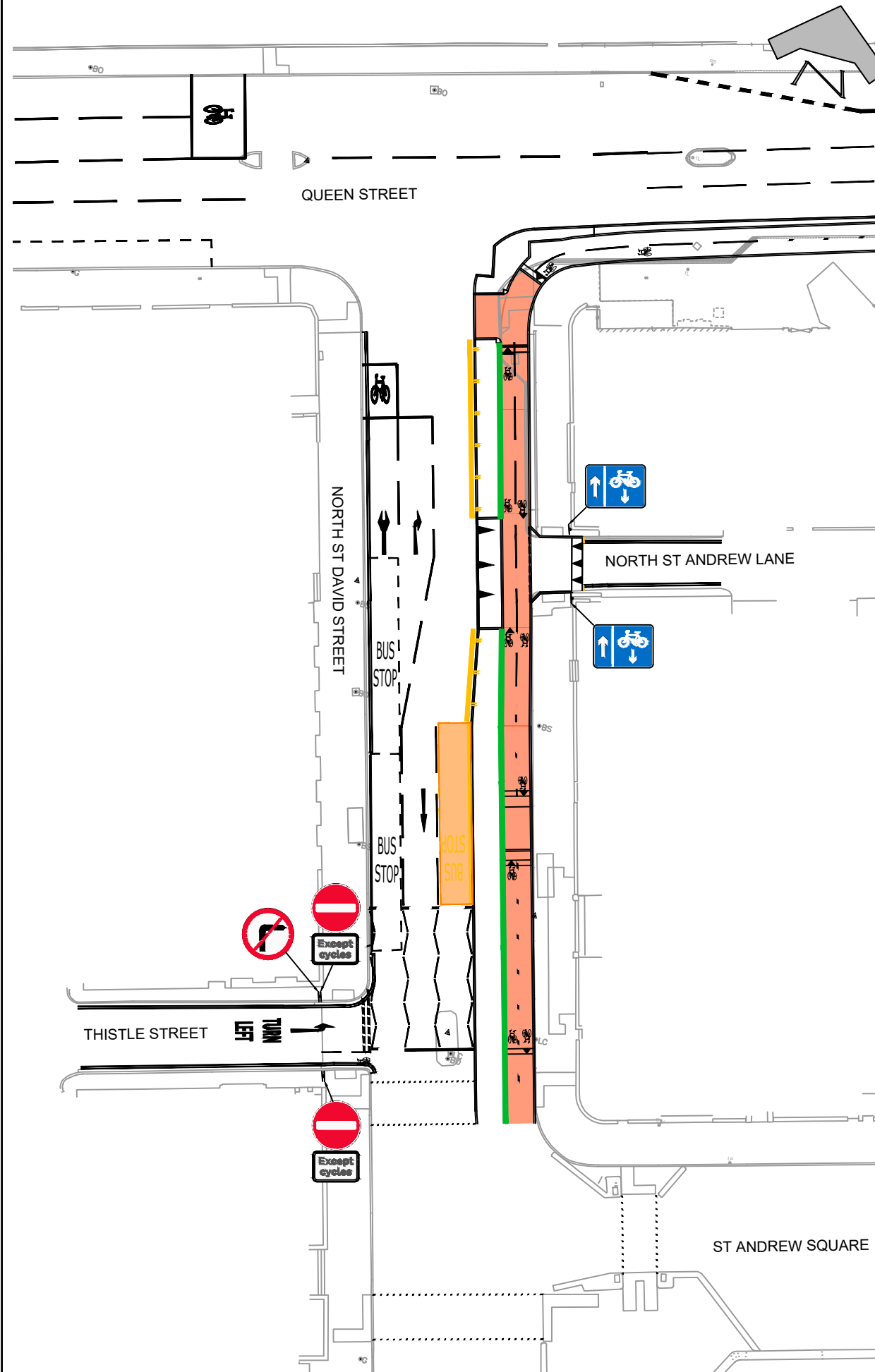
Appendix 2 – RSO Plans

Appendix 3 – Representations

Appendix 4 – Response to Representations






EXISTING ARRANGEMENT



PROPOSED ARRANGEMENT

NOTES:

KEY

-  Segregated cycle lane
-  Bus stop
-  Double yellow line/double blip markings: no waiting or loading at any time

