

TRO Reference	Objection Detail	Theme
	<p>very far. There is some non-allocated private residents parking at the side of my property which I use if I can but there are only 6 spaces and around 10 properties who are entitled to use these spaces (therefore not always easy to get parked there). I also fear that once RPPA is set up, other residents in the street will try to use others' non-allocated parking to avoid paying for a permit or to park a second car etc. If I can't park in the residents parking, I park on the public road right outside my house. Currently space for 2 cars to park there in between the double yellow lines. MY REQUEST IS IF YOU COULD PLEASE ENSURE THAT (AT LEAST) 2 SPACES REMAIN OUTSIDE MY PROPERTY UNDER THE RPPA AND IDEALLY THESE WOULD BE MARKED AS 2 INDIVIDUAL SPACES (TO PREVENT PEOPLE FROM PARKING RIGHT IN THE MIDDLE OF THE 2 SPACES, AS THEY OFTEN DO NOW THUS PREVENTING ANYONE ELSE FROM PARKING IN THE 2ND SPACE). CURRENTLY DOUBLE YELLOW LINES SURROUNDING THE 2 SPACES OUTSIDE MY HOUSE THEREFORE IF SOMEONE IS PARKED RIGHT IN MIDDLE OF THE CURRENT 2 SPACES IT'S IMPOSSIBLE TO SQUEEZE YOUR CAR IN WITHOUT IT SITTING ON THE DOUBLE YELLOWS - I DOUBT THESE DOUBLE YELLOWS WILL BE REMOVED UNDER NEW PLANS.</p> <p>If you could keep those 2 spaces outside my property that would be much appreciated. I understand I could apply for a disabled bay on the public road outside my house (I have a Blue Badge) but I don't really like to advertise the fact I have a disability. Hopefully you can meet my request as above.</p> <p>My only other comment is regarding that of operational times of RPPA (think to be 10-11.30am?). Longer would be better as not much of a restriction and please note also that when people start to return to work in Gyle area after Covid and start parking in our street again, many will most likely have a 'half in office, half working from home' new setup and may pop into work for just a couple of hours to drop work off etc and therefore still clog up our street with their cars outwith these operational times. This commuter parking issue makes life very difficult for residents, especially those with mobility issues and no allocated private space, and is also a major pollution hazard in the area. I would definitely prefer a much longer operational time, e.g. 9.30-5.30 or something similar. Certainly longer than 10-11.30 which is nothing</p>	

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	really given the upheaval involved in the implementation of this new scheme for local residents.	
TRO/20/29	<p>Some observations if I may:</p> <ol style="list-style-type: none"> <li>1. Firstly, the plan clearly shows that the driveway to my home is going to be blocked by a new resident parking bay. You are kidding aren't you?</li> <li>2. There are also proposals for double yellow lines along the partial length of the north side of South Gyle Road. I would go further and have double yellow lines along the entire north side. Parked cars block the view for vehicles exiting driveways onto the street. Inconsiderate parking close to my driveway obscures my view and causes a dangerous hazard.</li> <li>3. Thirdly, there are proposals for a puffin crossing on the north side of the roundabout at the entrance to Gogarloch. Surely this is unnecessary? The pedestrian footfall at this point is negligible? If there are any pedestrians on South Gyle Road / Gogarloch they tend to be heading to the Gyle Centre. A crossing is obsolete.</li> <li>4. Finally, how are new parking restrictions to be enforced. Will we be welcoming traffic wardens to our streets? Or will they be unattended, and therefore ignored? You will know that compliance with the new 20mph speed limit on South Gyle Road is negligible. All residents, except me, and all visitors, and all commercial vehicles ignore the speed limit with impunity.</li> </ol>	Issues with proposed RPPA layouts specific to resident.
TRO/20/29	<p>I have lived at my address for 18 years and am a disabled blue badge holder since 2006. At this time I was given paperwork to request a disabled space when Councillor Jenny Dawe was in post but couldn't afford to pay for the cost of road markings at that time. In the last 5 years I have been trying to get the issue of day parkers addressed and requested a disabled bay outside my house. One part of the issue was day parkers parking opposite my house and meaning I could not park outside without blocking the road. They have also parked regardless of my car being outside my house meaning large vehicles have been unable to drive in.</p> <p>The most recent attempts on my behalf were with the SGPA acting on my behalf when the council had advised that I couldn't get a disabled bay as I had a garage next to my house.</p> <p>I notice from the plans that there appears to be double yellow lines opposite my</p>	Issues with proposed RPPA layouts specific to resident.

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	<p>house which is great. However, with the reduction in parking I am concerned that I may have even more difficulty if other residents in the street cannot park as they do now and start needing to park further into the cul-de-sac. My near neighbours are very kind and never park outside my house but I don't know how this will change when neighbours with 2 or 3 cars are now trying to park.</p> <p>Please can you advise if there is anything I can do to have a disabled space at my home.</p> <p>I have been shielding since last March and have to admit that the main upside due covid is that it has been a pleasure to live here again as no parking issues (possibly because I can't go anywhere!)</p> <p>Thank you for your time and hopefully, understanding.</p>	
TRO/20/29	<p>I would like to object to TRO/20/29 orders related to Gogarloch &amp; South Gyle. These changes are unwanted especially limiting parking. We don't have any such issues with parking or unwanted parking at the moment. It is another way Council is trying to make money by forcing residents to buy parking permits in reality we do not need them.</p> <p>I would like oppose any changes proposed under ORDER 202_ - TRO/20/29 TRO reference 1791 1792 1793 1851 1852 1853</p> <p>What council can do here is, improve our footpaths and make them pram / old age people friendly so they can use electronic mobility like electric wheel chair. Right now, footpaths are worst. Not properly surfaced. Especially around the South Gyle inner circle.</p>	Objections to principle of RPPA.
TRO/20/29	<p>Further to your letter dated 29 Jan, I would like to submit my objections to these plans</p> <p>My reasons are:</p> <ol style="list-style-type: none"> <li>1. Parking in this area has never been an issue, why change it?</li> <li>2. There is better use and ways to spend government/ council funds and since the pandemic, we know the offices in the area will never ever go back to full capacity so why change the parking?</li> <li>3. The amount of money it will take to monitor (traffic wardens) will far outweigh any</li> </ol>	Objections to principle of RPPA.

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	<p>proposed benefits. I am fiercely against these proposals of road markings in Gogarloch.</p>	
TRO/20/29	<p>I refer to your Consultation document for Gogarloch and South Gyle, Residents' Priority Parking Restrictions. In your map of proposed parking restrictions the allocations of the different categories seem arbitrary and unfair to some residents in Gogarloch Haugh. In the cul-de-sac there are currently 7 parking spaces for the 4 households, which would be reduced to 4 spaces for existing private residents' parking with 2 spaces for proposed residents' priority parking and 1 for proposed unrestricted parking. In comparison, for the area adjacent to this cul-de-sac, the spaces for existing private residents' parking remain the same - as follows: Nos 24-30 - Parking in each drive and 5 spaces at the corner Nos 75-89 - 9 spaces and 2 on the corner for a terrace of 4 and 4 semi-detached houses with additional drive parking outside a number of the semis Nos 91-97 - 7 spaces for 4 semi-detacheds Nos 99-105 - 8 spaces for 4 semi-detacheds I would therefore object to the proposals.</p>	Issues with proposed RPPA layouts specific to resident.
TRO/20/29	<p>From reviewing the parking proposals for Gogarloch, I'd like to object to all. I'd happily reconsider once we see what office worker situation is like when they're back, but as I'm new to the area, I don't feel any change is required so far.</p>	Changes during pandemic and use of employment sites in Gyle mean RPPA no longer required.
TRO/20/29	<p>I am writing to object to the plans you are proposing at South Gyle. I cannot believe that the majority of our streets will now have yellow lines throughout. I have lived here for 27 years and no issues with parking for residents. Adding all of these yellow lines will cause major issues for all of us with cars. The estate may have one space for owners but majority of estate have more than one car with grown up children living with parents. On top of this, the estate is private and should not be subject to these proposals. I see from plans in South Gyle Park yellow lines in front of garages where residents can park in front of them and at least 4 spaces removed from garages outside houses 12 to 20. Not to mention removal of majority of on street parking at the Mains has yellow lines too.</p>	Objections to principle of RPPA. Issues with proposed RPPA layouts specific to resident.

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	<p>When we moved to this estate all those years ago I understood this to be a private estate and the areas you have highlighted in pink as proposed residents parking which you are going to charge us for is private and we should not have to pay for to park here.</p> <p>I attended the meeting at Kirk Loan and here we were told that the allocated parking for visitors and residents was not the responsibility of the Council so how has this changed?</p> <p>The yellow line restrictions are horrific. Where are current residents going to park our cars if you put these restrictions in.</p> <p>I strongly object to these proposal within our estate. All this is going to do is cause problems with people on the estate fighting for spaces to park.</p> <p>I also do not agree with this proposal at all.</p> <p>I don't believe this has been highlighted to residents fairly and the survey of the proposals were not put to residents but to people outwith the estate.</p> <p>This is being imposed on the residents who have chosen to live on the outskirts of town, with no parking restrictions.</p> <p>South Gyle Crescent has more than enough space to introduce a cycle lane without reducing road space and parking. However, given the current climate I do believe there will going forward be more people working from home and less parking in that area.</p> <p>This needs to be relooked at for sure.</p>	
TRO/20/29	<p>I am concerned about the number of double yellow lines proposed, especially in the monoblocked areas.</p> <p>Monoblocked courtyards are designated parking for owners visitors and are the responsibility of the houses which border them, and the costs to maintain them is shared by those properties (as per our title deeds), therefore unless the council has taken over this responsibility, unbeknown to the owners, double yellow lines are unjustified in these virtually "private" areas.</p> <p>May I also point out that the monoblocked courtyard where I reside did not have double yellow lines marked as a proposal in original plan.</p> <p>I wish this to be recorded as formal objection to these proposals.</p>	<p>Issues with proposed RPPA layouts specific to resident.</p> <p>General - proposals not required.</p>

