

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Reconstruction of Leith Street – Objections to Traffic Regulation Order and Redetermination Order

Item number	7.7
Report number	
Executive/routine	Executive
Wards	11 - City Centre
Council Commitments	19 , 27

Executive Summary

The reconstruction of Leith Street, delivered under the Growth Accelerator Model (“GAM”) agreement for St James Quarter Edinburgh (the “Development”), consists of approximately £6 million of works including the renewal and upgrading of utilities, forming widened high quality natural stone footways, segregated cycle ways, re-profiled roads and re-sited pedestrian crossings, to ensure a more inviting and attractive streetscape is created. Leith Street is currently under construction and works are scheduled to be completed by end of July 2018 when Leith Street re-opens.

The present Traffic Regulation Order (TRO) currently in place for Leith Street includes greenways, bus lanes and red line restrictions. This TRO is to be deleted and a new TRO promoted due to the new kerblines, removal of greenways, addition of yellow line restrictions and banning the left turn into Waterloo Place from Leith Street.

A Redetermination Order (RSO) requires to be promoted due to the deletion of the central reservation, the introduction of a dedicated segregated cycleway and the generally re-determining areas of carriageway to footway or cycletrack.

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

This report details the results of the statutory consultation for both Orders. Sixty one representations were received across both the advertised TRO (18 representations) and RSO (43 representations). The representations and the Council’s responses are detailed in this report.

Reconstruction of Leith Street – Objections to Traffic Regulation Order and Redetermination Order

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the representations received to the advertised TRO and RSO and the Council's comments in response are contained in Appendix A;
 - 1.1.2 agrees to set aside the representations relating to the proposed waiting restrictions and proposed banned left turn from Leith Street into Waterloo Place, to amend the TRO and makes the TRO as advertised;
 - 1.1.3 agree to amend the TRO to allow an exception to the proposed banned left turn from Leith St into Waterloo Place which would permit cyclists to turn left; and,
 - 1.1.4 as required by legislation, instructs the Executive Director of Place to refer the representations to the Redetermination Order to Scottish Ministers for consideration.

2. Background

- 2.1 The reconstruction of Leith Street is defined as a deliverable under the GAM.
- 2.2 The GAM involves an agreement between the Council, the Scottish Government and the St James Edinburgh (the "Developer").
- 2.3 The Leith Street section of the GAM represents approximately £6 million of works including the renewal and upgrading of utilities, forming widened high quality natural stone footways, segregated cycle ways, reprofiled roads and resited pedestrian crossings, to ensure a more inviting and attractive streetscape is created.
- 2.4 On 2 September 2017, the closure of Leith Street came into effect and the main works for the reconstruction of Leith Street commenced.

3. Main report

3.1 The reconstruction of Leith Street comprises an extensive programme of improvements from Waterloo Place to Little King Street at the John Lewis store, which includes:

3.1.1 Significantly improved public realm for pedestrians which are constructed using high quality materials and deliver wider footway widths.

3.1.2 Introduces a new dedicated and segregated cycleway for cyclists.

Changes to Waiting and Loading Restrictions

3.2 The waiting and loading restrictions included in the TRO essentially remain unchanged to the present TRO (i.e. no waiting at all times and no loading at all times except during permitted loading hours within the loading bay).

3.3 Leith Street is currently controlled under the terms of the “Greenways” TRO which places red line prohibitions on the street and bus lanes at certain sections. Under the TRO advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are deleted and replaced with yellow line prohibitions, banned turns and a prohibition of entry. These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular at Haymarket and Shandwick Place, in lieu of implementing uniform yellow line restrictions across the city. The yellow line impose a similar level of restriction to red lines in respect of parking and loading.

3.4 The existing loading bay on the northbound side of Leith Street, adjacent to John Lewis, is to be removed as an alternative facility will be provided within the Development.

3.5 Loading is only permitted outwith the peak traffic hours with the permitted loading hours being Mon–Fri: 9.30am until 4.00pm, Sat: 8.30am until 6.30pm. Waiting however will not be permitted at any time of the day. No waiting or parking is not permitted at any time.

3.6 The existing loading bay on the southbound side of Leith Street, opposite the former entrance to the King James Thistle Hotel, is to be retained under the proposals.

Plans included within the Orders showing the locations of proposed loading bays under the new layout are appended to this report. Prohibited Entry and Banned Turns

3.7 The TRO proposes to ban the left turn into Waterloo Place from Leith Street. Traffic counts and modelling were undertaken to establish the number of vehicles that currently enter Waterloo Place from Leith Street which is low and there are various alternative routes. Banning this turn allows the existing pedestrian crossing across Leith Street, which is constrained, to be significantly improved.

3.8 A prohibition of entry will be in place at the new service yard exit located at the existing Leith Street and Greenside Row junction.

- 3.9 A banned right turn will continue to be in place from Calton Road onto Leith Street under the proposed new layout for all road users. This junction will now be signalised rather than give way.
- 3.10 A banned right turn will continue to be in place from Leith Street northbound into Calton Road under the proposed new layout for all road users.

Statutory Consultation - Traffic Regulation Order

- 3.11 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 21 November 2017 and 19 December 2017.
- 3.12 A total of 18 representations were received to the advertised TRO.
- 3.13 Relevant issues raised within these relate to:
 - 3.13.1 Removal of bus lanes;
 - 3.13.2 Removal of greenways; and
 - 3.13.3 Ban left turn to Waterloo Place.
- 3.14 Other issues raised within the representations to the Order relate to:
 - 3.14.1 Waiting in loading bays;
 - 3.14.2 The provision for active travel including footway widths and cycleway provision;
 - 3.14.3 No cycleway on Leith Street between Calton Road and Waterloo Place;
 - 3.14.4 Kerbline radius at Greenside Row junction;
 - 3.14.5 Provision of a 'floating' bus stop; and
 - 3.14.6 Northbound and southbound cycle provision on Leith Street to/from cycleway.
- 3.15 The representations received and the Council responses to these are listed in Appendix A.

Statutory Consultation - Redetermination Order

- 3.16 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 as the TRO.
- 3.17 A total of 43 representations were received to the advertised RSO.
- 3.18 Key issues raised within the representations to the Order relate to:
 - 3.18.1 Redetermination of areas from footway to cycletrack and carriageway to cycletrack (ie the shared area for pedestrian and cyclists at Greenside Row).
 - 3.18.2 The provision for active travel including footway widths and cycleway provision;
 - 3.18.3 No cycleway on Leith Street between Calton Road and Waterloo Place;

- 3.18.4 Kerbline radius at Greenside Row junction;
 - 3.18.5 Provision of a 'floating' bus stop, and;
 - 3.18.6 Northbound and southbound cycle provision on Leith Street to/from cycleway;
- 3.19 The representations received and the council responses to these are listed in Appendix A.

Next Steps – Redetermination Order

- 3.20 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 instructs Officers to refer to Scottish Ministers the representations which were received to the RSO. The process that Scottish Ministers use to reach their determination on the Order is at their discretion.

Next Steps – Design Proposals

- 3.21 The TRO proposes to ban the left turn into Waterloo Place from Leith Street for all vehicles. Representations were received to permit the left turn for cyclists only. This representation has been reviewed by the Council and the Developers design team, and it has been concluded that this left turn can be permitted to cyclists. As such, it is proposed the TRO is amended accordingly.

4. Measures of success

- 4.1 Improved public realm spaces and finishes to Leith Street creating a more attractive environment, in particular for pedestrians and cyclists, which includes widening of existing footways, new and improved crossings and the provision of a segregated two-way cycleway from Picardy Place to Calton Road.

5. Financial impact

- 5.1 The associated costs with this statutory procedure to make the necessary TRO and RSO are contained within the GAM.

6. Risk, policy, compliance and governance impact

- 6.1 The impact of the changes from existing to the proposed new layout for Leith Street are considered to be limited. As such a reduced potential for formal objections to be submitted is envisaged. Should objection(s) be submitted these might require the Council to hold a public hearing. If a public hearing is required, this could delay implementing the improvements by six to nine months, albeit it should be noted the works have currently commenced through a Temporary Traffic Regulation Order.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (EIRA) has been carried out and is ongoing throughout the implementation process to ensure that there are no infringements of rights and impacts on duties under the Act. No negative impacts are anticipated and it is expected that the scheme should improve conditions for vulnerable users.
- 7.2 It is likely that improvements to footways, crossing facilities and segregated cycleways will have a positive impact on the safety, freedom of movement and access for all who live, work, commute and visit Leith Street.
- 7.3 Living Streets and the Edinburgh Access Panel have expressed some concerns on the impact of shared spaces on pedestrians under the proposals for Leith Street. However these impacts are not considered significantly detrimental, and overall the proposals for Leith Street improves the pedestrian environment.

8. Sustainability impact

- 8.1 The proposals will reduce carbon emissions because the design promotes the use of public transport and active travel.
- 8.2 The proposals will increase the city's resilience to climate change impacts by promoting the sustainable forms of transport and drainage design.
- 8.3 The proposals will help achieve a sustainable Edinburgh because the design will re-use existing materials, promotes public transport, active travel through segregated cycleways and walking through wider footways and improved accessibility.

9. Consultation and engagement

- 9.1 Statutory consultation will be carried out as part of the Traffic Regulation Order and Redetermination Order procedures. This will give any interested parties the opportunity to submit formally any comments or objections to the Council.
- 9.2 The design for Leith Street was included within the planning permission obtained by the Developer in 2008. Since then, the design has been refined following a detailed design process between Council Officers and the Developer's design team. Engagement sessions with SPOKES, Living Streets, Sustrans and the Edinburgh Access Panel have also taken place in 2007 with the opportunity to review and provide comment on the proposed design.
- 9.3 Lothian Buses have been consulted on the proposed layout, including the removal of the bus lane and relocation of bus stops on Leith Street.

- 9.4 Since the advertisement of both Orders, Council Officers have had further dialogue with Living Streets and SPOKES. Through this dialogue, further improvements to the cycle infrastructure have been introduced including the provision for southbound cyclists to exit the segregated cycleway to join the advanced stop line prior to the Calton Road junction, lowering the flush kerb to connect with James Craig Walk and white lining.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