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1	CLIENT COMMENTS	JN	06/11/19	PM
REV	DETAILS	BY	DATE	CHECK



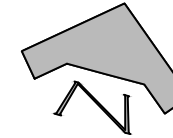
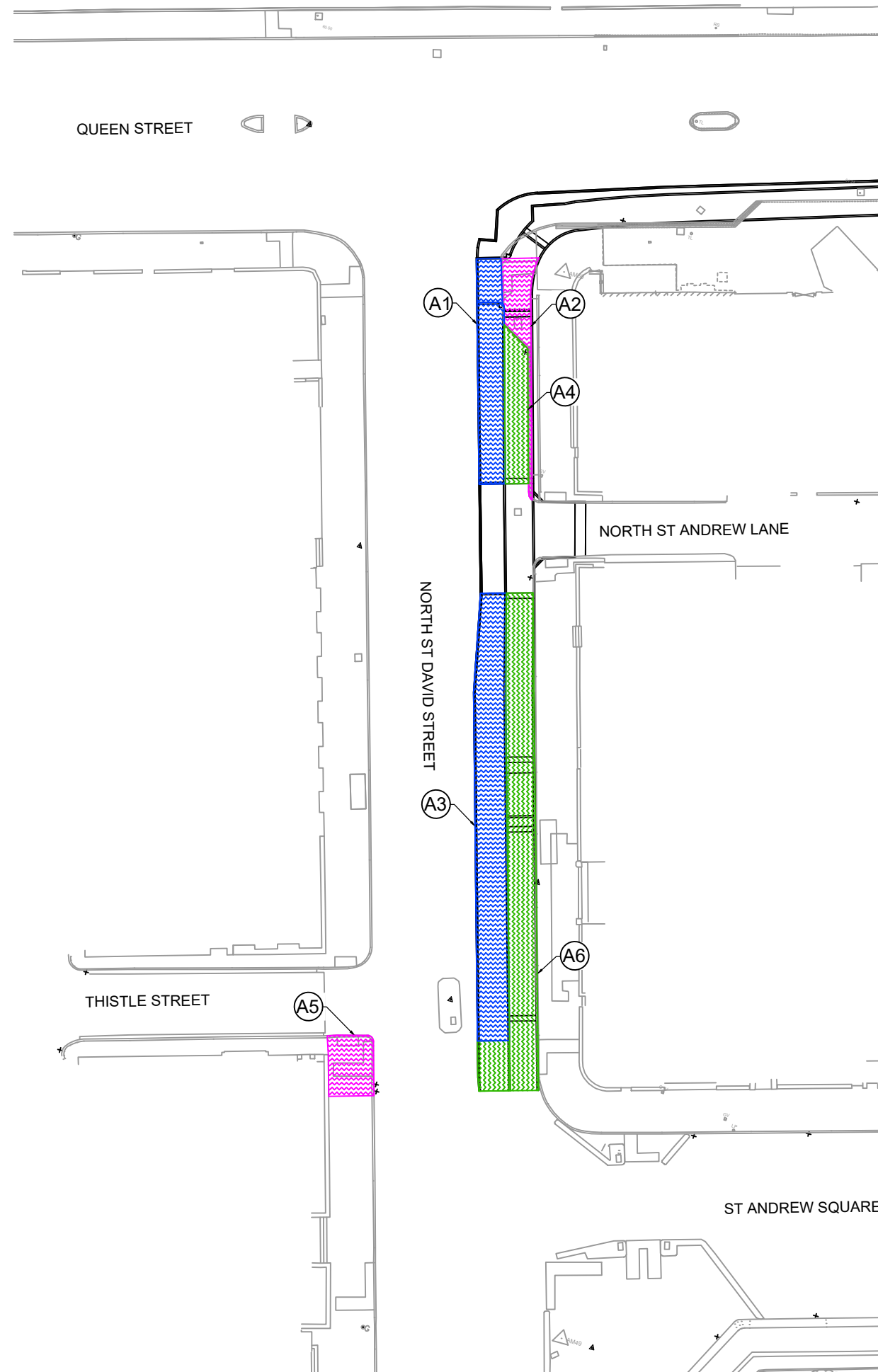
The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

PLACE
PLANNING AND TRANSPORT
INFRASTRUCTURE
TRANSPORT DESIGN & DELIVERY

CITY CENTRE WEST TO EAST CYCLE LINK
TRAFFIC REGULATION ORDER
SECTION 3 - NORTH ST DAVID STREET
SHEET 1 OF 1

Date: OCT 2019	Job No.	Drawn by: JN
Scale: 1:500 @ A3	Checked by: WJP	Reviewed by: PM