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	<p>I think in the present circumstances this project should be put on hold and the condition of the potholes in our roads should take priority as the Council are always claiming to be short of funds.</p>	
TRO/20/29	<p>I'm writing to object most strenuously to the proposals to introduce priority parking in the South Gyle Estate.</p> <p>In accordance with the instructions on the website I note the requested information hereunder.</p> <p>Order number TRO/20/29</p> <p>Let me begin by saying that, as a keen cyclist, I'm in favour of the wider WEL proposals.</p> <p>However this is not the case with the proposals to introduce priority parking in South Gyle Estate.</p> <p>I do not object to the proposals for Gogarloch as these are none of my business.</p> <p>My reasons for objecting are as follows.</p> <ul style="list-style-type: none"> <li>• Every property in the South Gyle estate has a dedicated parking space. This is either a garage, a space in the parking courts or in open car parks. There is simply no need for the residents to be offered the opportunity to pay for something we already have.</li> <li>• I understand there are 605 parking spaces for residents and a further 307 designated visitor parking spaces.</li> <li>• According to my research the 307 designated visitor parking spaces are the responsibility of the residents. I understand that these are mentioned in the title deeds for the properties concerned.</li> <li>• The proposals do not adequately identify the 900 odd parking spaces that are owned by the residents.</li> <li>• I understand the areas identified as visitor parking cannot be subject to any control. In practice these areas will still be available for the transient local workforce to use. This will in all probability lead to occasions where residents are paying to park whilst the very people we're told the restrictions will discourage can park for free. This is simply ridiculous.</li> <li>• The consultation process has been woefully inadequate. Every property should have had a mail drop at the start of proceedings. Despite living in South Gyle for over thirty</li> </ul>	<p>Objections to principle of RPPA.</p> <p>Issues with proposed RPPA layouts specific to resident.</p>

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	<p>years I only came across the proposals by accident.</p> <ul style="list-style-type: none"> <li>• A large proportion of the properties are rented so it will prove difficult to canvass all the owners.</li> <li>• The consultation procedure is flawed in my opinion. To truly represent the wishes of the owners/residents surely any decision needs to be based upon the majority of the owners/residents rather than a majority of those that replied to the consultation.</li> <li>• Some of the locations identified are noted as being adopted by the council. This is in direct contradiction of the South Gyle Estate burdens and, as I understand it, owners' title deeds.</li> <li>• Some of the locations identified are potentially dangerous and could result in serious injury or worse.</li> <li>• Some of the locations identified are across the front of resident's garages effectively blocking access? I'm referring to residents parking and not double yellow lines in this comment.</li> <li>• We were told that the proposed parking restrictions are solely to prevent the influx of cars that would normally park in South Gyle Crescent migrating to the estate when the redevelopment of the Crescent is complete. Why would the residents have to pick up the cost associated with WEL proposal? This is an issue not of our making.</li> <li>• Prior to the WEL development, CEC did absolutely nothing to protect the parking of the residents.</li> <li>• The proposal to limit permits and to charge more for each permit per household is discriminatory. Not all residents in the same household are related as many properties are rented. How do you determine who pays what rate? If, for example, four renters share a property and they each have their own car then how do you determine who gets a permit?</li> </ul> <p>I hope the foregoing will be considered and would ask you to acknowledge receipt of this email.</p>	
TRO/20/29	<p>Following your letter to residents on 29th January inviting comments or objections I'd like to understand the following in relation to the above proposed changes.</p> <ul style="list-style-type: none"> <li>• With significant changes in office occupation (e.g. NATWEST Group formerly RBS) and working arrangements in the last 12 months, what review has taken place on the</li> </ul>	<p>Changes during pandemic and use of employment sites in Gyle mean RPPA no longer required. Objections to principle of RPPA.</p>

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	<p>need to proceed with the implementation of residential parking restrictions.</p> <ul style="list-style-type: none"> <li>• What consultation has taken place with all organisations along and adjoining South Gyle Crescent to ascertain future working practices and therefore the expectation that there will be the same or less people travelling to the area needing parking.</li> <li>• The traffic study was completed at a time pre-COVID-19. There has now been a fundamental change in working practices. How are traffic and the need for employee parking arrangements (on site and on road) being factored into the plans?</li> <li>• What information was used and is available on visitor parking bays in the Gogarloch Estate that permits their change in use. These bays are surely off road and privately owned (Wimpey Estate) so they cannot be changed? If they are deemed available for use and ownership sits with the Council what arrangements are being factored in for maintenance? For example, annual cutting back of hedges, removal of overhanging trees, clearing drains from fallen leaves etc. If this has been the case for a period of time why hasn't the Council conducted this work? How was the decision arrived at to change the use of some and not others, as they all carry the same weighting in terms of use.</li> <li>• What factors were taken into account on the need for residents to have on road parking? There's such a low proportion of houses that have driveways. Households without a driveway have a maximum of one parking bay per house regardless of size of house. The proposal is therefore by default penalising residents with 2+ vehicles.</li> <li>• What other design options in South Gyle Crescent were considered which gave a suitable pathway/cycleway similar to that used along parts of the tram route that reduced the need to impact so many residents.</li> </ul> <p>Overall I feel that the residents of hundreds of houses in Gogarloch are being affected long term in a way that may now be unnecessary or the impact could be reduced. I'd welcome your detailed feedback on the areas and questions raised above.</p>	
TRO/20/29	<p>The South Gyle housing estate is privately owned and self-maintained. It was designed, built, and the houses sold as such. The house owners, individually, in groups, and as a whole, are responsible for its upkeep. It mainly consists of private courtyards, private cul-de-sacs, and areas of private open</p>	Objections to principle of RPPA.

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	<p>ground.  The private open ground varies between hard-surfaced, open green, landscaped, and green recreational.  Tarmac was used for hard-surfaced private open ground in the older part of the estate to the west; South Gyle Road, Park, and Loan.  Monoblock was used for hard-surfaced private open ground in the newer part of the estate to the east; South Gyle Mains and Wynd.  A main road runs through the estate. It has spurs that lead to the private courtyards, cul-de-sacs, and ground.  I believe the estate would be spoiled by the TRO 20/29 1852 proposals.  From the proposals as they currently stand, and the background, I am led to believe there is intent to deceive house owners, particularly in South Gyle Park, to induce those owners to give up right to their own land.  Objection:  I object to the TRO 20/29 1852 proposals:  a) for the detrimental effect they would have on residential amenities, and  b) they are not necessary for the achievement of their stated aims and objectives.</p>	
TRO/20/29	<p>Complete waste of time re parking proposals. There is no significant overall support for RPPA. It's the result you wanted in the first place, so make the results fit.  I've seen more professional reports done by 3rd year high school pupils.</p>	Objections to principle of RPPA.
TRO/20/29	<p>I have some questions regarding the proposed parking restrictions in the South Gyle housing estate.</p> <ol style="list-style-type: none"> <li>1. Have you considered, due to the Covid pandemic, that many businesses within Edinburgh Park could significantly reduce their on-site personnel count (and hence car count), with many people being allowed to or choosing to work from home?</li> <li>2. Looking at the maps of the area, there are literally acres of land within Edinburgh Park that could be used for car parking. Why can't parking be provided in these areas instead of extorting money from residents with your TRO ruse?</li> <li>3. Do areas marked as Private Residents Parking require permits? And if not, how will these areas be controlled?</li> <li>4. Why are you proposing to charge residents a ludicrous amount of money to park in</li> </ol>	<p>Changes during pandemic and use of employment sites in Gyle mean RPPA no longer required.  Objections to principle of RPPA.</p>

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	<p>front of their own homes (on the outskirts of Edinburgh!!) when the project has already been funded?</p> <p>5. Furthermore, if the permit scam is put in place, why can't you issue free permits?</p> <p>6. You have no idea how the parking in the South Gyle housing estate is going to pan out, so why introduce something that may not ever be an issue? (I'm not buying the pro-active approach - this could easily be done retrospectively if it ever became an issue).</p> <p>7. Given that the majority of 'commuting' cyclist only travel a small number of miles, where do you think all of these extra cyclists are going to appear from, given the position of Edinburgh Park? You should probably factor in the Scottish weather, businesses changing/showering facilities etc.</p> <p>I'm sure I could ask many more questions but suspect it would be pointless as I'm pretty sure this will go on regardless.</p> <p>I'm all for improved infrastructure for cyclists and others, but given that it has already been funded, the charging of residents for permits smacks of nothing more than a money-making exercise.</p>	
TRO/20/29	<p>Following on from our telephone conversation yesterday, please see below regarding the double yellow lines which are proposed to be put outside my home as part of the WEL.</p> <p>As mentioned on our call, I live in Gogarloch Road. We have seen your proposal for the parking regulations in our street, however you have planned for double yellow lines in an area where both myself and my neighbour park, which is part of our driveway. Please see the picture attached, as well as a screenshot of the proposed lines.</p> <p>Having discussed this with my neighbour, we are asking that you amend the proposals to take this into account and change this area to be Existing Private Residents Parking.</p> <p>As you will see in my picture my car is parked outside my house where you are proposing to put these double yellow lines and normally my neighbour's vehicle is there too, missing in these photos.</p> <p>Both myself and my neighbour would welcome you out here to see the area for</p>	Issues with proposed RPPA layouts specific to resident.