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

11. Appendices

Appendix 1 – Schedule of Representations

Appendix 2 – Traffic Regulation Order

Appendix 3 – Redetermination Order

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
1	RSO (1st)	No details of objection given. Information available is a notification email from Virgin Media to check their network locations etc. prior to any digs taking place. Check with Virgin Media to ascertain if there is an actual objection or not.									
2	RSO (1st)	No details of objection given. Information available is a notification email from SGN to check their gas pipe locations prior to any digs taking place. Check with SGN to ascertain if there is an actual objection or not.									
3	RSO (1st)	No details of objection given. Information available is a notification email from SGN to check their gas pipe locations prior to any digs taking place. Check with SGN to ascertain if there is an actual objection or not.									
4	RSO (1st)	I am not sure if you are aware that, if you live in Leith, the main pedestrian route to Waverley Station is to use the "back door" in Calton Road which requires crossing over at Greenside Row. Given the plans I have seen online for the above, I am not sure how this can be achieved quickly and safely? Surely changes should be made to encourage walking? As if Picardy Place wasn't bad enough, now this? I don't see how this can help active travel?								A signalised pedestrian crossing at the Greenside Row junction is retained but enhanced under the proposals within this Order. In addition a new signalised pedestrian crossing is included at the junction between Calton Road and Leith Street. Significant improvements to active travel provision on Leith Street has been achieved with footway widths generally wider and segregated provision for cyclists. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.	
5	RSO (1st) & 2nd & TRO	1. My main concern is where the separate cycle lane turns to shared space. This takes place on a hill and in areas where there is very heavy footfall. In my experience as a pedestrian and as a cyclist this invariably causes conflict between pedestrians and cyclists as well as danger of collisions. Given these risks, the design should seek to keep cyclists and pedestrians separate at all times, as well providing dedicated cycle lanes for the full length of the affected roads. Full cycle lanes for the full length are the only way to ensure these designs are safe for the most vulnerable road users. 2. A secondary concern is for the turn to Calton Road. This is a dangerous turn and the angle proposed will invite cars to cut down Calton Road at speed. Unless there are to be traffic lights at that turn, I object to the turn and its design on the grounds that pedestrians and cyclists will be put at risk from cars turning fast on to Calton Rd. 3. I sent in another objection because of the unclarity of the previous plans, in particular with respect to lack of bus lanes. So long as the new objection goes forward, you can withdraw the previous one.				*		3 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry. These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines. Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport an have not been included in the Order.	1 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction. The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above. Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction. This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.	2 - The design will deliver a new signalised junction at Calton Road. 3 - The RSO was re-advertised 21st November 2017, along with the Traffic Regulation Order for Leith Street (TRO/17/81), and includes full details on the proposal to reconstruct Leith Street.	
6	RSO (1st)	1. Loss of footway to pedestrians The proposed layout for the junction with Greenside Row clearly shows a loss of footway to cycle track (presumably intended as shared use). This proposal will make that area of former footway more hazardous for pedestrians and designs in conflict with cyclists. This approach is entirely inappropriate for an area with such high footfall. As such this loss of footway to pedestrians is unacceptable 2. Worsening of road safety a. The junction of Leith Street with Greenside Row is very poor: the corner radii are even more generous to motorists than at present. That will create dangers for pedestrians and cyclists crossing, as the junction design encourages drivers to sweep round at speed rather than slowing down. This is a recipe for collisions, and the proposed layout represents a material worsening of conditions for pedestrians crossing this junction compared to the current layout. Therefore road safety at this junction will become worse than with the current layout. b. As noted above, the proposed layout for the junction with Greenside Row clearly shows a loss of footway to cycle track. This proposal will make that junction more hazardous for pedestrians due to conflict with cyclists while attempting to cross Greenside Row. The potential for pedestrians being involved in collisions with cyclists is increased by the proposed layout. Once this is all taken into account, road safety at the junction with Greenside Row will be made worse. c. The junction with Calton Road is positioned directly opposite the entrance and exit for the St James car park, currently under construction. This car park will have a capacity of 1,800 vehicles, meaning that traffic entering and exiting will substantially increase as the existing car park only holds 550 vehicles. I note from the drawings for the proposed layout of Leith Street that the central reservation is to be removed and re-determined as carriageway. Whilst I do not object to this specific redetermination, it will likely have the effect of allowing motor vehicles to enter and exit from the car park while taking a direct route via Calton Road. This manoeuvre has until now been impossible due to the presence of the central reservation. d. This proposed redetermination therefore creates additional danger for pedestrians and cyclists attempting to cross at the junction with Calton Road. Despite the fact that the proposed layout of the footway and cycle track at the junction with Calton Road reduces the hazards presented by the current layout (due to the ease and speed with which vehicles travelling south to Calton Road can 3.Loss of amenity to pedestrians a. As noted above, the proposed layout for the junction with Greenside Row clearly shows a loss of footway to cycle track. This represents a net loss of amenity for pedestrians walking along Leith Street and in particular while crossing at this junction. Pedestrians currently enjoy sole use of the footway at the junction with Greenside Row, and as a result of the proposed layout would lose sole use of the footway. This represents an unacceptable loss of amenity for pedestrians using Leith Street. b. The proposed layout shows the segregated cycle track ending at Calton Road. Cyclists heading south to Waterloo Place will either have to re-join the carriageway at this junction, or proceed illegally on the footway. Less experienced or less confident cyclists are particularly likely to take the latter course of action. This gives rise to a potential loss of amenity to pedestrians due to conflict with cyclists. All the above demonstrates that the proposed layout will not support the stated reasons for Redetermination Order RSO/17/13, namely "to improve the footways for pedestrians": indeed the proposed layout will actually worsen conditions for pedestrians and directly contradicts the stated reasons for the Redetermination Order.						1,2b, 3a,3b - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction. The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above. Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction. This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.	2a) - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles. That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway. A signalised pedestrian crossing at the Greenside Row junction is retained but enhanced under the proposals within this Order. Pedestrians and cyclists will be subject to a standalone in the traffic signal sequence. 2c) - A new signalised junction will be created on Leith Street at Calton Road and at the new car parking entrance/exit for the new Edinburgh St James centre. The junction will operate under a series of individual signal stages including the manoeuvre highlighted in your objection from the car park to Calton Road. Therefore, when the green phase for the car park exit is activated all other phases will be at a red phase. The pedestrian green phase to the three crossings at Calton Road, the car park entrance/exit and Leith street will be on a standalone phases (i.e. all three crossings will be green at the same time). 2d) - There is no change to the existing arrangement at Leith Street and Calton Road with the exception of the introduction of a signal controlled junction (rather than give way). A new prohibited right turn from Calton Road to Leith Street will be provided. This was previously not necessary due to the central reservation preventing this turn. Vehicles will still be able to turn left onto Leith Street from Calton Road, as per present layout. 3a) - Significant improvement to active travel provision on Leith Street has been achieved with footway widths generally wider and segregated provision for cyclists. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway. 3b) - A new signalised junction will be created on Leith Street at Calton Road and at the new car parking entrance/exit for the new Edinburgh St James centre. A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. Following further dialogue with SPOKES, there is now additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place. In addition to the above, the proposals included within the Order introduces significantly improved public realm for pedestrians through wider footways constructed in high quality materials in comparison with the existing arrangement. A two way segregated cycle provision is also provided on the eastern kerb line as well as accessibility and connectivity southbound and northbound, to Calton Road and to James Craig Walk.		