Drawing Name: F:\projects\set up new projects\Traffic - City Centre West to East Cycle Link\04 CAD\25-Sketches\Section 3\Section 3 - North St David Street - TRO Plans.dwg
Xref: F:\projects\set up new projects\Traffic - City Centre West to East Cycle Link\04 CAD\10-References\Roads\to Leith Street - CG - Edited for Topo
Xref: L:\110-References\Topo - St Andrew's Sq
Xref: L:\98-Transfer\02-Input\CEC2019-11-15 - Section 3\North St Andrew_York Place Junction 45 Cycle Crossing Proposals_12 Nov 2018
Xref: L:\98-Transfer\02-Input\CEC2019-09-24 Section 3\CCWEL_2D
Xref: L:\110-References\Key\TRO_KEY



NOTES:

KEY

- Existing carriageway redetermined as footway (A1, A3)
- Existing carriageway redetermined as cycletrack (A4, A6)
- Existing footway redetermined as cycletrack (A2, A5)

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REV	DETAILS	BY	DATE	CHECK
2	CLIENT COMMENTS	JN	17/01/20	PM
1	CLIENT COMMENTS	JN	06/11/19	PM



The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh, EH8 8BG
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PLACE
PLANNING AND TRANSPORT
INFRASTRUCTURE
TRANSPORT DESIGN & DELIVERY

CITY CENTRE WEST TO EAST CYCLE LINK
RE-DETERMINATION
SECTION 3 - NORTH ST DAVID STREET
SHEET 1 OF 1

Date: OCT 2019	Job No.	Drawn by: JN
Scale: 1:500 @ A3		Checked by: WIP
		Reviewed by: PM

APPENDIX 3 - REPRESENTATIONS

Representation 1 - Objection

Hello Traffic Orders

I wish to lodge a formal objection to RSO/19/13 Redetermine footways and carriageways to cycle track.

The area of pavement labeled A5 should not be converted from footway to cycletrack.

How are pedestrians supposed to walk round the corner or walk down the street if it's obstructed by a cycletrack?

Should this be a planned "shared use" space, I object to that on principle as it provides conflict between cyclists and pedestrians, as can be seen at every other "shared use" space.

Pedestrians are supposed to be top of the transport ladder priority, not the bottom.

Please also confirm that the area marked as A1 and A3 meets the councils "absolute minimum footway width". At a guess this should be at least 3m wide.

Thanks

I also wish to object to

Floating Bus Stop - this makes pedestrians vulnerable to cyclists on what will be a fast downhill section.

Area marked A3 and A1 - these do not appear to meet the councils footway width standards. Having looked at the plan, the area to the rear of the "shelter" doesn't look wide enough.

I also note that one side of the road is marked for cyclists, the opposite side is marked for pedestrians. How can either cross the road?

Thanks

Representation 2 – Objection

We wish to log a formal objection to RSO/19/13.

According to both Edinburgh Council policies and the Scottish Government policies the pedestrian should be treated as the top of the transport ladder - this RSO fails to meet that policy.

Specifically, we object to:-

The conversion of footway to cycleway (area marked as A5).

The floating bus stop where the onus is placed firmly on vulnerable pedestrians to avoid cyclists when existing from busses. This is especially poignant in this location as it's near the brow of a hill and may not have suitable visibility lines.

The area marked as A3 seems very narrow, especially around the bus shelter.

Thanks

Living Streets Edinburgh

Representation 3 – Support

Dear Mr [REDACTED]

I refer to your email of the 3 August relating to this TRO. The Council website also shows a RSO 19/18 which is apparently also out for consultation in relation to North St David St. Since these 2 Orders share a common Statement of Reasons, we think they must be linked and our comments below relate to both Orders.

SPOKES strongly supports these Orders which allow the Council to implement part of the cycleway from Roseburn to Leith Walk known as the CCWEL. The construction of the CCWEL has been much delayed since the the first consultation was initiated in 2015 and Council approval was given at the end of 2016. SPOKES has always given strong support to the proposals for the CCWEL and we trust that this section can now be progressed without further delay.

Best wishes

On behalf of SPOKES Planning Group

Representation 4 – Support

We are very happy to support these proposals.



CTC West Lothian DA

Appendix 4 – Response to Representations

Response to Representation 1 - Objection

Dear ■■■,

CITY CENTRE WEST TO EAST LINK SECTION 3 STATUTORY CONSULTATION RSO/19/13

Thank you for submitting a representation to the Statutory Consultation for the above orders. We are treating your representation as an objection to the Redetermination Order (RSO/19/13) on the basis of the introduction of a Shared Use area (determined as cycletrack) on an area of existing footway, and on the basis of the width of areas of new 'footway', as well as the routing of the proposed cycleway behind a bus stop – a 'Bus Stop Bypass'.