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	<p>yourself and discuss this in person. Please confirm you will be amending the proposal to take this into account.</p>	
TRO/20/29	<p>I received the snappily titled "Gogarloch and South Gyle, Residents Priority Parking Restrictions Traffic Regulation Order Advertisement" through my door last week and have spent the best part of this afternoon trying to make sense of it all. I live in the area and contributed to the pop up information sessions held at the entrance to Gogarloch Park in 2019 and to the fuller proposal for the West Edinburgh Link from its gestation.</p> <p>To make sense of the plans, proposals, maps and diagrams, I currently have 6 tabs open on my browser: some might think that all of this complex navigation was created to prevent scrutiny by residents, but I'm not so cynical.</p> <p>There seem to be three separate websites which contain the information - or jigsaw pieces - which I have had to use to understand what is being proposed and how it affects me:</p> <ol style="list-style-type: none"> <li>1. The Anna McRobbie report at <a href="https://westedinburghlink.info/wp-content/uploads/2020/02/WEL-Parking-Restrictions-Consultation-Summary-Report-2020-02-26.pdf">https://westedinburghlink.info/wp-content/uploads/2020/02/WEL-Parking-Restrictions-Consultation-Summary-Report-2020-02-26.pdf</a></li> <li>2. The relevant pages on the City of Edinburgh Council website at <a href="https://www.edinburgh.gov.uk/roads-pavements/view-comment-traffic-orders-new/4?documentId=12973&amp;categoryId=20089">https://www.edinburgh.gov.uk/roads-pavements/view-comment-traffic-orders-new/4?documentId=12973&amp;categoryId=20089</a></li> <li>3. The Project Centre website at <a href="https://consultprojectcentre.co.uk/welactivetravel">https://consultprojectcentre.co.uk/welactivetravel</a></li> </ol> <p>Let's take them one at a time.</p> <ol style="list-style-type: none"> <li>1. The Anna McRobbie report states on page 9 (relevant to Gogarloch) that CEC recommends "that a Residents Priority Parking Area is implemented within South Gyle and Gogarloch estates. This is based on the overall levels of support towards this option from those residents who responded."</li> </ol> <p>This is interesting, as parking restrictions were favoured by 50% more of the Gogarloch residents who responded but preferred RPPA (22 residents to 15). In fact, in the summary below the bar chart, it states that "to summarise, the respondents show most support towards Parking Restrictions; respondents show the most opposition towards a RPPA."</p>	<p>Objection to residents permits. Issues with proposed RPPA layouts specific to resident.</p>

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	<p>And yet, RPPA is what CEC is recommending, as it seems that's what the folks in South Gyle would prefer. Looking at their numbers, there was much greater support for RPPA than for the other options, but the decision seems to have been based on simply lumping Gogarloch and South Gyle numbers together; if so, why identify a category called Gogarloch and provide the impression that the feedback from residents there would be considered *as it affects their own streets*? Again, I'm not cynical, but it would appear to some that the RPPA decision is being foisted on an area which never chose it. The online input from residents seems to be skewed wildly against parking restrictions, for no apparent reasons. Again, a cynic might think the books have been cooked here, but not I.</p> <p>2. The City of Edinburgh Council Traffic Orders page is not designed for the faint hearted, as any glance at <a href="https://www.edinburgh.gov.uk/roads-pavements/view-comment-traffic-orders-new/4?documentId=12973&amp;categoryId=20089">https://www.edinburgh.gov.uk/roads-pavements/view-comment-traffic-orders-new/4?documentId=12973&amp;categoryId=20089</a> would suggest. Unless you know what you're looking for, finding TRO/20/29 amongst a list of WEL links might be commonplace for the folks associated with WEL, but it speaks a different language to the layman. There is a clue in the 'Effect' column which mentions "Amendments of restrictions and introduce priority parking area for new cycle route", which again prevents any cynicism on my part.</p> <p>But, wait. Opening the Draft Order for TRO 20/29 takes us into a document of dense legal jargon, which seems determined to obliterate the number 22 and replace it with 23. I could make no sense of "where there is reference to section 22 of Schedule 3, the number "22" was deleted and there was inserted the number "23". Perhaps someone could explain, or even leave a link to Schedule 3.</p> <p>Studying the Advert for TRO 20/29, (at <a href="https://www.edinburgh.gov.uk/downloads/file/28794/advert">https://www.edinburgh.gov.uk/downloads/file/28794/advert</a>) as a careful driver of a 1300cc petrol car, I'm really pleased that it's not a diesel, as my annual permit of £33.60 - to park in a space which since spring 1995 I could park in for free - would cost £40.00 instead. Can I ask what improvements or maintenance on these parking spaces will arise from the funding of an annual permit? What benefits does it proffer, apart from a shiny sticker to fill the space where road tax documents were once placed beneath windscreens? And there's no provision outlined for the owners of</p>	

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	<p>electric vehicles (EV) - I'm assuming they would get their permit for free as their pollution levels are minimal?</p> <p>The next part of TRO 20/29 took me to web links I had already looked at, so no clarity there.</p> <p>And then to the Statement of Reasons, which included the gem "The restrictions are intended to deter obstructive parking or loading/unloading activity, maintain the free flow of traffic and increase visibility and road safety to create a safer environment for pedal cycles." See below for a breakdown of that argument.</p> <p>3. The Project Centre website provided a bit more clarity, but opens up a can of worms trying to reconcile the statement above from the Statement of Reasons with the reality outside my property at number 56.</p> <p>Giving priority to pedal cycles on a "Quiet Street" may look like good planning in an office environment, but on a street with a constant flow of pedestrians (the youngest and most vulnerable on their way to and from Gylemuir school via the path to South Gyle Station), plus regular delivery vans and residents' cars does not augur well for community relations, although the plan to paint double yellow lines should prevent anyone lingering where they shouldn't. So, does a car still have priority on a Quiet Street like Gogarloch Syke? And if not, does a cyclist? Or a bin lorry? I've asked on several occasions for a definition here, but answers came there none.</p> <p>Then there is the slot for parking times in Priority Parking Area B11, outlined at <a href="https://consultprojectcentre.co.uk/7384/widgets/21267/documents/9281/download">https://consultprojectcentre.co.uk/7384/widgets/21267/documents/9281/download</a>. Why are the parking times proposed at 10.00 - 11.30 Monday - Friday inclusive? Has this been chosen at random? Did the folks at South Gyle get to choose their preference and Gogarloch was left with the mid-morning graveyard slot? And nowhere does there seem to be an explanation of why only 90 minutes? That works out as 1800 minutes (or 30 hours in old money) per four-week calendar month - all for £33.60 per annum? Plus, given that the designated parking area for permit holders has space for only three cars, how will this be allocated amongst many possible subscribers? I look forward to an explanation of how that will work out given the preference of many to park in these spaces at present. Can people be challenged if they don't have a permit - how will this be administered and managed? Ah, the</p>	

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	<p>£33.60 per annum is paying for Parking Attendants?</p> <p>The last point is on the confusing grid of Proposed TRO Legends and Existing TRO Legends at <a href="https://consultprojectcentre.co.uk/gogarloch-south-gyle?preview=true">https://consultprojectcentre.co.uk/gogarloch-south-gyle?preview=true</a> - which of these apply to TRO 20/29?</p> <p>Oh, and during the face to face consultations in Gogarloch Park back in 2019, all the focus was on the pros and cons of the proposed cycle link itself, including the pointless eyesore bridge over the railway, and the guarantee by the builder (Wimpey) back in 1995 that there would be no development work at Gogarloch Park in the future and it would be left for the community in perpetuity. And there was no mention of parking restrictions at all, despite the little marquee being the focal point for any issues residents had. How times change.</p> <p>Many thanks for your patience in reading this and I look forward to hearing from you in due course.</p>	
TRO/20/25	<p>I am concerned with the following:</p> <p>It appears on the plan map that the junction of Craigs Road and North Gyle Road will be closed to cars.</p> <p>This will mean that anyone living between North Gyle Road and Maybury Road will be forced to use either Glasgow Road or Maybury Road if they want to access their doctor and dental practices at East Craigs. Many residents in this area are elderly and have mobility issues - they rely on their car.</p> <p>Can you confirm whether or not the above junction will be closed off to cars as part of the West Edinburgh Link program?</p>	Junction closure query – incorrect.

### Appendix 3

#### Final TRO objections and responses

TRO Reference	Objection Detail	Theme	Response (extract)
TRO/20/25	Reference 1615 – I would like to object to the extension of the footpath as far as has been drawn. The space between the footpath and the school gates is significant that a ramp could be installed without the need to extend beyond the current footpath.	Build-out not required on North Gyle Loan at Ramp.	In response to your comment relating to the proposed footpath extension, I can confirm the build-out is necessary to provide more space and help reduce conflicts at the foot of the proposed ramp/footway and improve access. At the foot of the ramp where this meets the existing footway, visibility is restricted by a boundary wall and the footway is narrow - which could lead to conflicts between users.
TRO/20/25	<p>Comments on the WEL North Section.</p> <p>First I would like to raise a formal objection to the statement “The TRO’s and RSO’s do not include any areas or interventions associated with East Craigs and the potential Low Traffic Neighbourhood which is being considered separately.”</p> <p>This is fundamentally NOT TRUE. The North Section of the WEL crosses the area under consideration for the East Craigs LTN and several of the proposals will have a direct affect on traffic flow within the area the LTN proposal covers. Indeed the CEC Transport Committee indicated the LTN had arisen out the proposals included in the WEL therefore they cannot be considered in isolation.</p> <p>With regards to the proposals I have the following specific comments:</p> <p>1. The proposal to change the roundabout at the end of Maybury Drive to a single lane approach and priority junction. The plans state “Roundabout removed and replaced with new priority junction”.</p>	<p>Reduced road capacity on Maybury Drive and A8 Glasgow Road.</p> <p>Safety concerns with shared footway at school.</p> <p>Build-out not required on North Gyle Loan at Ramp.</p>	<p>1. The proposed junction at Maybury Drive is shown with priority to the north-south traffic, with those approaching eastbound on Maybury Drive required to give-way.</p> <p>2. We can confirm that the design of the roundabout has been assessed to accommodate the buses which are required, and consultation has taken place with bus operators to agree and confirm this. The general operation and capacity of the roundabout is largely unaffected. With regard to the proposed areas of shared path, the design has aimed to maximise the available space here to help reduce the potential for conflict. Where the path continues adjacent to the school access, it is proposed to segregated with road markings delineating the side for cyclists to travel on - opposite that of the school gate.</p> <p>3. The proposed improvements to the crossing on Glasgow Road will convert the existing two stage</p>