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road		
7	RSO (1st)	<p>I believe the proposed cycle track will be hazardous to cyclists.</p> <p>1. At Greenside Row, in addition to being brought into conflict with pedestrians, cyclists proceeding south will be brought into conflict with motorised traffic turning into Greenside Row (if they remain on the cycle track), or into conflict with motorised traffic continuing south (if they re-join Leith Street carriageway).</p> <p>2. At Calton Road, cyclists will be brought into conflict with:</p> <p>a) Drivers proceeding down Calton Hill (who will be watching for motorised vehicles going up or down Calton Road). b) Drivers entering Calton Road (apparently from either direction on Leith Street with the removal of the central divide). c) Drivers leaving Calton Road to join Leith Street (including those wishing to go north, which is not currently possible).</p> <p>3. Cyclists who are unaware of the road layout of the cycle track, and thus failed to return to the carriageway at Greenside Row, will also be attempting to re-join Leith Street at this point, rather than proceeding down Calton Road.</p> <p>4. With improvements to Leith Walk, Leith Street is an obvious cycle route to Princes Street, and both of these junction designs will result in hazardous manoeuvres for cyclists.</p>							<p>1 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous widths as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1&3- A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>2a) - A new signal controlled junction will be created at Calton Road with a stop line included at Calton Hill.</p> <p>Cyclists will be able to join Calton Road from the segregated cycleway (adjacent to Starbucks) by way of give way lines and should cross when the pedestrian green phase is enabled at the pedestrian crossing at the Calton Road junction.</p> <p>2b) - There is no change to the existing arrangement at Leith Street and Calton Road with the exception of the introduction of a signal controlled junction (rather than give way).</p> <p>A new prohibited right turn into Calton Road from Leith Street will be provided. This was previously not necessary due to the central reservation.</p> <p>2c) - There is no change to the existing arrangement at Leith Street and Calton Road with the exception of the introduction of a signal controlled junction (rather than give way).</p> <p>A new prohibited right turn from Calton Road to Leith Street will be provided. This was previously not necessary due to the central reservation preventing this turn.</p>
8	RSO (1st)	No details of objection given. Information available is an email indicating that the temporary traffic lights .							Vehicles will still be able to turn left onto Leith Street from Calton Road, as per present layout	
9	RSO (1st)	<p>1. All - pavement widths Leith Street is designated as a Strategic High Street, according to the Street Design Guidance adopted by the Council in 2015 (i). This specifies that the pavement should be a minimum width of 3 metres (2.5 metres allowed only in short sections), with a desirable minimum width of 4m or wider. We cannot determine the exact pavement widths from the drawings, but it is clear that the pavement widths are significantly below the Council's minimum specified standards on both sides of the street</p> <p>2. Crossing point of Leith Street East at Greenside Row The drawing seems to imply that the entire pavement both the north and south sides of the Greenside Row corner is re-determined as cycle way from both footway and carriageway (10, 12, 16, 13). This leaves no footway whatsoever exclusively for pedestrians crossing Greenside Row. The drawing suggest that pedestrians are expected to wait in a designated cycle way before crossing Greenside Row. This is a busy pavement at all times - and is already excessively busy at certain times of the year (e.g. during the August festivals). It is unacceptable that pedestrians at this location should mix with cyclists. Of course, it would also be also</p> <p>3. Junction of Leith Street East at Greenside Row The corner radii of Greenside Row (at 10, 16) are excessively large, which will encourage vehicles to travel fast when entering and exiting Leith Street. This is an inappropriate design for a 20 mph street. The Street Design Guidance (see above) specifies that the maximum radius for a corner of this type of street is 3 metres, and although not shown, the radii proposed are clearly far in excess of this.</p> <p>4. Cycle manoeuvres, Leith Street (west) to Greenside Row We are unclear what manoeuvres cyclists are expected to make heading north from the west side of Leith Street (6) to join the cycle track on the east side (10). We are concerned at the risk of conflict between cyclists and pedestrians involved in this manoeuvre</p> <p>5. Junction of Leith Street (east) at Calton Road It is our understanding that the junction of Leith Street and Calton Road will be governed by a signalised crossing, although this does not appear to be indicated on the drawings. We would support this, so long as adequate pedestrian priority is provided in signal timings to permit the heavy pedestrian traffic to proceed effectively north/south. However, we have concerns that the cycle track on Leith Street heading south ends abruptly at Calton Road (10). There could be conflict at this junction between pedestrians and</p> <p>6. 'Floating Bus Stop' Leith Street (East). The drawing shows a 'floating bus stop' (17). Living Streets' opposes the further introduction of this feature until an objective and thorough monitoring is completed on the first such floating stop, introduced on Leith Walk (ii). This is because we are concerned at the risk of conflict between pedestrians (especially elderly and or disabled bus passengers alighting from a bus) and cyclists, where the cycle way lies between the bus stop and the pavement. This would be especially the case if the cycle way is, as we think 2-way, so downhill (northbound) cyclists may be going quite fast. No such monitoring has yet taken place or been planned to our</p>						<p>2 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p> <p>4 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>5 - A new signalised junctions will be created at Calton Road as part of the reconstruction of Leith Street.</p> <p>A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p>	
10	RSO (1st)	<p>We are considering an objection to this RSO in part because it's unclear how the entire scheme fits together. It would be tremendously helpful if you could provide plans showing the associated road markings, crossings, bus stops, etc. so we can better understand what the end design will look like. Spokes briefly saw draft designs at a meeting in June but we never received a copy to refer to or details of the final designs.</p> <p>Additionally, pages 1 and 2 of the labelled plans appear to have an error in them. Specifically, there is a section of carriageway near the junction of Calton Road which looks like it is to be re-determined as footway, however this is not marked on the plans and it's left blank rather than shaded (see linked drawing below). Please can you clarify if this is an error in the diagram or if I've</p>							<p>The RSO was re-advertised 21st November 2017, along with the Traffic Regulation Order for Leith Street (TRO/17/81), and includes full details on the proposal to reconstruct Leith Street.</p>	
11	RSO (1st)	<p>1. This is on the grounds of loss of amenity to pedestrians in the area of Greenside Row</p> <p>2. The layout shows the "cycle lane" becoming "shared use" at the area of the pedestrian crossing. This mingling of cycles and pedestrians is an unsafe arrangement for all users at what is an extremely busy junction for pedestrians.</p> <p>3. This is contrary to the statement of reasons "...to be altered to improve the footways for pedestrians"</p> <p>4. The cycle track should instead maintain dedicated space across the junction, separated from pedestrians by a drop in road level.</p>						<p>1,2&4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>3 - Significant improvement to active travel provision on Leith Street with footway widths generally wider and segregated provision for cyclists. This has been achieved by the removal of the former central reservation and reducing the width of the carriageway lanes. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represents a 32% improvement on the existing widths. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road		
12	RSO (1st) & 2nd	<p>1. Going by the RSO plans there is a reduction in pedestrian space whilst maintaining the dual carriageway for congestion traffic. The original planning brief promised a better pedestrian experience from Leith Street and this fails to deliver.</p> <p>Specifically -</p> <p>2. The plans do not meet the City of Edinburgh Street Design Guidance in terms of minimum pavement widths.</p> <p>3. Floating Bus stop - the room given to bus users is insufficient for such high usage bus stops. The remaining pavement for normal pedestrians also looks narrower than the required 3m for this street.</p> <p>4. Leith Street / Greenside Row junction - according to the plan the entire pavement is to be given over to cyclists. This is unacceptable - how are pedestrians to cross the road? These areas are marked 10, 12, 13 and 16 on page 1 of the plans. Also the radius of this bend in to Greenside Row is far too wide, allowing vehicles to corner at high speeds.</p> <p>5. Leith Street outside "cube" development - narrow pavements. Difficult to tell from plans, but much narrower than the 3m required, and given the volume of pedestrians.</p> <p>6. Calton road Junction - conflict between pedestrians walking along Leith Street and cyclists wanting to turn down Calton Road</p> <p>7. Leith street area marked 4 on page 2 of plans - bus stop in middle of pavement will not allow sufficient space for bus users and pedestrians wanting to use the road. Pavement also narrowed based on former street layout.</p> <p>8. Leith Street area marked as 1 on page 4 - pavement will be very narrow on this bend. This looks narrower than the required 3m.</p>							<p>4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p> <p>6 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p>	<p>1&2 - The carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Design matter. The proposals rationalise the bus stop provision on Leith Street, provide new and more appropriate bus shelter facilities for bus passengers and are located to minimise compromises to footway widths (i.e. the existing northbound bus stop opposite John Lewis was contained in the footway whereas this is now accommodated in the floating bus stop). Where the floating bus stop is created at Leith Street, a 3m wide footway is provided for member of the public using public transport, a 2m segregated cycleway and a footway ranging from 2.89 to 3.66m. This is in accordance with the Street Design Guidance which outlines the absolute minimum footway width allowed in a short section only is 2.5m and the general minimum is 3m.</p> <p>4 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as</p> <p>5 - The average width of footway outside the Cube development is 4.59m and ranges from 3.74m to 7.41m (in accordance with the Street Design Guidance).</p> <p>7 - The existing bus shelter is shown on the plans so there may be some confusion on this item. The proposed bus shelter is positioned with its 'back' to the kerb and its elevations are approximately 1.5m wide at its widest point (i.e. advertising panel) with a 0.5m wide glass panel at the other end of the shelter. The footway width in the location of the new bus shelters is approximately between 4.22m and 4.57m wide.</p> <p>8 - It is assumed this comment relates to Page 3 not 4. The area marked as 1 within the drawings included in the Order represents new footway in addition to the existing (i.e. this will be redetermined from carriageway to footway).</p>
13	RSO (1st)	<p>In the Order there are some attempts to give more space to pedestrians and cyclists - good.</p> <p>1. However these changes don't go far enough: Leith Street is a city centre shopping and social space and, as such, should admit only buses, cycles and pedestrians.</p> <p>2. Expanded pedestrian and cycle space must continue all the way up to Waterloo Place, not stop halfway up the hill at Calton Road.</p> <p>3. Pedestrians and cyclists must be segregated, not mixed up with each other.</p> <p>4. The drawings submitted by SWECO don't show what they plan, only the areas that will change - this makes it impossible to know what they are actually planning to do. Even the limited information they do give looks a mess, especially round Calton Road.</p>						<p>3 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p> <p>2 - There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>4 - The RSO was re-advertised 21st November 2017, along with the Traffic Regulation Order for Leith Street (TRO/17/81), and includes full details on the proposal to reconstruct Leith Street.</p>	
14	RSO (1st)	<p>1. Re-joining the carriageway southbound at Leith Street A safe method of leaving the cycleway onto the southbound carriageway of Leith Street has not been provided. This is a key route for cyclists coming from Leith Walk travelling to the East End and must be safely catered for in the design. It seems clear from the layout of the southern terminus of the cycleway at Calton Road that cyclists can only re-join the carriageway onto Calton Road, and not Leith Street. We therefore assume that cyclists wishing to continue up Leith Street to the East End junction will need to use the small section of cycleway just north of the Greenside Row crossing that looks like it will permit re-joining the southbound carriageway (see diagram, left). We are concerned that this forces cyclists to make a dangerous manoeuvre by merging into traffic without room to do so.</p> <p>Inspection of the plans suggests that there is width to accommodate 5 lanes for general traffic at this point and we suggest that this is reduced to 4 lanes so that space can be reallocated to provide a safe zone for merging, as described in Cycling by Design §6.2.6 and as used in the recently opened cycle ways on Leith Walk. Additionally, it seems likely that cyclists unfamiliar with the layout who are looking to get to the East End junction will assume they can continue on the cycleway across the Greenside Row crossing only to find they are forced onto Calton Road as per the above. We trust that appropriate markings/signage will be used to avoid this confusion, though quality cycle routes should be intuitive to follow without signage and we do wonder whether access to Leith Street could be provided at the south terminus of the cycleway.</p> <p>2. Northbound access to the cycleway from Calton Road It is not clear that there is a safe method for northbound cyclists to access the cycleway from Calton Road. This is key route for cyclists coming from Waverley and the new Caltongate development travelling to Leith Walk and must be safely catered for in the design. Without detailed drawings we cannot comment on how northbound cyclists will get from Calton Road to the cycleway. We are concerned that northbound cyclists turning right into the cycleway from Calton Road are at risk from vehicles turning left from Leith Street into Calton Road (see diagram, left), particularly as cyclists will be travelling slowly as this section is uphill. It's crucial that the final design includes measures to keep cyclists safe while making this</p>						<p>4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>2 - Following further dialogue with SPOKES, we are proposing to locate cycle symbol markings at the start of the segregated cycleway, where they will be visible to cyclists approaching from Calton Road. Calton Road operates as a standalone phase in the traffic signals and therefore no vehicle will enter into Calton Road when Calton Road is on a green phase. As such, cyclists will be able to join the segregated cycleway from the ASL on Calton Road.</p> <p>A new prohibited right turn from Calton Road to Leith Street will be provided. This was previously not necessary due to the central reservation. This applies to all road users.</p> <p>3 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>4 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
14 Cont.		<p>3. Northbound access from Leith Street There is no clear method for northbound cyclists to access the cycleway from Leith Street. This is a key route for cyclists coming from the East End travelling to Leith Walk and must be catered for. Without seeing the detailed drawings it's not clear how this will be provided. It is not acceptable to force northbound cyclists through the busy Picardy Place junction (between from its ultimate).</p> <p>4. Greenside Row crossing Separate cycle and pedestrian signals should be provided at a high volume crossing like this one. Additionally, corner radii should be reduced to maximise space for cyclists and pedestrians. We assume that the crossing of Greenside Row is a toucan given that the order classifies the area on each side as cycleway (which will presumably be marked as shared space) rather than having separate areas on each side for cyclists and pedestrians. We are concerned that this mixing of cyclists and pedestrians will lead to conflict, particularly given that cyclists and pedestrians are otherwise expected to stick to the cycleway and footway respectively. We would prefer this crossing to be a split crossing, e.g. similar to the one used at Forest Road, thereby keeping cyclists and pedestrians on their respective areas and minimizing conflict. If the signalling demands that the crossing is a toucan then we urge the final design to include markings to encourage cyclists and pedestrians to keep to their respective sides. Furthermore, conflict will also be minimised.</p> <p>5. Top of Leith Street We are disappointed that dedicated provision for cyclists has not been provided up to the East End junction as this is a key route connecting Broughton Street and Leith Walk to the Bridges leading south and used by many cyclists – as demonstrated during the recent closure where many journeys are made using the temporary cycleway provided. At the very least an uphill route is required to help cyclists where they are slowest and most vulnerable. We have discussed this previously with CEC and been told that there is insufficient width to provide both cycle facilities and maintain throughput for vehicles. Spokes appreciate the limited widths at the top of Leith Street but argue that some of this space must be devoted to cycling – which is after all a clean, healthy mode of transport that CEC are keen to support – even if it means reducing throughput for general traffic. We urge CEC to start developing plans to tackle this earlier as soon as possible. The status quo where cyclists find themselves squeezed in with other vehicles and</p> <p>6. Segregated cycleway We welcome the segregated cycleway and are pleased to see that the space for it has come from the carriageway and not the footway, as it is crucial to the success of this cycleway that pedestrians have enough footway to walk on so that they don't feel the need to encroach on the cycleway. We would prefer a wider cycleway but recognise that widths are limited, though as per</p> <p>7. Floating bus stop We know that there is some concern about using floating bus stops in Edinburgh, however they have been proven successful in other locations both in the UK and abroad and so we are pleased to see one used here. That said, we urge CEC/TFE to use bus stops with transparent sides (rather than advertising boards) in this location so that passengers alighting a bus can clearly see cyclists coming. This is especially crucial given the assumed two-way nature of this cycleway means that cyclists could approach from either direction, and so the usual bus stops used in Edinburgh, where one side is an advertising board, are not appropriate for this location.</p>							<p>5 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>6 - The width of the two-way segregated cycleway has been designed in accordance with the Edinburgh Street Design Guidance (Part C4 - Segregated Cycle Tracks: Hard Segregation). This includes a desirable width of 2.5m and an absolute minimum of 2.0m. This document can be accessed via the following link: http://www.edinburgh.gov.uk/downloads/file/10576/c4_-_segregated_cycle_tracks_-_hard_segregation</p> <p>7 - Design matter. The design of the floating bus stop replicates a similar installation delivered as part of the Phase 4 Leith Programme. The Council are currently monitoring this floating bus stop for user behaviour and is due for completion late autumn 2018.</p>		
15	RSO (1st)	<p>1. The segregated cycleway does not continue to the top of Leith St / Waterloo Pl junction. A cycleway that abandons users in the middle of a 4-lane dual carriageway will not encourage new cyclists. It will not show Edinburgh as world-leading city to cycle in. It will not connect to the proposed E-W cycle way adequately at this point. It is unacceptable to route cyclists up and down hills along Calton Rd (which is also used as a motorists' rat-run).</p> <p>2. Inadequate steps have been taken to discourage and reduce private motor traffic on Leith St.</p> <p>3. There is a loss of amenity to pedestrians as the footways are now shared-use with cyclists at the junctions. Shared-use is completely inappropriate in busy city-centre locations. There is no overall widening of the footway either.</p> <p>4. Cyclists will come into conflict with pedestrians, particularly at the junctions.</p> <p>5. The cycle route cannot be accessed adequately from all directions at its extremities. See the Spokes submission here for more details: https://docs.google.com/document/d/1I51fzt3a2VcNpJ00hLcYPWLkoPpm3f0Rt1v95pcOXI/edit#heading=h.735uzb1chud6</p> <p>6. Proper priority is not given to cyclists & pedestrians wishing to cross the minor roads off Leith St.</p> <p>7. The cycle route is not intuitive to follow – quality cycle routes should be intuitive to follow, without needing signage.</p> <p>The reasons stated above are all contrary to the council's own policies of:</p> <ul style="list-style-type: none"> - Encouraging active travel. - Creating cycle ways fit for the 8 – 80 age range. - Prioritising pedestrians & cyclists at the top of the transport hierarchy. - Reducing toxic and greenhouse emissions. - Reducing congestion. - Reducing road danger at source. <p>I would be prepared to withdraw my objection if the following conditions are met:</p> <ol style="list-style-type: none"> 1. The segregated cycleway is continued to the top of Leith St / Waterloo Pl junction. 2. Proper priority is given to cyclists & pedestrians wishing to cross the minor roads off Leith St. 3. Shared-use areas are removed and converted to specific cycle- and pedestrian- facilities. 4. Private motor traffic is banned from the top of Leith St, and a bus gate is implemented at the Leith St / Waterloo Pl. junction. 5. The cycle route is made intuitive to follow from/in any direction. 						<p>3&4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an addition provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>The CCWEL project will meet the proposed cycleway to be delivered as part of the Picardy Place redevelopment which will continue to Leith Walk and Leith Street.</p> <p>2 - Carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>3 - Refer to item 2 above. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>The existing footway width of 1.77m to the east kerb line on approach to Waterloo Place has been improved to 2.05m but unable to improve any further due to the topography of the street, existing building lines, traffic lanes and tracking. The existing footway width (2.33m) has been retained to Greenside Row as this ties into an existing kerb line which is out with this Order.</p> <p>5 - The cycleway proposed is accessible by the following:</p> <ul style="list-style-type: none"> • Southbound: Cyclists travelling to Waverley Train Station/Calton Road will be able to use the segregated cycleway on Leith Street until it means the give way line at Calton Road. A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <ul style="list-style-type: none"> • Northbound: Cyclists travelling to Picardy Place/Leith Walk will be able to join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the Picardy Place design. <p>6 - A series of signal controlled crossings are to be delivered as part of the reconstruction of Leith Street:</p> <ul style="list-style-type: none"> • Leith Street – pedestrian crossing across Leith Street, north of the Greenside Row junction. This is a new crossing. • Leith Street – pedestrian crossing across Leith Street, south of the Calton Road junction. This is a new crossing. • Leith Street – pedestrian crossing across Leith Street at Waterloo Place (as existing). • Greenside Row – toucan crossing across Greenside row (pedestrian crossing as existing) • Calton Road – pedestrian crossing across Calton Road (as existing but now signalised) • Service Yard Exit – pedestrian crossing (new crossing) • Edinburgh St James car park entrance – pedestrian crossing (new crossing) 		