Please find below a full response to the comments and queries that you have raised.

Area A5 Redetermined from Footway to Cycletrack

The area labelled A5 will be 'shared use'. This is required in order to establish the crossing over North St David Street at this location as a Toucan Crossing. A Toucan Crossing is proposed at this location in order to provide access to and from Thistle Street by bike from the CCWEL. We have included a cycle lane on the carriageway so that – in practice – westbound cyclists will be able to travel directly to the entrance of Thistle Street, thus minimising conflict on this section of footway.

Width of Footway Areas A1 and A3

Areas A1 and A3 will be Redetermined as 'Footway' and A3 will provide space for a Bus Stop island. However, the existing footway will remain largely unaffected. It is not expected that Areas 1 and 3 will operate as the footway for the East side of this street, therefore width requirements (other than those for Bus Stop Bypasses, and segregation strips) do not apply. The determination 'Footway' simply indicates that this will be a paved area, with a kerb upstand, which people will not be permitted to drive or cycle on.

Bus Stop Bypass

Bus Stop Bypasses are an acknowledged and increasingly common solution for providing segregated cycleways past bus stops. Several have been installed to date on Leith Walk and Leith Street. The design is in line with the Edinburgh Street Design Guidance, and other relevant guidance documents. The Council has carried out monitoring on the effectiveness of those installed on Leith Walk and found that there is very little conflict between cyclists and pedestrians. This reflects findings from other cities. The relevant reports are enclosed for your reference.

We hope that you find the above response related to your representation, and objection to the advertised Redetermination Order useful, and that it goes some way to addressing your concerns. We understand that you wish your objection to be upheld. However, if this changes as you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 4 November.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am

on Thursday 12 November. The Committee Report documents will be available from Friday 6 November, and the meeting itself can be viewed online here: <http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the the Redetermination Order for the project. However the council will need to seek input from the Scottish Government, who will determine the outcome of the order, before proceeding.

As your representation contains objection to the Redetermination Order, should you wish for it to be maintained you may be contacted by a representative of the Scottish Government in the coming weeks, and a public hearing may be required.

If we do not hear from you before 5:00pm on Wednesday 4 November we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Rurighd McMeddes', is written over a light grey rectangular background.

Rurighd McMeddes
Project Lead, City Centre West to East Cycle Link and Street Improvements Project.

Response to Representation 2 – Objection

Dear Living Streets Edinburgh,

CITY CENTRE WEST TO EAST LINK SECTION 3 STATUTORY CONSULTATION RSO/19/13

Thank you for submitting a representation to the Statutory Consultation for the above orders. We are treating your representation as an objection to the Redetermination Order (RSO/19/13) on the basis of the introduction of a Shared Use area (determined as cycletrack) on an area of existing footway, and on the basis of the routing of the proposed cycleway behind a bus stop – a ‘Bus Stop Bypass’, as well as the width of areas of new ‘footway’ especially A3.

Please find below a full response to the comments and queries that you have raised.

Area A5 Redetermined from Footway to Cycletrack

The area labelled A5 will be ‘shared use’. This is required in order to establish the crossing over North St David Street at this location as a Toucan Crossing. A Toucan Crossing is proposed at this location in order to provide access to and from Thistle Street by bike from the CCWEL.

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The Council has carried out monitoring on the effectiveness of those installed on Leith Walk and found that there is very little conflict between cyclists and pedestrians. This reflects findings from other cities. The relevant reports are enclosed for your reference.

Width of Footway Area A3

Areas A3 will be Redetermined as ‘Footway’ and A3 will provide space for a Bus Stop island. However, the existing footway will remain largely unaffected. It is not expected that Areas 1 and 3 will operate as the footway for the East side of this street, therefore width requirements (other than those for Bus Stop Bypasses, and segregation strips) do not apply. The determination ‘Footway’ simply indicates that this will be a paved area, with a kerb upstand, which people will not be permitted to drive or cycle on.

We hope that you find the above response related to your representation, and objection to the advertised Redetermination Order useful, and that it goes some way to addressing your concerns. We understand that you wish your objection to be upheld. However, if this changes as you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 4 November.

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Yours faithfully,

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Rurighd McMeddes

Project Lead, City Centre West to East Cycle Link and Street Improvements Project.