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>But there is no indication of which way the priority lies and in favour of who. This is a major junction within the estate which has only one access point. Changing a perfectly functioning roundabout to a t-junction is not required, necessary or advisable. As a local cyclist I have negotiated this roundabout on numerous occasions without any problem at all. Changing the junction will not improve or encourage cycling.</p> <p>2. Changing the Bughtlin Market roundabout to a smaller roundabout and putting in new shared use footways. Shared use footway here is not appropriate given the close proximity of the bus stop, shops and school. A shared use pathway here at a point where people are going in all sorts of different directions will increase the tension between cyclist and pedestrian unnecessarily and very possibly lead to accidents. The junction is never busy with vehicles and therefore on road cycling at the roundabout is neither a risk nor undesirable. I am a local cyclist and have used this junction on many occasions without any problems at all. Reducing the size of the roundabout and increasing the footway size will make it more difficult for the large 100 seater Lothian buses to negotiate this turn and park up. This is the end of the line for these buses and they necessarily rest here. It is not desirable to reduce the road capacity at this point which will also affect delivery vehicles and people arriving to use the local medical and dentist by car who are unable to walk as well as</p>		<p>staggered crossing into a single stage for pedestrians. The overall road capacity will not be affected by these changes - which are mainly dictated by the junctions at either end of the link (Drum Brae and Maybury). Further, the existing bus lanes are to be retained and are provided.</p> <p>4. The proposed traffic island on Drum Brae North at the junction of Craigmount Avenue North is to help protect southbound cyclists who wish to enter the residential estate at Craigmount Avenue North. These proposals are part of providing improvements to the connection of the WEL project to the NCN to the north.</p> <p>5. I can confirm the build-out is necessary to provide more space and help reduce conflicts at the foot of the proposed ramp/footway and improve access. At the foot of the ramp where this meets the existing footway, visibility is restricted by a boundary wall and the footway is narrow - which could lead to conflicts between users.</p> <p>6. There are no changes proposed on Craigs Road, apologies if the maps and materials were not clear in this part.</p> <p>Finally the proposed bridge crossing at Gyle Park will be subject to a planning application in future which is separate to the TRO and RSO statutory processes.</p>

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>local residents without providing any real added benefit for the cyclist.</p> <p>3. The Glasgow Road crossing cannot be considered outwith the East Craigs LTN. It appears that you are removing the bus lane at this point and therefore making a pinch point for traffic along a main arterial route in and out of Edinburgh, the main link to the airport and major roads north and west. Removal of the bus lane at this point will be dangerous especially for cyclists using the Glasgow Road route as they will then need to merge into the faster flowing traffic at a pinch point. If the East Craigs LTN goes ahead it is more than likely that the Glasgow Road will see a significant increase in traffic of all types and therefore reducing flow for buses and cyclist along this road is not favourable. This part of the WEL cannot possibly be considered outwith the East Craigs LTN as it will have a direct impact on it.</p> <p>4. The changes to the junction of Craigmount Ave North junction with the Drum Brae N cannot possibly be considered outwith the consideration for any proposed changes for the East Craigs LTN. This should be included as part of the LTN especially as it does not provide any benefit for cyclists at this point but instead is detrimental to their safety.</p> <p>5. North Gyle Loan proposed change to existing carriageway to be redetermined as footway. This will present a pinch point for traffic and cannot possibly be considered outwith the East Craigs LTN proposals. It is not on the proposed route for the</p>		

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>WEL and therefore is not relevant to it. This should be included as part of the LTN.</p> <p>6. Craigs Road proposed parking restrictions. These cannot possibly be considered outwith the East Craigs LTN proposals. These restrictions will encourage traffic to speed rather than slow down and will not provide any benefit at all to cyclists on the WEL and is therefore irrelevant to the WEL proposal. This should be included as part of the LTN.</p> <p>NOTE: None of these plans include any details of the proposed new bridge over the railway. Without which the WEL is not a LINK at all and pointless. You are sending the horse off without the carriage attached. As a local cyclist I would like to see the bridge FIRST. I use all the other local roads without any problems at all as they are all already very quiet. The areas of town I have problems with are the areas where the CEC has introduced the segregated cycle ways with orcas which are: not gritted in ice and not cleared of snow; not visible in the dark; not wide enough for cyclist to overtake each other safely; do not allow for anything other than a standard bike (ie unsuitable for disabled cyclists on three wheeler specially adapted bikes); reduce my ability to move out in to the traffic to make a safe right turn. You will have noticed that many cyclists are in fact resorting to the now narrowed main road rather than the allocated space for cycles as they are simply not fit for purpose. Please learn from these mistakes.</p>		

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>Thank you for taking the time to read my feedback. I would appreciate confirmation that these points will be taken into account.</p>		
All	<p>The first thing you say in your leaflet is , "you said" "we did" then go on to say you made 'improvements' you did NOT make improvements, you made CHANGES. whether or not these are improvements, remains to be seen.</p> <p>You continue to use ambiguous language, this is deceitful and misleading.</p> <p>Try some honesty, then people might trust you.</p> <p>But then that would mean people would know precisely what your intentions are, and you know they would not support them.</p> <p>People need to know the truth.</p> <p>Stop trying to fool the people of North Edinburgh.</p> <p>The build out on North gyle road is completely unnecessary and will achieve nothing.</p> <p>There have been 0 accidents or incidents at that point nor indeed the whole of North Gyle Loan. This is just another attempt at shoving something down to make it more difficult for road users.</p> <p>Do only what is necessary and do no harm.</p>	General - proposals not required.	<p>In response to your comment relating to the proposed footpath extension, I can confirm the build-out is necessary to provide more space and help reduce conflicts at the foot of the proposed ramp/footway and improve access. At the foot of the ramp where this meets the existing footway, visibility is restricted by a boundary wall and the footway is narrow - which could lead to conflicts between users.</p>

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>Stop with unnecessary upheaval, expenditure and alteration.</p> <p>There is NO DATA to suggest this is necessary, at all.</p> <p>This is a complaint and an objection and wish it to be counted as such.</p>		
All	<p>I wish to complain AND object to the latest plans for Edinburgh West and North.</p> <p>&gt;</p> <p>&gt; I regularly walk this route and the issues I encounter are not resolved by the latest plans. The plans are generally trying to improve something that doesn't need improved. Simply cleaning and removing debris would be enough to improve this area without spending tax payers money on vanity projects. However, I walk from Craigmount HS to the Gyle, the pathway on Maybury is a disgrace even after the half hearted attempt at cleaning this. The lighting around the entrance at Turnhouse Road is also very poor.</p> <p>&gt; I also walk regularly along Turnhouse Road to the airport and this is now dangerous with deep pools of water and mud, broken pavements and kerbs. The "engineers" working in the area have complete disregard for local residents who use this. (Not to mention the complete destruction of local habitat for wildlife). Do Edinburgh council ever inspect the work being carried out in their council area?</p>	Maintenance required.	<p>Unfortunately the footpaths on Maybury Road are not within the scope of this project. Your suggestions for improvements to the footways have been passed to the local area roads team and also to the project team considering longer term improvements to the Maybury Road corridor.</p> <p>Your comments and concerns regarding the development works have also been passed on to the Councils development control team to consider and follow-up.</p>

TRO Reference	Objection Detail	Theme	Response (extract)
All	<p>Dear Sir/Madam</p> <p>I want to register my objection to this 'project' being pushed through during the pandemic without a public meeting to support or oppose this scheme. As your own figures show a significant opposition to your plans this is anything but democratic. I also think that this leaves it open to a legal challenge at a date of the opposition choosing.</p> <p>I however must congratulate you on one of the most boring reports that I have ever read, and the failure to include the majority opposition as the dominant factor in your proposals. This is an imposition of your plan certainly not a democratic agreement by the residents. I suggest you shelve your plan until after the Pandemic as traffic is NOT a problem for any one at present. The only traffic problem seems to be the free movement of traffic through central Edinburgh with the increased air pollution slow movement causes. Their has been a fundamental change in traffic flow at present and that will continue to be the case after the Pandemic as people now work more from home. To sum up your your report is now obsolete due to the changes caused by the Pandemic and there is no longer any reason to introduce parking restrictions of any kind.</p>	Proposals should not be progressed during pandemic.	<p>In March 2020, the West Edinburgh Link (WEL) project team consulted on options for parking controls in the Gogarloch and South Gyle estates to protect the streets and residents from commuter parking. Based on the overall levels of support from those residents who responded – it was agreed to proceed with a Residents Priority Parking Area. The final design and layout of restrictions was updated to reflect the detailed feedback received from residents on each of the individual streets.</p> <p>Full details of the consultations and results are available on the WEL project website, Consultation section: <a href="http://www.westedinburghlink.info">www.westedinburghlink.info</a>.</p> <p>I can confirm that the proposed Residents Priority Parking Area is proposed to be delivered alongside completion of the full project in 2023. The justification is based on community feedback to-date; the need to help protect the residential streets from commuter parking from the impacts of the WEL scheme on South Gyle Crescent; as well as the planned developments in the Gyle which will increase demand for parking.</p>
All	<p>I write to confirm my objection to the proposed West Edinburgh Link.</p> <p>It transpired recently that the West Edinburgh Link was being used as a vehicle to push through a Low</p>	Project not required.	We can confirm that the East Craigs Low Traffic Neighbourhood (LTN) is being developed as part of the West Edinburgh Link project to help meet the aims of the proposed cycle route and wider neighbourhood objectives. This LTN is separate to that previously