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road		
16	RSO (1st)	<p>1. There will be a floating bus stop. From the description and the diagram there is not enough detail on what the final design will look like. We are particularly concerned in case there will not be 60 mm kerb segregation from cycleway and pedestrian footway. Guide Dogs research established that the lowest height a kerb can consistently be detected by sight impaired people is 60 mm near vertical kerb. This research was carried out by University of Central London https://www.guidedogs.org.uk/media/2176473/UCL_GD_Kerb_heights_report_Oct_09.pdf</p> <p>2. The problems that floating bus stops cause blind and partially sighted people are obvious. They are required to cross the cycleway to access the bus stop but often are unable to determine when it is safe to cross. It requires blind and partially sighted people to potentially step in to fast-moving virtually silent cycle traffic putting them and cyclists at risk of injury which could potentially be fatal.</p> <p>A contentions floating bus stop design has been installed further down on Leith Walk. This design incorporated a cycleway on the footway. A 400 mm tactile delineation has been provided all along the on footway located cycleway presumably in the thought that sighted impaired people can detect this. We oppose the installation of a similar design at Leith Street, firstly, as we believe that cycle ways should not be located on footways, and secondly, that the 400 mm tactile delineation effectiveness is untried and untested. Where is the research and evidence to state that this design works? We would like to know why CEC has decided to use 400 mm tactile as a delineator on Leith Walk whilst in the CCWEL project the council decided to use 60 mm kerbs?</p> <p>3. Current thinking on use of streets is that they are designed hierarchically with pedestrians and cyclists prioritised over motorised vehicles. We believe that creating street designs where cyclists are brought onto a footway is prioritising cyclists over pedestrians, which we disagree with.</p> <p>4. It is not clear from the diagram how sight impaired pedestrians are expected to be able to cross the cycleway near the floating bus stop.</p> <p>5. Greenside Row. This has a wide opening street to Leith Street. We would prefer to see sharper angles as these would be likely to reduce speed of vehicles as they turn. This junction would pose difficulty for sighted impaired people again due to the cycleway being on the footway and the inherent conflict that poses to all users. If similar types of proposed delineations (400 mm tactile) are to be used there might be a conflict between other types of tactile in the same location and thus a confusing message provided to sight impaired people.</p> <p>6. From the diagram it is unclear where and if there are to be controlled pedestrian crossings. This is a busy area and as such sight impaired people will have to rely on controlled crossings.</p>							<p>5 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1&2 - Design matter. The design of the floating bus stop replicates a similar installation delivered as part of the Phase 4 Leith Programme. The Council are currently monitoring this floating bus stop for user behaviour and is due for completion late autumn 2018.</p> <p>The cycleway is segregated from the footway on Leith Street generally by way of a 50mm splayed kerb. This has been specified to create a level difference between the footway and cycleway. The only exception to this is at the floating bus stop where there is no splayed kerb (i.e. no level difference between the cycleway and footway). This is segregated by way of tactile paving to the full length of the stop with a change of tactile specification to identify the locations of the zebra crossings.</p> <p>3 - The Council's transport strategy and design guidance prioritises pedestrians, cyclists and public transport, and the designs have been developed to accommodate the needs of these into account as practically possible (i.e. introduction of wider and high quality footways, introduction of segregated cycle ways and new and more appropriate bus shelter locations).</p> <p>The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A segregated two way cycleway is provided under the proposals in these Orders up to Calton Road. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>The above has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>4 - Design matter. There are a series of informal zebra crossings which allow pedestrians to access the floating bus stop from the footway. These are delineated by way of a change in tactile specification to advise crossing location.</p> <p>5 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p> <p>6 - This is not applicable to this Order. However the following signal controlled crossings are included within the reconstruction of Leith Street: • Leith Street – pedestrian crossing across Leith Street, north of the Greenside Row junction. This is a new crossing.</p>
17	RSO (1st)	<p>1. Overall this is a shift towards promoting vehicular access with a resulting loss of amenity for pedestrians. The result will be a traffic dominated space which is unpleasant and dangerous for pedestrians and cyclists.</p> <p>2. The cycles lanes proposals are perfunctory and, in effect, useless unless they continue up to link with Princes Street.</p> <p>3. This street is already a bottleneck for busses due to poor parking and congestion.</p> <p>4. This design needs to be completely re-thought with priority given to active and public transport.</p>							<p>1 - The existing carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>2 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>3 - No parking was permitted on Leith Street previously and the same applies under the proposals in this Order.</p> <p>4 - In addition to the points included under item 1, the proposals included within the Order introduces significantly improved public realm for pedestrians through wider footways constructed in high quality materials. A two way segregated cycle provision is also provided on the eastern kerb line as well as accessibility and connectivity southbound and northbound, to Calton Road and to James Craig Walk.</p>	
18	RSO (1st)	<p>1. Leith Street should admit buses and general vehicle access only</p> <p>2. General Traffic (carriageway varying between 10.5m and 15m in width, wide enough for filter lanes and overtaking buses, will encourage more general traffic to use this route thus increasing congestion on nearby streets and for all other transport types).</p> <p>3. Parking (wide, fast access to and from car parks in Greenside Row and St James Quarter)</p> <p>4. Bus Passengers (buses will be slowed down by being overtaken by other vehicles while waiting / loading at bus stops)</p> <p>5. Pedestrians (narrow footways with frequent waiting at road crossings, conflict with cyclists in shared cycleway/footway areas).</p> <p>6. Cycling (dangerous as forced to share space with motor traffic). The proposed cycle track does not serve the dominant route i.e. journeys the length of Leith Street.</p> <p>7. Place (wide carriageway with no landscaping, seating, etc, this will simply be a conduit for traffic).</p> <p>8. "Minimum width of footway... absolute min. 2.5m (only allowed in short sections), general min 3m, desirable min 4m or wider" (ESDP, p.30). The RSO does not increase the footway width from the existing 1.5m wide pinch point on the east side near the top of Leith Street, and it will also be less than 2.5m wide adjacent to the northernmost bus stop on the east side of Leith Street. Very few areas meet the preferred 4m footway width. A very large volume of pedestrians use Leith Street and more will do so following the redevelopment of the St James Quarter, so wide footways will be needed to accommodate the different categories of pedestrians: commuters, bus passengers, shoppers, crowds leaving cinema and Playhouse etc.</p> <p>9. "Minimise corner radii (maximum 3m for all street types)" (ESDP, p.30). The RSO proposes corner radii of considerably greater than 3m at both sides of the entrance to Greenside Row. These wide, sweeping curves will encourage turning vehicles to do so at speed, and also prevent any crossing point being located at the entrance to Greenside Row.</p>						<p>5&14 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>2,5&8 - Design matter. The existing carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>4 - Due to the locations of the proposed bus stops, no concerns are envisaged with overtaking vehicles.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
18 Cont.		<p>10. "Provide pedestrian crossing points... Locate them at or near junctions to respect pedestrian desire lines" (ESDP, p.30). The RSO does not indicate the positions of any crossings, maybe this is a later piece of work, but crossings must be provided close to all bus stops and at the top and bottom of Leith Street. In particular, the sweeping bends at the entrance of Greenside Row will make it impossible to provide a crossing immediately beside the junction where the dominant pedestrian flow is.</p> <p>11. "Install continuous footways at all uncontrolled side junctions" (ESDP, p.30). There is no indication of what sort of crossings are proposed, but continuous footways would be appropriate for the Service Yard Exit and Calton Road junction both of which are low-traffic roads.</p> <p>12. "Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Connect them to ATAP Quiet Routes Network". (ESDP, p.30) The proposed cycleway will only assist cyclists travelling south from Leith Walk to Calton Road, which is a minor flow. The majority of cyclists in this direction will be heading for North Bridge and they will be forced to share a wide road with buses, cars and delivery vehicles on a steep uphill gradient, all the way from north of Greenside Row to the top of Leith Street.</p> <p>13. Cyclists really need protection from vehicle traffic, especially in the uphill direction the full length of Leith Street, this should be provided for in the form of a 2m wide uphill-only segregated cycleway on the east side of Leith Street, leading into a large advance stop area with an advance green phase allowing cyclists to clear the junction ahead of vehicle traffic. This would leave space for two 4m wide general traffic lanes, one in each direction. The right turn from Leith Street to Princes Street could be banned for motor vehicles, and bus routes from Leith Walk to Princes Street re-routed via St Andrew Square, ensuring that all traffic southbound from Leith Street is for North Bridge only and so not delayed by congestion in Princes Street. (this need only apply south/west-bound: north/east-bound buses could continue to turn left from Princes Street into Leith Street), and northbound cyclists can share the carriageway here safely as they can go downhill at a similar speed to vehicles, as far as Picardy Place.</p> <p>14. Additionally, the RSO appears to create a shared cycleway/footway either side of the Greenside Row junction, this will presumably facilitate installation of a shared toucan crossing, set several metres inside Greenside Row. To properly accommodate the flows of pedestrians and cyclists along Leith Street and avoid conflict, segregation of pedestrians and cyclists should continue both sides and on the crossing itself and the crossing should be immediately adjacent to Leith Street and not set back.</p> <p>15. "Minimise road markings", "Consider bus lanes with parking/loading restrictions on strategic and secondary streets", "Clear width of carriageway: – Strategic streets: min 6m" (EDSP, p.30). The RSO provides a carriageway width of Leith Street far in excess of this 6m minimum, varying from 15m (5 vehicle lanes) north of the Greenside Row junction to 10.5m (3 wide lanes) at the narrowest part of the top of Leith Street. The RSO does not give any indication of how this carriageway space is to be allocated but it would appear that it will require to be painted extensively to provide bus lanes, on-road cycle lanes, loading bays, turning lanes etc. Painted road markings are liable to abuse and make the street appear cluttered.</p> <p>16. "Consider soft landscaping and street trees to conserve and enhance townscape character" (EDSP, p.30). It is disappointing that no space has been found for any trees or hedging which could enhance the environment and help to absorb particulate pollution.</p>							<p>6 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>Also refer to response to 1 above.</p> <p>7 - Design matter. Existing carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision. The proposals provide a significantly improved public realm through wider footway widths constructed in high quality materials.</p> <p>9 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p> <p>10 - This is not applicable to this Order. However, the following signal controlled crossings are included within the reconstruction of Leith Street:</p> <ul style="list-style-type: none"> Leith Street – pedestrian crossing across Leith Street, north of the Greenside Row junction. This is a new crossing. Leith Street – pedestrian crossing across Leith Street, south of the Calton Road junction. This is a new crossing. Leith Street – pedestrian crossing across Leith Street at Waterloo Place (as existing). Greenside Row – toucan crossing across Greenside row (pedestrian crossing as existing) Calton Road – pedestrian crossing across Calton Road (as existing but now signalised) Service Yard Exit – pedestrian crossing (new crossing) Edinburgh St James car park entrance – pedestrian crossing (new crossing) <p>11 - Design matter. No continuous crossings are proposed in the reconstruction of Leith Street. A series of signalised crossings are introduced as included under item 9.</p> <p>12 - Refer to item 6 above for southbound cyclists. Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p>		
19	RSO (1st)	<p>1. The order increases the danger and risks of collision for both people on foot and people on cycles.</p> <p>1.1 The sections on the east side of Leith Street (from Greenside Place to Greenside Row, and from Greenside Row to Calton Road) appear to be shared between pedestrian and cycle use, with no grade separation or segregation. This will lead to confusion and conflict between pedestrians and cycles.</p> <p>1.2 The section from Greenside Place to Greenside Row has a cycle track running between footways. Notwithstanding point 1.1 (where the whole area appears shared), this configuration will make the space even more dangerous as pedestrians cross between the two portions of footway over the cycle track.</p> <p>1.3 The north and south corners of Greenside Row have been designed as entirely shared space. That section of the current footway is always very busy (especially during festival periods) and it is extremely dangerous to have pedestrians and cycles mixing at that point. Additionally, the crowding and frustration generated at this junction will lead to both pedestrians and cycles attempting to cross the road when motorised vehicles are turning into Greenside Row.</p> <p>1.4 The proposal at the Calton Road junction is so bizarre that the design here should be torn up. There is no option for cycles to continue from the cycle track southwards up Leith Street to Waterloo Place. Is it assumed that all cycles will go down Calton Road? The footway is divided by the cycle track creating danger where pedestrians cross the cycle track. There is no indication that this junction will be signalised - it should be.</p> <p>2. The provision for pedestrians has been reduced.</p> <p>2.1 At the Greenside Row junction there is no area exclusively for pedestrians; it is all given over to shared space. This is a very congested area already and presumably the development of the St James Quarter will exacerbate the congestion.</p> <p>2.2 The Calton Road junction has effectively had pedestrian space removed because of potential conflict with cycles, which are also trying to use the space.</p> <p>3. Inadequate provision for cycles.</p> <p>3.1 There is no provision for cycles south of Calton Road on either side of Leith Street.</p> <p>3.2 There is no provision for cycles at all on the west side of Leith Street.</p> <p>3.3 The cycle track as designed on the east side of Leith Street North of Calton Road appears to be bi-directional. This is inadequate. The width is not as specified in Transport Scotland's "Cycling by Design" for bi-directional tracks; the cycling space is not segregated, creating conflict with pedestrians; the treatment at junctions has conflict with pedestrians designed in.</p> <p>3.4 Notwithstanding the need to have cycle tracks on both sides of Leith Street, there is no safe way for cycles coming down Leith Street from Waterloo Place to cross over to access the cycle track on the east side of the northern section of Leith Street.</p> <p>3.5 There is no safe way for cycles to continue south on Leith Street from the cycle track that ends at Calton Road.</p>						<p>1.1, 1.3, 2.1 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p> <p>1.4, 2.2 There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p>	<p>1.2 - The assumed area referred to is the 'floating bus stop' which will accommodate two southbound bus stops on Leith Street. This represents a significant improvement to the existing footway width in this area whereby the bus stop was previously accommodated within a constrained footway.</p> <p>1.4, 3.1, 3.5 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>A new signal-controlled junction will be created at Calton Road as part of the reconstruction of Leith Street.</p> <p>There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>3.2, 3.4 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>3.3 - The two way cycleway is proposed as part of the RSO. The width of the two-way segregated cycleway has been designed in accordance with the Edinburgh Street Design Guidance (Part C4 - Segregated Cycle Tracks: Hard Segregation). This includes a desirable width of 2.5m and an absolute minimum of 2.0m. This document can be accessed via the following link: http://www.edinburgh.gov.uk/downloads/file/10576/c4_-_segregated_cycle_tracks_-_hard_segregation</p> <p>4 - Further to the points raised above, existing carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p>		