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>traffic Neighborhood in East Craigs, The Craigmounts and the North Gyles. This was despite virtually the whole of the area not wanting it. Unfortunately due to this it has become obvious that the Council and its Officers can not be trusted on matters. It was all extremely underhand and almost dictatorial, not the way a democratic country and authority should be run.</p> <p>In addition to this in these times of hardship the money to spent on this would be more wisely spent looking after the folks who have faced financial ruin due to the pandemic.</p>		<p>considered as part of the Council's response to the pandemic - and no proposals have been developed as yet. A detailed engagement programme has been instigated to involve residents in informing the scope and inputting into any design proposals as they are developed.</p> <p>As you may know, we recently undertook an engagement programme with residents and stakeholders to gather information on the area. This information will be used to inform the scope of any proposed LTN - and there are no proposals as yet. Further engagement will be undertaken with residents and stakeholders in May 2021, with final proposals put forward to Council Transport and Environment Committee for consideration in June. There will be further opportunity for residents to consider and respond to any proposals during the traffic orders stage prior to implementation.</p> <p>Full information on the LTN, and its proposed approach for implementation, is available on the project website: <a href="http://www.westedinburghlink.info">www.westedinburghlink.info</a>.</p>
All	<p>Priority resurfacing of the WEL route would be required for me to support. There has been patching previously but it is only temporary and turns into potholes quite quickly which are dangerous for cyclists. The Council would need to consider carefully from a safety perspective how it wants to proceed. Create a flagship cycle route through West Edinburgh that is appropriately</p>	<p>Road maintenance should be included.</p>	<p>I can confirm where new cycle tracks and paths are to be implemented as part of the proposals, new surfacing will be provided. Where the cycle route follows the existing quiet streets, an assessment will be made at the time of construction (c.2022-23) on the carriageway condition and repairs will be provided where a safety of comfort issue for cyclists is perceived.</p>

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>invested in by being resurfaced where required and safe for everyone or simply designate a route through a few quieter roads with a mix of well surfaced roads where children and adults can cycle confidently followed by poorly surfaced roads full of grooves and potholes which can lead to injury. I think the public will see through the latter.</p> <p>It doesn't need to include full resurfacing of all the quiet roads in the area but will need to include the WEL route for safety reasons.</p>		<p>In the meantime, I have also passed on your comments to the Councils roads maintenance team to consider and follow-up.</p>
All	<p>I would like to formally lodge my objection to this scheme. This scheme is focusing on cyclists only and no other road user. Cycling is not the only alternative option to cars and the removal of bus stops due to this scheme should not be allowed.</p> <p>South Gyle Crescent has the 22 bus service which is the only reliable bus service in the area. It's not regular but is a service that is well used in the area and removal of bus stops for this service is not going to help people move away from cars.</p> <p>The pavements in this area are more than wide enough to accommodate both pedestrian and cyclist therefore repairing the current pavements should be the resolution not forcing out cars and buses.</p>	<p>Reduced road capacity.</p> <p>Bus stop removal on South Gyle Cres.</p>	<p>I can confirm that the scheme does not propose to remove any bus stops, with only relocations proposed on South Gyle Crescent. We have consulted with bus operators to advise and inform on the bus stop locations and they are supportive of the proposals.</p>
All	<p>A friend of mine forwarded this on to me , it was the first I had heard of it .....</p>	<p>Impacts on traffic capacity and bus journey times.</p>	<p>I can confirm the impacts on traffic have been considered throughout the development of the proposals. The impacts have been assessed through</p>

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>I started to read through your proposals with a POSITIVE view as I am an occasional cyclists, who I think, you would like to cycle more, so I read through the proposals with interest and agree the pictures and images all look great</p> <p>BUT my view turned NEUTRAL when I realised that all the images are in sunny conditions and it made me realise that the reason I don't and WONT cycle more is the WEATHER (1/3 of year – no way , 1/3 year , just about, 1/3 year maybe)</p> <p>Then I turned NEGATIVE because for probably 2 /3 of the year I get the BUS and your actions, reducing road widths, displacing cars etc WILL have an impact on congestion and WILL slow BUSES down</p> <p>I hope you can follow my logic here , but sorry I must it's a REJECT from me, anything which will increase congestion for BUSES is a BIG NO</p> <p>Also with ref to your 70% in favour , what sample size was it 100's ? I am guessing here that the majority of the respondents were hard core cyclists who these proposals will be great but NOT the normal folks who, you need to change THEIR BEHAVIOUR .</p>		<p>traffic modelling and efforts have been made to balance the flows of people and vehicles through the junctions in particular. It should be noted that there are a number of bus lanes on the routes within the WEL project including South Gyle Broadway, South Gyle Crescent, South Gyle Access, Calder Road and Wester Hailes Road which are to be retained and offer priority to buses. However, it is acknowledged that there may be some initial delays on traffic journey times during certain periods of the day which will be monitored as the project is implemented.</p> <p>In addition, it should be noted that the project fits within the Council's City Mobility Plan includes a suite of complementary measures across the city to help encourage less reliance on everyday car use and support walking, cycling and public transport. Full details are available on the Council's website.</p>
<p>TRO/20/27 TRO/20/28A TRO/20/29</p>	<p>Regarding TRO/20/29 - Gogarloch &amp; South Gyle Section of West Edinburgh Link Project, I have a few comments regarding this proposal.</p>	<p>Concerns over bus stops and traffic access.</p>	<p>I can confirm that at the time of developing the proposals and undertaking community consultations, the Barrats estate was not adopted by the Council. As</p>

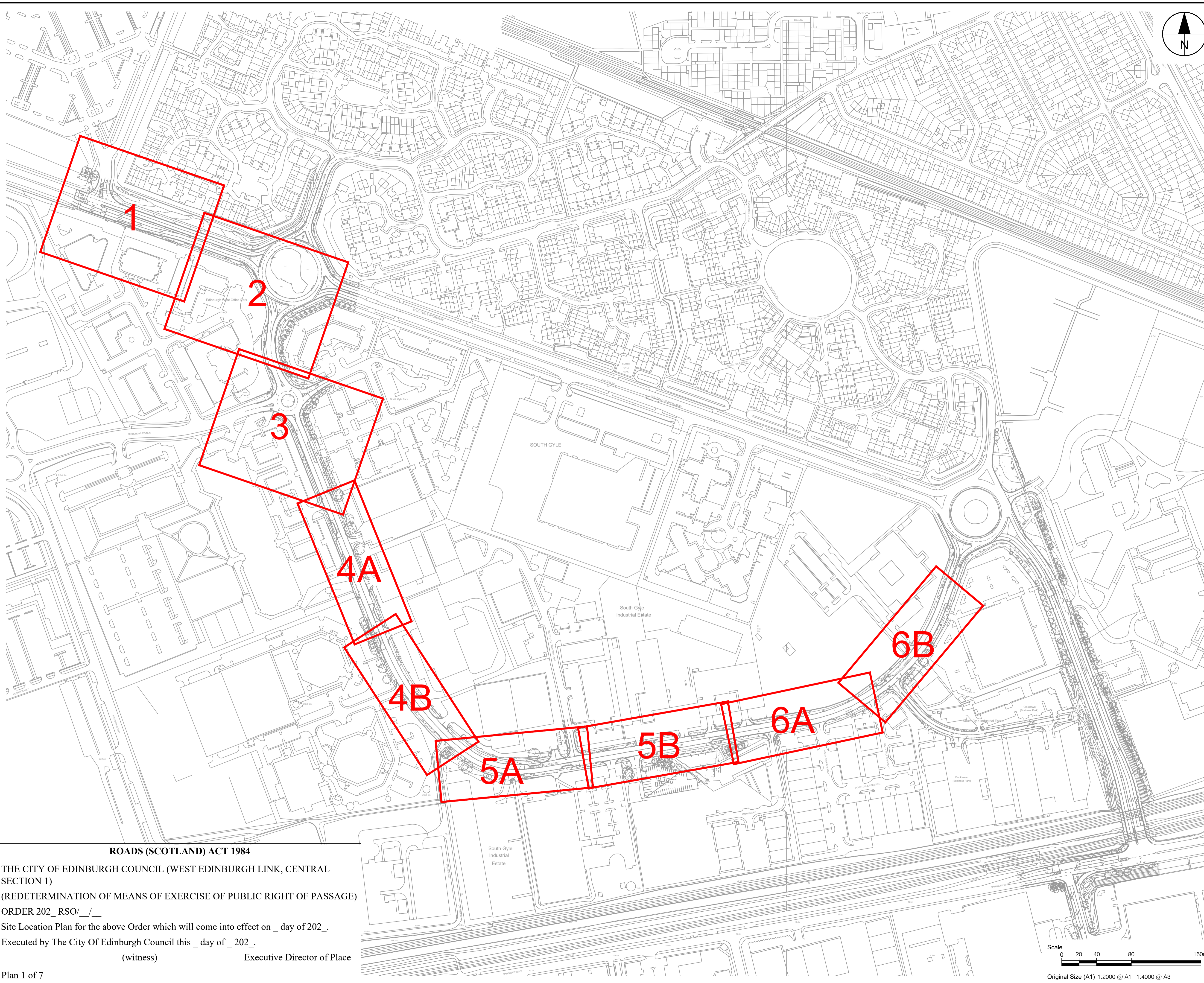
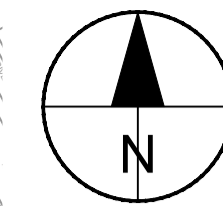
TRO Reference	Objection Detail	Theme	Response (extract)
	<p>Firstly why was the Barratts estate not included in this proposal? according to <a href="https://www.edinburgh.gov.uk/directory-record/1313041/barnyard-park-rigg">https://www.edinburgh.gov.uk/directory-record/1313041/barnyard-park-rigg</a>, this road is adopted. As a consequence of this change, we will see issues with parking.</p> <p>Secondly where are the bus stops going to be located on South Gyle Crescent and Bankhead Drive? Are you reducing the number of bus stops and in turn my access to public transport?</p> <p>Finally, how are buses and lorries going to navigate these routes? Currently they struggle to pass each other with wider roads than your proposal. Do your proposals for the road dimensions comply with your own new road regulations found here <a href="https://www.edinburgh.gov.uk/roads-pavements/building-new-roads?documentId=12599&amp;categoryId=20089">https://www.edinburgh.gov.uk/roads-pavements/building-new-roads?documentId=12599&amp;categoryId=20089?</a></p>		<p>such, these areas are not within the scope of the current project and traffic orders. I can confirm that the project team will monitor the parking and impacts in these streets and consider any future parking controls which may be required. Any future changes would be subject to and informed by community consultations.</p> <p>I can confirm that the scheme does not propose to remove any bus stops on South Gyle Crescent or Bankhead Avenue. Relocations are proposed on South Gyle Crescent. We have consulted with bus operators to advise and inform on the bus stop locations and they are supportive of the proposals.</p> <p>I can confirm that all designs and proposals have been assessed for bus, refuse and emergency vehicle access to ensure this is safely navigated in all roads, junctions and accesses.</p>

## Appendix 4

### Final TRO summary of responses and themes

Section / Area	TRO Reference	Number of Objections	Themes					
			Concerns over bus stops and traffic access.	Build-out not required on North Gyle Loan at ramp.	Reduced road capacity.	Project not required.	Road maintenance is required.	Scheme should not be progressed during pandemic
Central Part 1 (South Gyle Crescent)	TRO/20/28A	1	1					
Central Part 2 (South Gyle Access & Bankhead)	TRO/20/27	1	1					
Northern Section	TRO/20/25	2		2				
Southern Section	TRO/20/26	0						
Whole scheme proposals	All	7	1		2	2	2	1
	<b>Total</b>	<b>11</b>						

\*note that some objections covered multiple themes so individual columns totals will not match the total number of objections



**ROADS (SCOTLAND) ACT 1984**  
 THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 1)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202\_ RSO/ /\_  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_.  
 Executed by The City Of Edinburgh Council this \_ day of \_ 202\_.

(witness) Executive Director of Place

Plan 1 of 7

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
1	01/02/2022	G.A. UPDATE ON SGC
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**

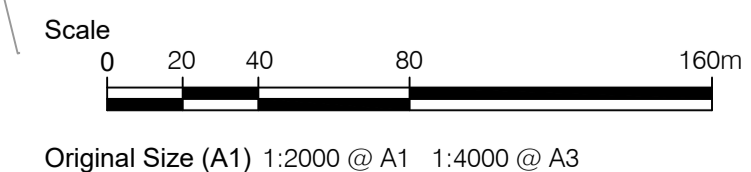
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**SHEET TITLE**

CENTRAL SECTION 1  
 REDETERMINATION ORDERS 2021  
 OVERVIEW

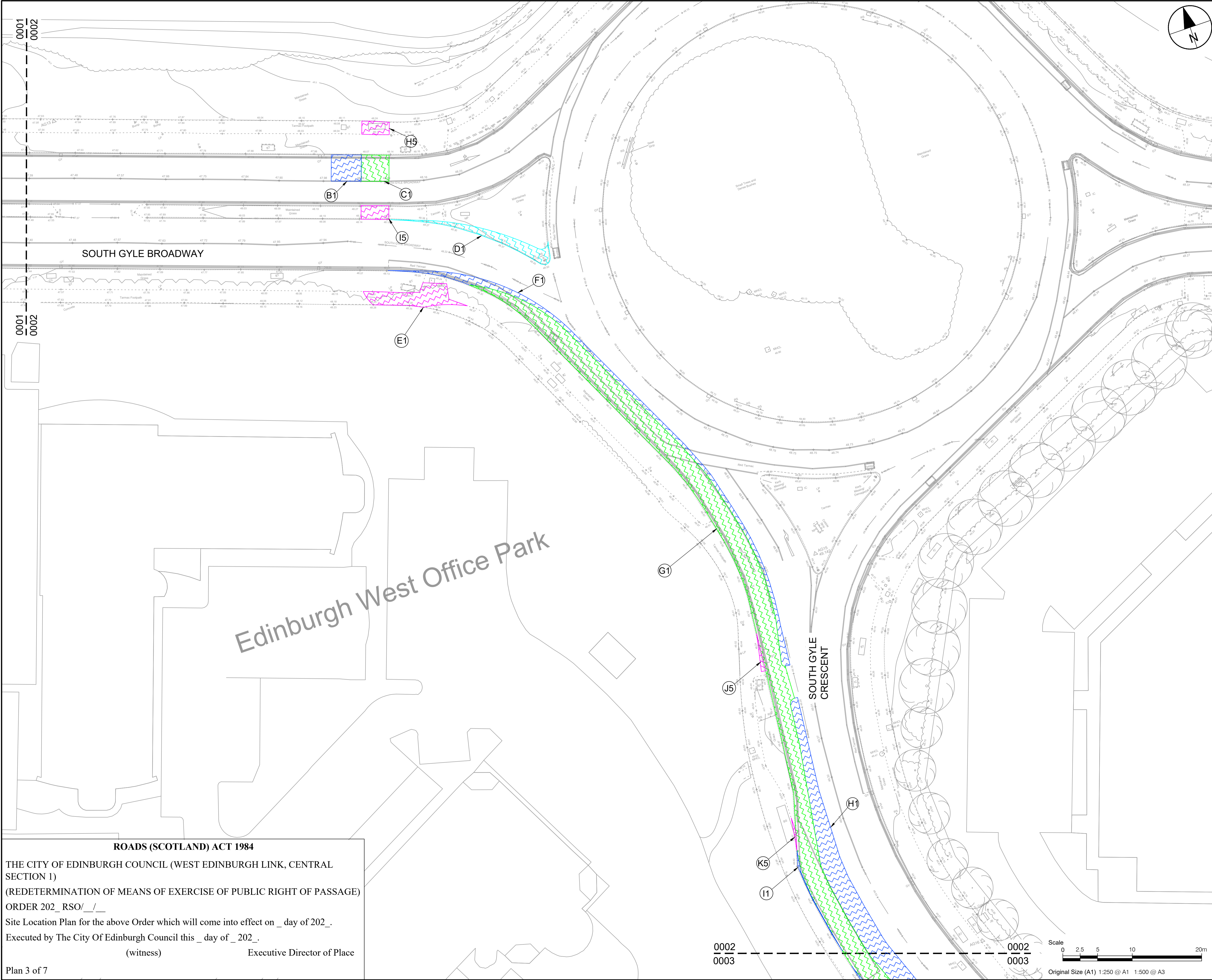
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 Project Management Initials: Designer: CM Checked: JN Approved: PM ISO A1 994mm x 841mm



**PROJECT**  
 WEST EDINBURGH  
 ACTIVE TRAVEL  
 NETWORK

**CLIENT**



**CONSULTANT**  
 AECOM  
 1 Tanfield  
 EDINBURGH, EH3 5DA  
 +44 (0) 131 301 8600 tel  
 +44 (0) 131 301 8699 fax  
 www.aecom.com

**NOTES**

- KEY**
- Existing carriageway re-determined as footway (B1, F1, H1, I1)
  - Existing footway re-determined as carriageway (D1)
  - Existing carriageway re-determined as cycletrack (C1, G1)
  - Existing footway re-determined as cycletrack (E1, H5, I5, J5, K5)

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
1	01/02/2022	G.A. UPDATE ON SGC
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**

60579456

**SHEET TITLE**

CENTRAL SECTION 1  
 REDETERMINATION ORDERS 2021  
 SHEET 2 OF 6

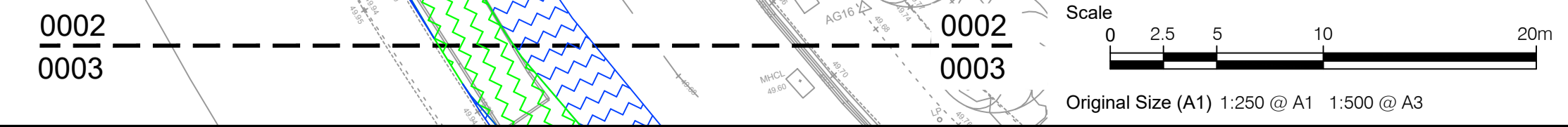
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**ROADS (SCOTLAND) ACT 1984**  
 THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 1)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202\_RSO/ /\_  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_.  
 Executed by The City Of Edinburgh Council this \_ day of \_ 202\_.