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
20	RSO (1st)	<p>1. The RSO does not contain sufficient information regarding the overall purpose of the proposed changes. In particular it is not clear how many lanes will remain for traffic and if there will be any restrictions on the type of traffic that will be allowed to use Leith Street once the RSO was implemented and/or following any improvements to Picardy Place.</p> <p>2. Given that buses will continue to be allowed to use Leith Street it is unclear where the bus stops will be and if there will be any bays provided to reduce the potential for congestion of other traffic while they are dropping of and picking up passengers.</p> <p>3. Will vehicle traffic be able to turn right across Leith Street to access the various side roads and other access points and if so how will this be managed? Will traffic light controlled junctions be provided?</p> <p>4. It is not clear how pedestrians will be able to cross Leith Street given the removal of the central reservation and how they will be able to cross some of the side roads on Leith Street (in particular the entrance to the Car Park shown on the west side of Leith Street presumably for access to car parking within the new St James Centre). Will pedestrian crossings be provided?</p> <p>5. Given that pedestrians and cyclists will be sharing the pavement at the junctions with Greenside Row and Carlton Road on the east side of Leith Street how will this interaction be controlled to ensure the safety of both?</p> <p>6. It is not clear from the RSO whether the cycle track will be two-way but given that there is only one track provided it is assumed to be two-way. If so there are sections of the cycle track where the width will make two way simultaneous travel difficult and potentially hazardous for the cyclists and any pedestrians in the vicinity?</p> <p>7. Will there be any form of separation between the cycle track and the foot path?</p> <p>8. At the end of the cycle track at the junction with Carlton Road will cyclists heading south be provided with designated lanes on Carlton Road and Leith Street?</p> <p>9. How will cyclists heading north along Leith Street from Princes Street/Waterloo Place access the cycle track or is it intended that they will use a designated cycle lane on the west side of Leith Street?</p> <p>10. At the junction of Leith Street with Waterloo Place the RSO includes an increase in the foot way at the corner which is welcomed but it is not clear whether traffic heading south along Leith Street will be able to turn left on to Waterloo Place or whether the temporary restriction put in place before the current Leith Street closure will resume. What are the plans for this junction?</p>							<p>5 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - The RSO was re-advertised 21st November 2017, along with the Traffic Regulation Order for Leith Street (TRO/17/81), and includes full details on the proposal to reconstruct Leith Street, including carriageway lanes, and restriction.</p> <p>2 - Design matter. However, overview is follows: Northbound: One bus stop located between Waterloo Place and the new Calton Road junction approximately in the location of the former King James Thistle Hotel. The other northbound stop will be located outside the main entrance to John Lewis. These stops will be on the road rather than in a designated bus lay-by. Southbound: Two bus stops will be provided opposite the John Lewis entrance and will be on the road rather than in a designated bus lay-by.</p> <p>3 - Design matter. New signalised junctions will be created both at Greenside Row and Calton Road as part of the reconstruction of Leith Street. Southbound: • Vehicles will be able to turn right into Greenside Row, as per existing arrangement. • Vehicles will not be able to turn right into Calton Road, as per the existing arrangement Northbound • Vehicles will be able to turn right into the new car park entrance.</p> <p>4 - Design matter. The proposals include a total of three pedestrian crossings on Leith Street in the following locations: • Waterloo Place (as per existing) • South of the Calton Road junction • North of the Greenside Row junction In addition to the above, the existing crossing over Leith Street at the John Lewis entrance will be maintained, but reconfigured.</p> <p>6 - Design matter. The two way cycleway is proposed as part of the RSO. The width of the two-way segregated cycleway has been designed in accordance with the Edinburgh Street Design Guidance (Part C4 - Segregated Cycle Tracks: Hard Segregation). This includes a desirable width of 2.5m and an absolute minimum of 2.0m. This document can be accessed via the following link: http://www.edinburgh.gov.uk/downloads/file/10576/c4_-_segregated_cycle_tracks_-_hard_segregation</p> <p>7 - Design matter. A 50mm splayed kerb has been specified which creates a level difference between the footway and cycleway. The only exception to this is at the floating bus stop where there is no splayed kerb (i.e. no level difference between the cycleway and footway). This is segregated by way of tactile paving and will be similar to the 'floating bus stop' installed on Leith Walk as part of Leith Programme Phase 4.</p> <p>8 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an addition provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>9 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy</p>	
21	RSO (2nd)	<p>Qualified objection Safeguarding of Vodafone apparatus and the reimbursement of costs for any works necessary. Where Vodafone's apparatus is to remain in the stopped-up area we shall also require an undertaking that the applicant will grant a wayleave agreement to Vodafone on terms and conditions acceptable to Vodafone and the reimbursement of our (WS Atkins') costs associated with the negotiation of the said wayleave. A copy of Vodafone's standard stopping-up wayleave proforma is available on</p>									
22	RSO (2nd) & TRO	<p>1. Bus Lane Removal The removal of the bus lanes and associated "Greenway" red line restrictions on stopping, loading/unloading and waiting increase the risks to cyclists who cycle on the road, particularly those cycling uphill to Waterloo Place. The new loading bays will also force cyclists to move out into the main traffic flow, a particular exposure to danger on this steeply uphill and often busy section.</p> <p>More generally, we strongly object to the Council's seemingly ongoing process of reducing bus priorities, in contradiction to its sustainable transport policies. Last year the Council scrapped all Saturday and off-peak bus lanes (despite some 150 objections); now Leith Street bus lanes are to go and there appear to be no bus priority measures in the proposals for Picardy Place despite this being termed by the Council a public transport interchange area.</p> <p>2. Access to/from James Craig Walk James Craig Walk is described in the approved planning application [Transport document, section 3.1] as "a key pedestrian and cycle route" and we understand it to be of a considerable (12m) width. We understand that no final decision has yet been taken on its detailed design, though we have strongly urged clear delineation between pedestrians and cyclists. The route will have several important functions, including: • Cyclists from the Bridges and Princes Street may use it to access Edinburgh St James itself and to connect to Elder Street. • Cyclists from Edinburgh St James and, in the future, possibly from St Andrews Square, will use it to turn left into Leith Street. • The most difficult desire line to cater for will be cyclists emerging from James Craig Walk and heading for the Bridges, Princes Street or Waterloo Place.</p> <p>3. Top (South) of Leith Street We are disappointed that dedicated provision for cyclists has not been provided up to the East End junction as this is a key route connecting Broughton Street and Leith Walk to the Bridges leading south and used by many cyclists – as demonstrated during the current closure where many journeys are made using the temporary cycleway provided. At the very least a permanent uphill route is required to help cyclists where they are slowest and most vulnerable.</p> <p>We have discussed this previously with CEC and been told that there is insufficient width to both provide cycle facilities and also to maintain throughput for vehicles. Spokes appreciates that there are limited widths at the top of Leith Street but nonetheless some of this space must be devoted to cycling – a clean, healthy mode of transport for which CEC has tough targets – even if it means reducing throughput for general traffic.</p> <p>We urge CEC to start developing plans to tackle this section as soon as possible. The status quo where cyclists find themselves squeezed in with other vehicles and often large buses at the top of Leith Street is not tolerable.</p>			*	*	*	<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>5 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p> <p>The crossing across Leith Street to the north of the Greenside Row junction is a pedestrian crossing.</p>	<p>2 - James Craig Walk is not applicable to this Order. However a drop kerb on the Western kerb line on Leith Street north of the Waterloo Place crossing will allow northbound cyclists to join James Craig Walk, and southbound cyclists from James Craig Walk to join the advanced stop line for cyclists on Leith Street (at Waterloo Place junction).</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place. In regards to the request to maintain a left turn from Leith Street onto Waterloo Place for cyclists, this has been reviewed by the Council and the Developers design team, and it has been concluded that this left turn can be permitted to cyclists. As such, it is proposed the TRO is amended accordingly.</p> <p>4 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an addition provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>6 - Following further dialogue with SPOKES, we are proposing to locate cycle symbol markings at the start of the segregated cycleway, where they will be visible to cyclists approaching from Calton Road. Calton Road operates as a standalone phase in the traffic signals and therefore no vehicle will enter into Calton Road when Calton Road is on a green phase. As such, cyclists will be able to join the segregated cycleway from the ASL on Calton Road.</p> <p>The banned right turn from Calton Road to Leith Street is retained under this Order, and applies to all road users.</p> <p>7 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
22 Cont.		<p>4. Rejoining the carriageway southbound at Leith Street A safe method of leaving the cycleway to continue on the southbound carriageway of Leith Street has not been provided. This is a key route for cyclists coming from Leith Walk travelling to the East End, The Bridges etc and must be safely catered for in the design.</p> <p>It seems clear from the layout of the southern terminus of the cycleway at Calton Road that cyclists can only join the carriageway onto Calton Road, and not Leith Street. We therefore assume that cyclists wishing to continue up Leith Street to the East End junction will need to use the small section of cycleway just north of the Greenside Row crossing that looks like it will permit rejoining the southbound carriageway (see diagram, left).</p> <p>We are concerned that this forces cyclists to make a dangerous manoeuvre by merging into traffic without room to do so. We also doubt that there is sufficient space within this small section to accommodate sufficient numbers of cyclists. Inspection of the TRO plans (below left) suggests that there is some space taken up with hatching in the centre of the road that should instead be reallocated to provide a safe zone for merging, as described in Cycling by Design §6.2.6 and as used in the recently opened cycle ways on Leith Walk, where the cycleway continues straight ahead into a cycle lane on the road (see diag Brunswick Rd). The 500mm buffer zone could also be included in a feed-in lane. We also have concerns about buses pulling out of the lay-by having sufficient forward visibility to see cyclists joining the traffic stream here.</p> <p>Additionally, it seems likely that cyclists unfamiliar with the layout who are looking to get to the East End junction will assume they can continue on the cycleway across the Greenside Row crossing only to find they are forced onto Calton Road as per the above. Please confirm that appropriate markings/signage will be used to avoid this confusion, though quality cycle routes should be intuitive to follow without the need for signage. A better solution might well be a signalised parallel straight across crossing of Calton Road at the south terminus of the cycleway. A further option might be to mark a cycle route to guide cyclists to use the 5. Greenside Row crossing Separate cycle and pedestrian signals should be provided at a high volume crossing like this one.</p> <p>Additionally, corner radii should be reduced to maximise space for cyclists and pedestrians. We assume that the crossing of Greenside Row is a toucan given that the order classifies the area on each side as cycleway (which will presumably be marked as shared space) rather than having separate areas on each side for cyclists and pedestrians. We are concerned that this mixing of cyclists and pedestrians will lead to conflict, particularly given that cyclists and pedestrians are otherwise expected to stick to the cycleway and footway respectively.</p> <p>Instead there should be a split crossing, e.g. similar to the one used at Forrest Road, thereby keeping cyclists and pedestrians on their respective areas and minimizing conflict. If the signalling demands that the crossing is a toucan then we urge the final design to include markings to encourage cyclists and pedestrians to keep to their respective sides.</p> <p>The cycleway at the south side of Greenside Row should be right up to the carriageway as there is no pedestrian crossing of Leith Street on this side, thereby avoiding the need for shared space on the south side.</p> <p>The cycleway on the north side stops a long way short of the Greenside Row crossing, but should be extended at least as far as the east/west pedestrian crossing (or is it a Toucan?) where conflict with pedestrians could be controlled by "give-way" markings as are proposed for the crossing to the small island further north on Leith Street or low-level signals (as at St.Leonard's Street). Our preferred option would be for the cycleway to continue up to Greenside Row with a parallel crossing marked separately for pedestrians and cyclists. This could also be designed to provide access for southbound cyclists to join the cycleway (as in 2.4/Leith Walk) and for cyclists wishing to proceed to the top (South) of Leith St, to leave the cycleway, with appropriate signalling.</p> <p>Furthermore, conflict will also be minimised by reducing the corner radii to provide additional space for cyclists and pedestrians,</p> <p>6. Northbound access to the cycleway from Calton Road There needs to be a safe method for northbound cyclists to access the cycleway from Calton Road. This is a key route for cyclists coming from Waverley and the new Caltongate development travelling to Leith Walk and must be safely catered for in the design.</p> <p>From the detailed TRO drawings we can now see that there is a straightforward route for cyclists to take from the ASZ (Advanced Stop Zone) to the northbound cycleway. However we are concerned that northbound cyclists turning right into the cycleway from Calton Road are at risk from vehicles turning left from Leith Street into Calton Road (see diagram, left), particularly as cyclists will be travelling slowly as this section is uphill. It's crucial that the final design includes measures to keep cyclists safe while making this manoeuvre. Traffic from Leith Street needs to be held from turning left whilst traffic is exiting from Calton Road. An "early release" for cyclists waiting in the ASZ would also be helpful, as would road markings showing the access path to the cycleway and arrows or other markings on the ASZ to show that cyclists should position themselves to the right of the area in order to make their turn into the cycleway.</p> <p>Also, it appears from the junction layout that the left turn from Calton Road will be very awkward for all traffic and will cause drivers to swing out potentially into cyclists turning right from Calton Rd onto the northbound Leith St cycleway. It is essential that right-</p> <p>7. Northbound cycleway access from Leith Street There is no clear method for northbound cyclists on Leith St to access the main cycleway leading down to Leith Walk. This is a key route, in fact the main route, for cyclists coming from the East End travelling to Leith Walk and must be catered for. It must be made very clear how cyclists should join this cycleway in a safe and convenient way. This must be catered for extremely well.</p> <p>It is not acceptable to force northbound cyclists through the busy Picardy Place junction (whatever form it ultimately takes). There does not appear from the detailed drawings to be any way for northbound cyclists to access the cycleway. It had previously been suggested that cyclists could use the crossing south of Calton Road and continue on the Leith Street cycleway. However the West pavement seems to be proposed as footway only. Cyclists should also be able to join the cycleway at Greenside Row, but again there appears to be no obvious access and with the proposed suspension of the cycleway short of Greenside Row, there is no easy access at this point (but see Greenside Row proposals.). More confident cyclists may find it a better option to continue down Leith Street where a better way of joining the cycleway needs to be provided at the small island at the North end of Leith St.</p>									