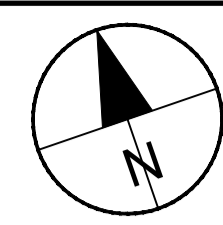
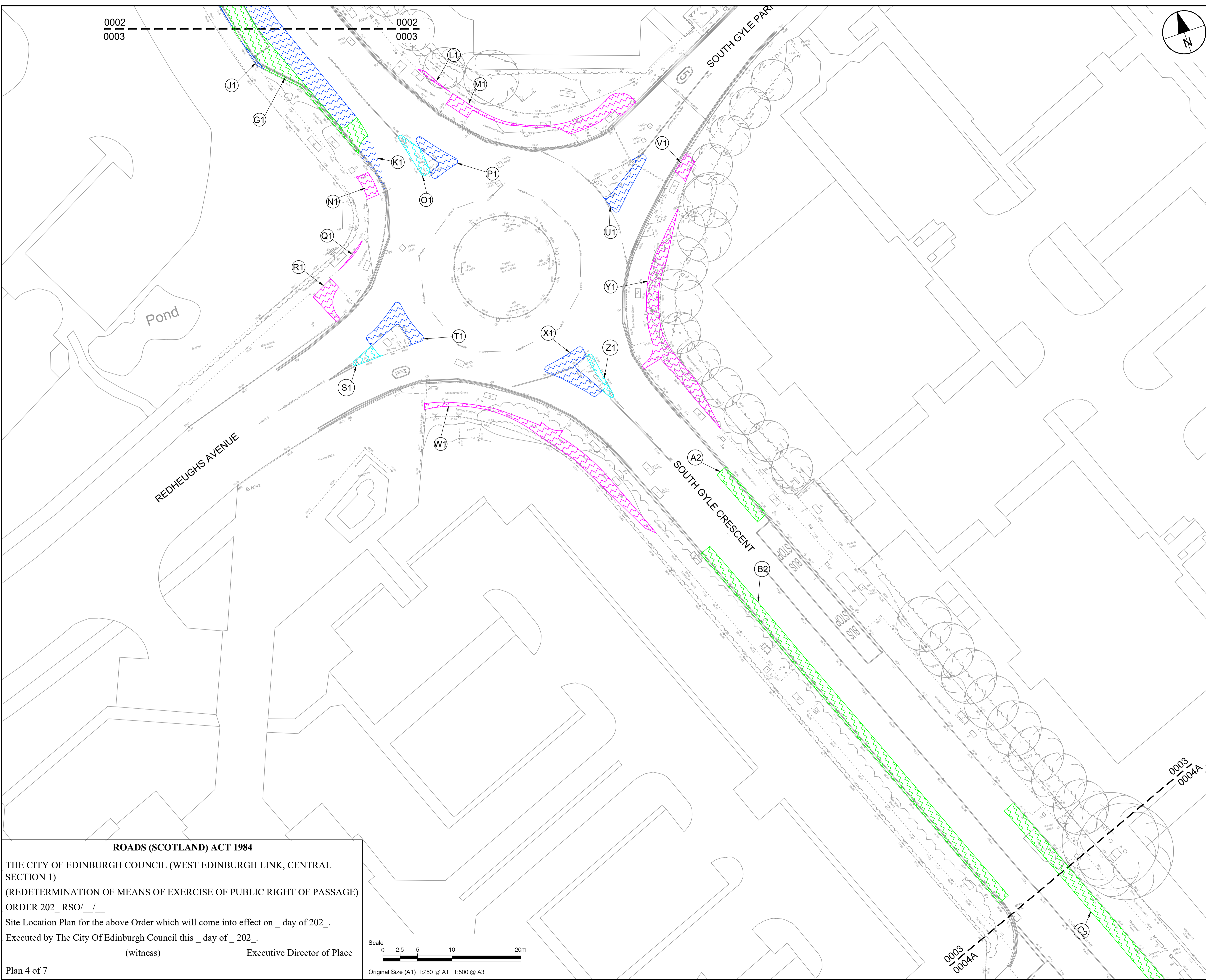
(witness) Executive Director of Place

Plan 3 of 7




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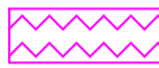

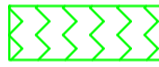
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 Project Management Initials: Designer: CM Checked: JN Approved: PM ISO A1 594mm x 841mm



**PROJECT**  
 WEST EDINBURGH  
 ACTIVE TRAVEL  
 NETWORK

**CLIENT**  
  
 THE CITY OF EDINBURGH COUNCIL

**CONSULTANT**  
 AECOM  
 1 Tanfield  
 EDINBURGH, EH3 5DA  
 +44 (0) 131 301 8600 tel  
 +44 (0) 131 301 8699 fax  
 www.aecom.com

- NOTES**
- KEY**
-  Existing carriageway re-determined as footway (J1, K1, P1, T1, U1, X1)
  -  Existing footway re-determined as cycletrack (L1, M1, N1, Q1, R1, V1, W1, Y1)
  -  Existing footway re-determined as carriageway (O1, S1, Z1)
  -  Existing carriageway re-determined as cycletrack (A2, B2)

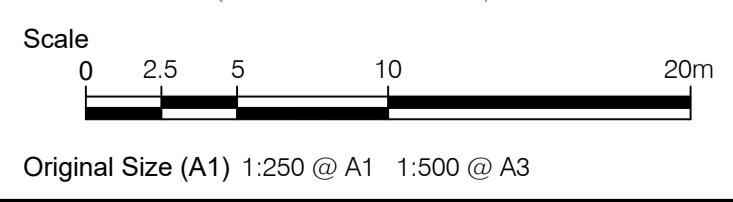
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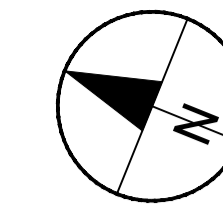
**KEY PLAN**

**PROJECT NUMBER**  
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**SHEET TITLE**  
 CENTRAL SECTION 1  
 REDETERMINATION ORDERS 2021  
 SHEET 3 OF 6  
**SHEET NUMBER**  
 60579456-SHT-C-CS-1-RSO-0003

**ROADS (SCOTLAND) ACT 1984**  
 THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 1)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202\_RSO/ /\_  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_.  
 Executed by The City Of Edinburgh Council this \_ day of \_ 202\_.  
 (witness) Executive Director of Place



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KEY

- Existing carriageway redetermined as cycletrack (C2, E2, F2, G2, J2, K2, L2, M2)
- Existing footway redetermined as carriageway (D2, H2, I2)

ISSUE/REVISION

I/R	DATE	DESCRIPTION
1	01/02/2022	G.A. UPDATE ON SGC
-	03/12/2021	FIRST ISSUE

KEY PLAN

PROJECT NUMBER

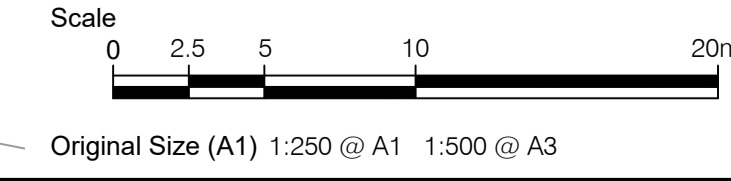
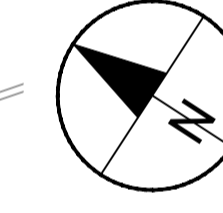
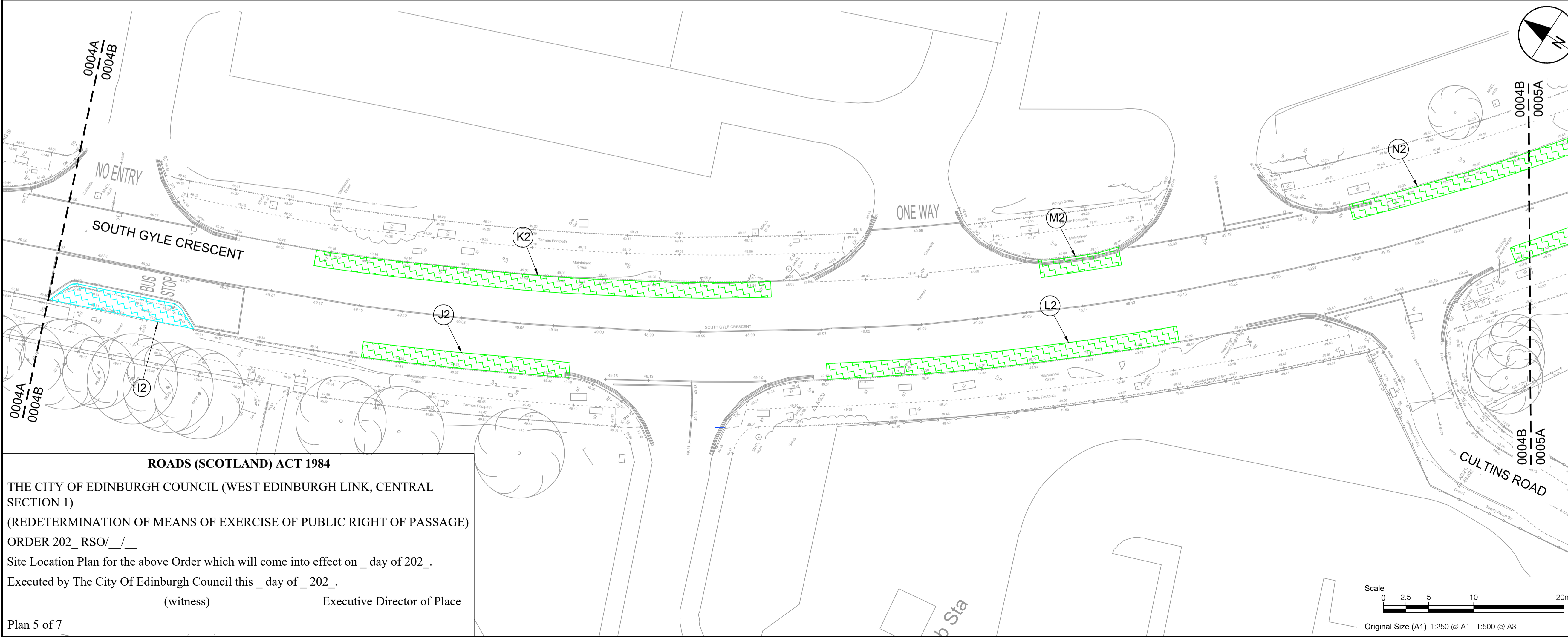
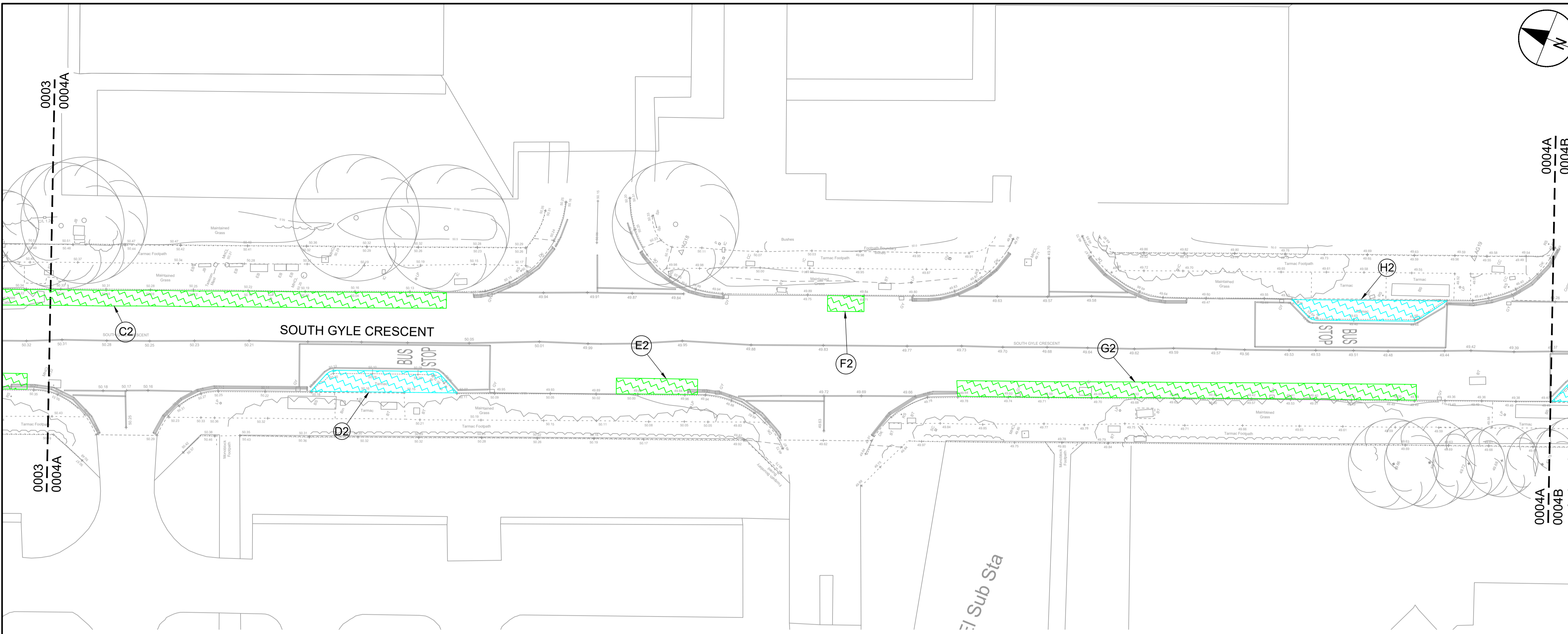
60579456