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
23	RSO (2nd) & TRO	<p>1. This would remove provision for cyclists - specifically, the Leith Street bus lanes will be removed and there is no uphill cycle lane beyond Calton Road cycling up Leith Street</p> <p>2. Proposed provision for cyclists is inadequate: the segregated cycleway is 2.5m wide, narrowing to 2m at the bus stop. That is too narrow for a 2-way cycle route</p> <p>3. Cycling down Leith Street, there is no obvious way to join the segregated route which will run from Calton Road down to and along Leith Walk. It seems cyclists would have to use the gyratory.</p> <p>4. It would create potential conflict between pedestrians and cyclists at the Greenside Row junction and elsewhere</p> <p>5. James Craig Walk should have a good-quality cycleable connection to Leith Street.</p>				*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button</p>	<p>1 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>2 - Design matter. The width of the two-way segregated cycleway has been designed in accordance with the Edinburgh Street Design Guidance (Part C4 - Segregated Cycle Tracks: Hard Segregation). This includes a desirable width of 2.5m and an absolute minimum of 2.0m. This document can be accessed via the following link: http://www.edinburgh.gov.uk/downloads/file/10576/c4_-_segregated_cycle_tracks_-_hard_segregation</p> <p>3 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>5 - James Craig Walk is not applicable to this Order. However a drop kerb on the Western kerb line on Leith Street north of the Waterloo Place crossing will allow northbound cyclists to join James Craig Walk, and southbound cyclists from James Craig Walk to join the advanced stop line for cyclists on Leith Street (at Waterloo Place junction).</p>
24	RSO (2nd) & TRO	As per Spokes								Refer to Spokes comments above.	
25	RSO (2nd) & TRO	<p>1. I object because the bus lanes are so important in making the bus quicker than the alternative (taking my car to work) and I wish to keep it that way for air quality reasons. Making overall "traffic" faster, which I'm sure a carefully constructed model asserts this new plan will do, is not helpful if it reduces the advantage of me taking the bus over using my car.</p> <p>I will use whichever means is easier, as others do, and if you make driving easier, I will be driving.</p> <p>2. On occasion I cycle, and there's no way I will be pedalling uphill in amongst two full lanes of car drivers. The plan has a narrow, advisory cycle lane, a design which is not observed or policed to the level of bus lanes, as seen in other locations in Edinburgh. I think you must be realistic about what you will lose, if you put this plan into action.</p>				*		<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>		<p>2 - An overview of the proposed cycle provision on Leith Street is as follows:</p> <ul style="list-style-type: none"> Southbound: Cyclists travelling to Waverley Train Station/Calton Road will be able to use the segregated cycleway on Leith Street until it means the give way line at Calton Road. A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <ul style="list-style-type: none"> Northbound: Cyclists travelling to Picardy Place/Leith Walk will be able to join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the Picardy Place design. <p>The segregated cycleway is segregated from the carriageway by a 1 metre 'buffer' zone and from pedestrians by way of a level difference and change of materials.</p>	
26	RSO (2nd) & TRO	<p>1. I object to them because they unduly prioritise private motor vehicles over pedestrians, cyclists and public transport, in contravention of Scottish Planning Policy (para 273).</p> <p>2. Leith Street has been closed to motorised traffic recently due to the work on the St James Centre redevelopment. Although this has resulted in some problems, due to the restricted size of the footways, it has also had marvellous effects. Cycling between South Bridge and Picardy Place has become a far more enjoyable activity. In light of this, Leith Street should carry on being closed to private motor traffic, and instead be open only to pedestrians, cyclists and public buses. This would allow space to be re-allocated to form wider cycle ways and footways. The segregated cycling infrastructure would eventually connect to similar facilities on Leith Walk and the Old Town. Enlarged footways are crucial as the footways currently have several pinch points, which restrict pedestrian flow. An ANPR system could be used to police the closure without delaying buses, as is done on Little France Drive.</p> <p>3. I do not understand why the greenways are being removed, and at the very least these should be reinstated.</p> <p>4. Segregated cycling facilities on the southbound (uphill) carriageway should also be considered as essential.</p>				*		<p>3 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>		<p>1 - Carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>2 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p> <p>4 - There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p>	
27	RSO (2nd) & TRO	<p>1. I am objecting to these orders primarily because the revised plan appears to increase road space and therefore capacity for motor vehicles. Thus the design is contrary to CEC Local Transport Strategy that states "before approving any road capacity increase, the council will seek to ensure that all viable measures for shifting vehicle trips to walking, cycling public transport and car sharing, or for managing demand have been fully adopted.</p> <p>2. This street and the junction at either end (Picardy Place and the Princes Street/ Waterloo Place/ North Bridge junction) has tremendous potential to improve the experience of passing through via active travel means (primarily on foot, but also consider on bike for longer north-south city travel) as more safe and pleasant in line with Scottish Government Policy. But these options have not been fully explored at all. They certainly have not been looked at enough to assess viability of measures for shifting modes, as your local transport strategy says. The TRO and RSO design is a simple piece of traffic engineering to keep pretty much the current arrangement, in fact to make the pavements narrower in some places.</p> <p>3. One significant objection to the specific of the design is that many people on bikes go up and down Leith Street to the Bridges. So why is there not a segregated bike lane on both sides of the upper part of</p>								<p>1&2 - Carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
28	RSO (2nd)	<p>1 . There seems to be no provision whatsoever for bus lanes in the plans. This will make bus journeys through this area a nightmare.</p> <p>2. Why leave Calton Road open to Leith Street at all? It's closure didn't seem to affect traffic much, and a pedestrianised entry to Waverley would be much better.</p> <p>3. I think I may have missed my opportunity to object to the Picardy place plans, as laid out in drawing ESJ-SWE-Z1-XXX-OR-TR-02701 (I think - the image is pretty poor). If so, that's a shame, as that looks like a diabolical plan. Why introduce a gyratory? I thought those had been thoroughly discredited in the seventies? Why not just a simple 'T' junction, with more space given over for pedestrians?</p>				*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>		<p>2 - A new signal-controlled junction will be created at Calton Road as part of the reconstruction of Leith Street and will operate in line with its existing arrangement.</p> <p>3 - The design of Picardy Place is not applicable to this Order.</p>

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
29	TRO	<p>1.Greenways/ Bus priority: The TRO removes all Greenways restrictions on Leith Street. This not only removes valuable bus priority but also the 'no stopping' restrictions. We cannot understand why the Council would wish to do this and we object to the Order.</p> <p>2. Footway widths: since our initial objection, we have been provided with more detail on footway widths. While we do acknowledge that there are improvements from the current substandard pavements - some of the busiest in the city - it is our understanding that 32 out of 67 sections of footway will not meet the 'desirable minimum' of '4 metres or wider' set out in the Street Design Guidance (SDG). Two sections will not even meet the 'absolute minimum' of 2.5 m laid down in the SDG, the worst of which is at the very south end of Leith Street (east side) near its junction with Waterloo Place – a key pedestrian pinch-point. The latter is the result of accommodating three lanes of road carriageway, rather than reducing this to two lanes for bus and cycle use only. In a major development such as this, in the very heart of the city, it is unacceptable that the Council's own minimum standards are not fully achieved.</p> <p>3. Junction of Leith Street/Waterloo Place: Following on from the inadequate pavement width noted above, we propose that Leith Street, south of the access to the car parks in Greenside Place and the St James Centre, should be restricted to buses, cyclists and pedestrians only until the 'City Centre Transformation' initiative has been completed. One benefit of this would be to allow widening of the footway pinch-point at the very south end of Leith Street (east side) near its junction with Waterloo Place by limiting the carriageway to two, rather than three lanes, for bus and cycle use only. Some consideration of the wider effect on traffic flows would of course be needed, and possibly measures such as street closures implemented to avoid problematic 'rat running'. However not all traffic which previously used Leith Street would in any case return after the current closure of Leith Street ends as some 'evaporation' of traffic would be expected. The current closure of Leith Street is an important opportunity to begin wider strategic consideration of traffic management in the city, which must not be missed.</p> <p>4. The proposed split footways on Leith Street north of the Calton Road junction reduce their effective width and utility for pedestrians. This would be even more inconvenient and hazardous for walking on the section between the Greenside Row and Calton Road junctions, where it is proposed that the cycleway should switch, mid-block, from one side of the footway to the other. This is a recipe for pedestrian/cyclist conflict, with the most vulnerable street users (including pedestrians who are frail or have a disability) likely to come off worst.</p>		x	x	x			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>3 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p>	<p>2 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p>
30	RSO (2nd) & TRO	<p>As per Spokes</p> <p>1. Primarily the lack of and disconnected segregated cycle provision along key cycle desire lines.</p> <p>2. Secondly the removal of bus priority measures (the greenway and double red lines on Leith St) which is a retrograde step.</p> <p>3. Finally the allowance of private motor traffic up and down Leith Street when it should be a public transport and cycle priority route to maximise bus and cycle efficiency.</p>			x	x		<p>2 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>		<p>1 - The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A segregated two way cycleway is provided under the proposals in these Orders up to Calton Road. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>The above has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p>	
31	RSO (2nd) & TRO	<p>The whole design they embody seems to be based entirely on the needs of vehicles with scant regard for pedestrians and cyclists. Thus the design will lead to safety issues with injuries and deaths for both of these latter groups.</p> <p>In addition the design will lead to continuing high levels of atmospheric pollution which the council has a legal duty to reduce.</p> <p>The whole design needs to be rethought to also remedy for the future</p>							<p>The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided to on the eastern kerb line. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p>		
32	TRO	<p>1 - De facto restrictions placed on bus services</p> <p>The TRO removes all Greenways measures on Leith Street. This not only removes valuable bus priority but also the 'no stopping' restrictions. Compared to the situation prior to the current temporary closure of Leith Street, this TRO constitutes a de facto restriction placed on bus services, as the effect will be to force buses to compete for space with private motor vehicles. This will inevitably have a detrimental impact on bus service journey times. This is completely unacceptable and no explicit justifications or reasons have been given for this change. At the very least there ought to be some explanation of why such a change is thought to be required. The absence of any reasonable justification means this must be objected to in the strongest possible terms.</p> <p>2 - Worsening of road safety</p> <p>The removal of the bus lanes and associated Greenways measures on Leith Street will also force cyclists to mix with heavy general motor traffic. This is contradiction to the situation prior to the current temporary closure of Leith Street, where cyclists could at least be assured of some partial segregation from general traffic by being able to legally ride in the Greenways bus lanes. The removal of red line restrictions on stopping, loading/unloading and waiting increases the risks to cyclists who cycle on the road, particularly</p>	x	x	x	x		<p>1 & 2 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>3 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p> <p>The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is</p>	<p>3&4 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
		<p>3 - Loss of amenity to pedestrians</p> <p>The proposed design of footways on Leith Street/Greenside Place north of the Calton Road junction reduces their width and represents a loss of amenity for pedestrians. This would be even more inconvenient and hazardous for walking on the section between the Greenside Row and Calton Road junctions, where it is proposed that the cycleway should switch from one side of the footway to the other. This will literally build in pedestrian/cyclist conflict, with the most vulnerable put at risk. Elderly or disabled people are likely to find the proposed layout confusing and intimidating, especially at peak times. This, coupled with extensive areas of shared use footway proposed at the Greenside Row junction effectively disadvantages pedestrians and represents an unacceptable material loss of amenity and utility.</p> <p>4 - Footway widths not in line with design guidance</p> <p>Since my prior objection to RSO/17/13, more detail on footway widths has emerged. While it is acknowledged that there are improvements from the current substandard pavements, it would appear that nearly half of the footway area proposed will not meet the "desirable minimum" of "4 metres or wider" stipulated in the council's own Street Design Guidance. Two sections will not even meet the "absolute minimum" of 2.5 metres width set out in the aforementioned guidance. Particularly problematic in this regard is the south end of Leith Street, on the eastern edge near the junction with Waterloo Place. This exceptionally narrow pavement has been created by provision for three lanes of carriageway for</p>						<p>included in the Order.</p> <p>The existing off peak loading bay on Leith Street between Calton Road and Waterloo Place is being retained. Where the loading bay is being used, a clearance of between 1.04m and 1.5m will be available between the loading bay box and the centre line to the carriageways.</p>	<p>incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>		
33	RSO (2nd) & TRO	<p>1 - This is a busy route for both pedestrians and cyclists. They shouldn't be mixed here. A cycleway should be clearly marked off from the pavement.</p> <p>2 - At the north end on the upwards side it looks like you're sending the cycleway behind a bus stop. This area is already a pinch point where it's difficult to get a wheelchair or pushchair along. Adding bikes to the mix will result in blockages. Faster cyclists will carry on using the roadway.</p> <p>The extra space for active travellers will be wasted here for the above reason.</p> <p>3 - Should not remove the greenway / bus lane. Cyclists will continue to use the road, needing the space, and buses should be getting priority still on this bit road.</p> <p>4 - Cycleway seems to peter out at Greenside Row - either join the road, or mix with pedestrians to take the logical straight route to the next part of the cycleway on the other side of the road? Unclear, recipe for conflict whichever you choose.</p>			x	x		<p>3 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>1 & 4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>2 - Design matter. The design of the floating bus stop replicates a similar installation delivered as part of the Phase 4 Leith Programme.</p> <p>4 - As per comments included for item 1. A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, we have also included an addition provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p>	
34	RSO (2nd)	<p>As a cyclist who uses this road as part of her commute I would like to object to your proposals.</p> <p>Can I ask if anyone in the Council has actually tried to cycle on this uphill stretch?</p> <p>If they did, they would be very aware of how slow you cycle - even the fittest among us - compared to the speed of the traffic. They would also be aware of how much of that traffic is large buses.</p> <p>Dedicated direct cycle routes are needed not only to keep the current "brave" commuters safe but to encourage more people to take up active travel.</p> <p>The Scottish Government has doubled its active travel budget - surely that's a clear sign for your future planning of the city? There have been some positive improvements made for cyclists on Leith Walk which then seems even more surprising ECC are going backwards to implement the current proposal for Leith Street.</p>								<p>The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A segregated two way cycleway is provided under the proposals in these Orders up to Calton Road. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>The above has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p>	
35	RSO (2nd)	<p>Removal of bus lanes. Removing the bus lanes from Leith St will result in significant bus service delays when buses get stuck in private motor traffic. Private motor traffic will increase due to induced-demand, until the junction becomes very slow moving - this will also delay buses without adequate bus lanes. Removing bus lanes is also contrary to the council's own policy - Edinburgh Local Transport Strategy policy PubTrans7:</p> <p>"PubTrans7 The Council will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise. It will deploy bus lane cameras to ensure the network can function as intended."</p>			x			<p>Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>			

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
36 36 Cont.	RSO (2nd) & TRO	<p>I object to the TRO on the following grounds:</p> <ol style="list-style-type: none"> Greenways/ Bus priority: The TRO removes all Greenways restrictions on Leith Street. This not only removes valuable bus priority but also the 'no stopping' restrictions It is my understanding that 32 out of 67 sections of footway will not meet the 'desirable minimum' of '4 metres or wider' set out in the Street Design Guidance (SDG). Two sections will not even meet the 'absolute minimum' of 2.5 m laid down in the SDG, the worst of which is at the very south end of Leith Street (east side) near its junction with Waterloo Place – a key pedestrian pinch-point. The latter is the result of accommodating three lanes of road carriageway, rather than reducing this to two lanes for bus and cycle use only. In a major development such as this, in the very heart of the city, it is unacceptable that the Council's own minimum standards are not fully achieved. Junction of Leith Street/Waterloo Place: Following on from the inadequate pavement width noted above, Leith Street, south of the access to the car parks in Greenside Place and the St James Centre, should be restricted to buses, cyclists and pedestrians only until the 'City Centre Transformation' initiative has been completed. One benefit of this would be to allow widening of the footway pinch-point at the very south end of Leith Street (east side) near its junction with Waterloo Place by limiting the carriageway to two, rather than three lanes, for bus and cycle use only. Some consideration of the wider effect on traffic flows would of course be needed, and possibly measures such as street closures implemented to avoid problematic 'rat-running'. However not all traffic which previously used Leith Street would in any case return after the current closure of Leith Street ends as some 'evaporation' of traffic would be expected. The current closure of Leith Street is an important opportunity to begin wider strategic consideration of traffic management in the city, which must not be missed. <p>I object to the RSO on the following grounds:</p> <ol style="list-style-type: none"> Pavement widths it is clear that the pavement widths proposed in the order are far below the Council's own specified standards on both sides of the street. Crossing point of Leith Street East at Greenside Row The drawing seems to imply that the entire pavement both the north and south sides of the Greenside Row corner is re-determined as cycle way from both footway and carriageway (10, 12, 16, 13). This leaves no footway whatsoever exclusively for pedestrians crossing Greenside Row. The drawing suggest that pedestrians are expected to wait in a designated cycle way before crossing Greenside Row. This is a busy pavement at all times – and is already excessively busy at certain times of the year (e.g. during the August festivals). It is unacceptable that pedestrians at this location should mix with cyclists. Of course, it would also be also extremely unhelpful for cyclists to encounter pedestrians on the cycle track. Junction of Leith Street East at Greenside Row The corner radii of Greenside Row (at 10, 16) are excessively large, which will encourage vehicles to travel fast when entering and exiting Leith Street. This is an inappropriate design for a 20 mph street. The Street Design Guidance (see above) specifies that the maximum radius for a corner of this type of street is 3 metres, and although not shown, the radii proposed are clearly far in excess of this. Circle manoeuvres, Leith Street (west) to Greenside Row I am unclear what manoeuvres cyclists are expected to make heading north from the west side of Leith Street (6) to join the cycle track on the east side (10). I am concerned at the risk of conflict between cyclists and pedestrians involved in this manoeuvre. Junction of Leith Street (east) at Calton Road 			*	*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>4 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p> <p>6 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>2&5 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p> <p>7 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p> <p>8 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>9 - A new signal-controlled junction will be created at Calton Road as part of the reconstruction of Leith Street. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>10 - Design matter. The design of the floating bus stop replicates a similar installation delivered as part of the Phase 4 Leith Programme. The Council are currently monitoring this floating bus stop for user behaviour and is due for completion late autumn 2018.</p>
37	RSO (2nd) & TRO	<ol style="list-style-type: none"> Cyclists and pedestrians are forced to share small areas of space at junctions. Cyclists & pedestrians need to have their own space, which could be accommodated by cycle ways that are more continuous and straightforward with wider crossings. The cycleway should continue up to the top (South) of Leith Street Access to and from the cycleway should be straightforward at all junctions so that for example northbound cyclists can easily join the cycleway without the need to dismount and (were the cycleway not to continue as proposed in 2) it should be easy to leave the cycleway and join the road. Again, if the cycleway does not go all the way, the removal of the bus lane increases the degree of danger to cyclists on an uphill section of road, that is in itself a challenge to some. From a public transport point of view, I object to the removal of the bus lanes as this would appear to have an adverse effect on journey times and congestion. I object to removal of the Greenway - the Greenway was already being abused in so far as there was very often vehicles parked in the bus lane/Greenway. Parking must be strictly controlled to facilitate cycling should the cycleway not be extended. There is insufficient width given over to pedestrians and cyclists, given the numbers that already use this area and certainly doesn't allow for the anticipated growth. More space needs to be taken from the roadway to accommodate this. 			*	*			<p>4,5&6 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>1 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>2 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>3 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>7 - The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided to on the eastern kerb line. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p>

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
38	RSO (2nd) & TRO	<p>Overall aims for Leith Street and Picardy Place</p> <p>1. These two areas are to be the heart of an improved shopping and entertainment district. As such the council's own policies dictate that they should be safe and pleasant to walk through, encourage foot traffic to spend time, not be choked with dangerous vehicles, be free of diesel and other particulate and chemical poisons and, finally, discourage the use of private cars.</p> <p>Detailed objections</p> <p>2. Leith street has been a polluted gutter since the construction of the St James Centre. The attempt to again squeeze four lanes of choking, noisy, dangerous motor traffic through this is startlingly backwards-looking. Instead buses, bicycles and pedestrians should be the only through traffic and each must be given dedicated space.</p> <p>Picardy Place</p> <p>3. The proposals turn this into a three-lane car-dominant nightmare. Instead, as above, private cars are to be discouraged, pedestrians should have absolute priority and all the new upcoming cycle links harmoniously incorporated.</p> <p>I am truly astonished that a council spending 10% of its transport budget on active travel, in a country that has recently doubled its active travel spend, is putting forward a design of such disjointed, vision-</p>								<p>1 - The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided to on the eastern kerb line. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>2 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p> <p>3 - The design of Picardy Place is not applicable to this Order.</p>	
39	RSO (2nd) & TRO	<p>1. The removal of all Greenway restrictions on Leith Street. This deprioritises buses while also removing restrictions on waiting. Both of these will have negative consequences on the usability of Leith Street and of public transport.</p> <p>2. In several locations the planned pavements are significantly narrower than the desired minimum of 4m as set out by the council's own street design guidance. In two areas it will not even meet the absolute minimum of 2.5m. These are some of the busiest pavements in the city and this is unacceptable. If the council must choose between pedestrian space and traffic space, pedestrians should have the priority every time.</p> <p>3. The current closure of Leith Street has demonstrated that city centre traffic can manage without access to Leith Street. I propose that Leith Street opened only to buses and cycles after the closure. This will give the council a unique opportunity to assess the wider strategies of traffic management and reduction within the city.</p> <p>4. The current proposal involves split footways on Leith Street, north of Calton Road. This is undesirable for many reasons. Not least the cycleway that crosses the footway mid block which will pose hazards for cyclists and pedestrians. In all, these plans appear to prioritise traffic and promote car usage at the current levels. This is directly contrary to the council's own stated aims to reduce traffic and car use.</p>			*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>4 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p>	<p>2 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p>	
40	RSO (2nd) & TRO	<p>I gather that we have a short period in which to object to your plans for Leith Street that are going to have a major dilatory effect on local residents like ourselves. As often happens, people are asked to object in busy periods like the run-up to Christmas when they are frantically preparing for the Festive Season.</p> <p>1. I object to banning the left turn from Leith Street into Waterloo Place. Regent Road is usually pretty empty and, certainly, stopping this left hand turn will only make the road emptier still. Why? Going east, you would be necessary to take a large detour up North Bridge and turn left down the heavily congested Royal Mile. Please reconsider.</p> <p>2. Surely, you're not going to remove the bus lane from the east side of Leith Street. So many buses use this route. You're just asking for congestion.</p> <p>3. I don't understand why Leith Street will no longer be Greenway. What is the reason for this? I hope this is not going to be a precursor to Leith Street becoming for buses only. This would be a disaster.</p> <p>4. I find it very worrying that all these major traffic changes are being thrown at us. At the moment, we residents of the 'North' are cut off entirely from Southside. It is quite incredible. We do not wish to be isolated in an ivory tower. We should be part of the city. Don't split us off, for goodness sake.</p> <p>Do you care about the major impact you are having on our lives? In the terraces on Calton Hill, there are supposed to be three entrances and exits. The Regent Terrace end has been closed off because of 9/11. Royal Terrace was closed off a few years ago because of the possibility of a tramline down Leith Walk. Carlton Terrace Brae has now been closed off.</p> <p>You are making us do a circuitous route along all the terraces, exiting at the end of Royal Terrace, round the roundabout, then left down London Road and major traffic jams at the Eastern Road junction. This takes 15 minutes instead of 2 with consequent heavy mileage just to get to Meadowbank shopping centre down the road. As a result, we no longer go there since we want to conserve fuel and our sanity. Doing a 15-minute journey instead of a 2-minute one makes no sense at all. As a result, local businesses in Montrose Terrace and Sainsbury's itself are losing business.</p>			*	*	*	<p>1 - The Order proposes to ban the left turn into Waterloo Place from Leith Street. Traffic counts and modelling were undertaken to establish the number of vehicles that currently enter Waterloo Place from Leith Street and it is not considered likely that there will be an unacceptable impact on the various possible alternative routes by displaced traffic. Banning this turn allows the existing pedestrian crossing across Leith Street, which is constrained, to be significantly improved.</p> <p>2&3 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>		<p>4 - This is not applicable to this Order. However, Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles).</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
41	RSO (2nd) & TRO	<p>1. It appears that little or no thought has been given to the fact that Leith Street is an important travel corridor for cyclists, who are particularly vulnerable when travelling uphill amongst other traffic. The removal of bus lanes/greenways, and the lack of segregation for cyclists will only make this area more dangerous for those using active travel. Planned loading bays will force cyclists into traffic flow when they are already travelling slowly up a steep hill, and it appears little consideration has been given to access for cyclists to and from James Craig Walk.</p> <p>2. No space has been allocated to cyclists at the top (south) end of Leith Street. This junction is dangerous and difficult to navigate as a cyclist and given its importance as a route through the city, it is vital that cyclists are given some space to get to Princes St or the bridges safely. I often find myself wedged between buses, vans and lorries, which is dangerous and pretty scary. This is despite my best efforts to cycle safely and follow the Highway Code. I urge CEC to consider cyclists more carefully here, as a serious injury or fatality may only be a matter of time if this is not made a safer space for people on bicycles.</p> <p>3. It also appears no space is given to cyclists rejoining the carriageway southbound at Leith st, and that we would be forced out into traffic with no space to protect us. Please reconsider this design and provide us with a safe route.</p> <p>4. The volume of pedestrians at Greenside Row is far too high to allow for a shared space at the crossing. This will only create confusion and possibly aggression from pedestrians who rightly deserve to feel safe on the pavements, while cyclists simply wish to be able to cross safely without negotiating large crowds of pedestrians or being put at risk by motor vehicles.</p>	*		*	*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p> <p>The existing off peak loading bay on Leith Street between Calton Road and Waterloo Place is being retained. Where the loading bay is being used, a clearance of between 1.04m and 1.5m will be available between the loading bay</p>	<p>4. The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1&3 - A segregated two way cycleway is provided under the proposals in these Orders up to Calton Road. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>James Craig Walk is not applicable to this Order. However a drop kerb on the Western kerb line on Leith Street north of the Waterloo Place crossing will allow northbound cyclists to join James Craig Walk, and southbound cyclists from James Craig Walk to join the advanced stop line for cyclists on Leith Street (at Waterloo Place junction).</p> <p>2 - The existing cycle provision on Leith Street on approach to the Waterloo Place junction is to be retained under these proposals, whereby cyclists can use the southbound carriageway lanes.</p> <p>5. Refer to Spokes comments above.</p> <p>6. The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided to on the eastern kerb line. This has been achieved by the removal of the former central reservation and reducing widths of the</p>