SHEET TITLE

CENTRAL SECTION 1  
REDETERMINATION ORDERS 2021  
SHEET 4 OF 6

SHEET NUMBER

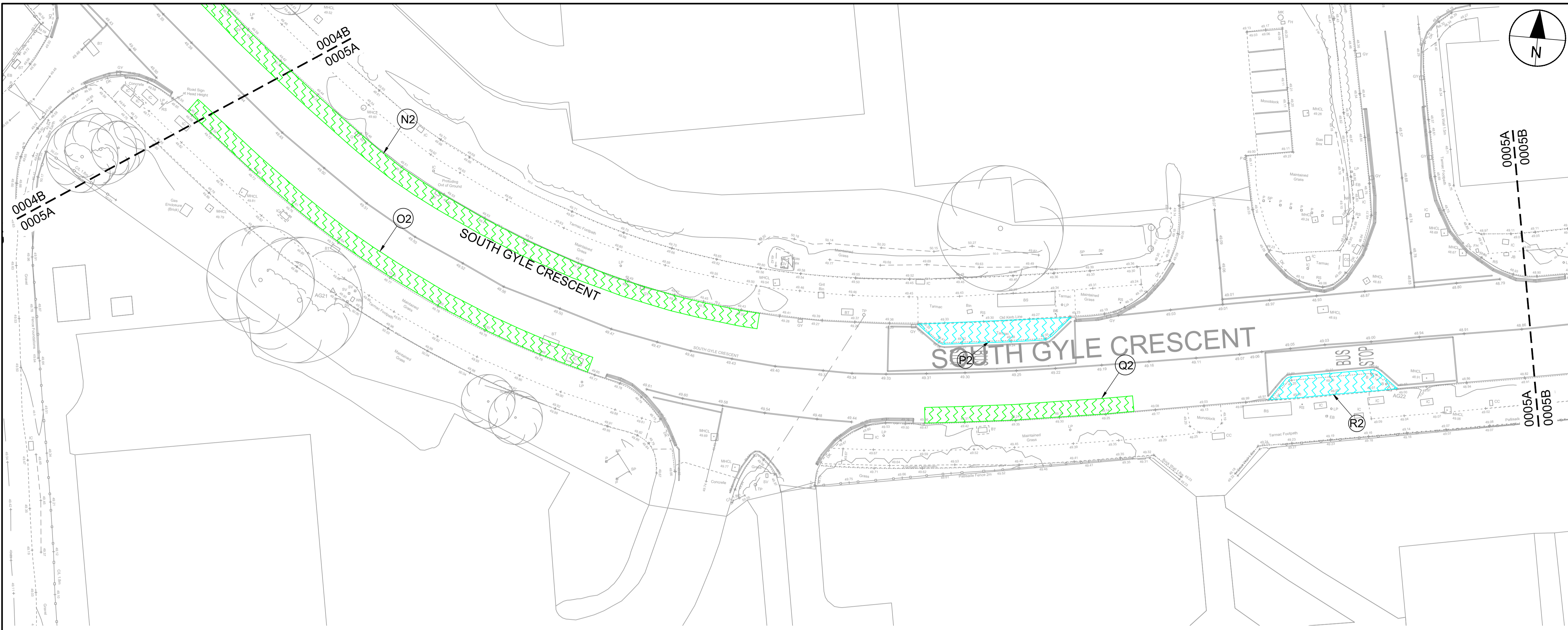
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**ROADS (SCOTLAND) ACT 1984**  
 THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 1)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 2021 RSO/ /  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_ .  
 Executed by The City Of Edinburgh Council this \_ day of \_ 202\_ .  
 (witness) Executive Director of Place  
 Plan 5 of 7

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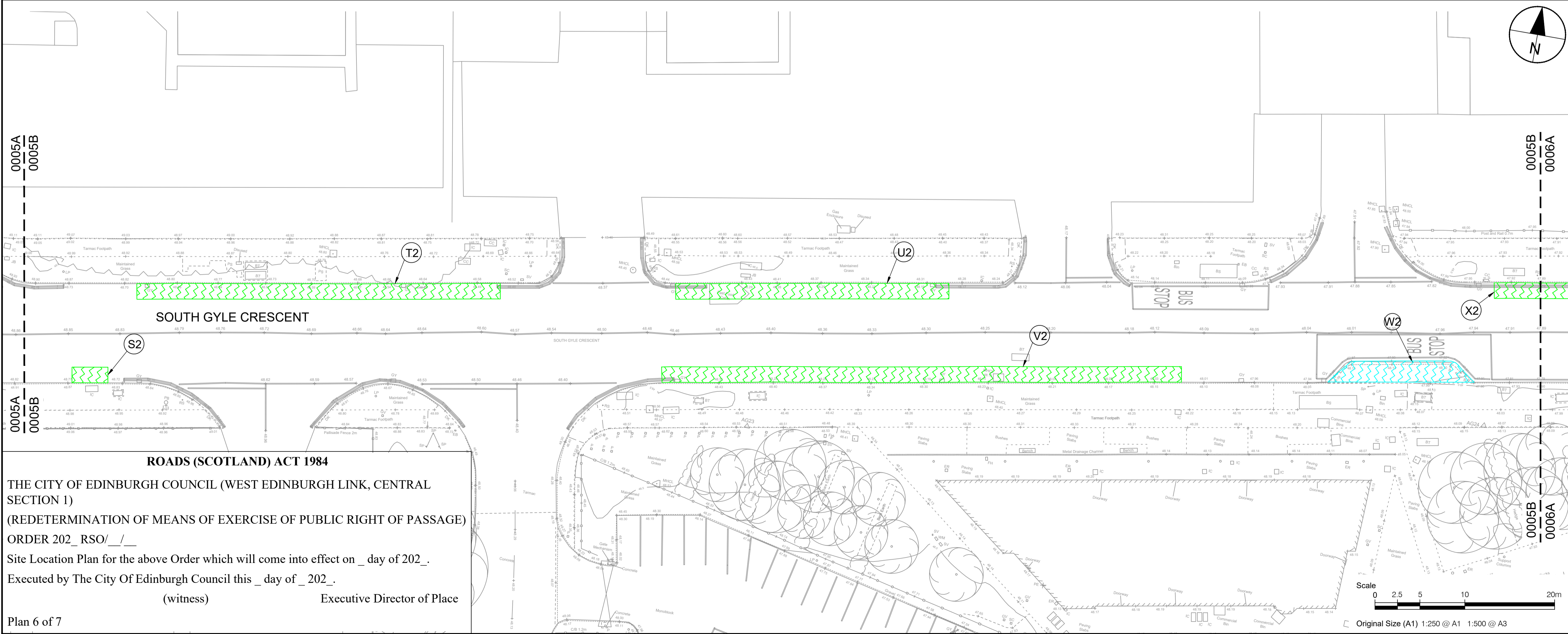
**PROJECT**  
 WEST EDINBURGH  
 ACTIVE TRAVEL  
 NETWORK

**CLIENT**



**CONSULTANT**  
 AECOM  
 1 Tanfield  
 EDINBURGH, EH3 5DA  
 +44 (0) 131 301 8600 tel  
 +44 (0) 131 301 8699 fax  
 www.aecom.com

- NOTES**
- KEY**
- Existing footway re-determined as carriageway (P2, R2, W2)
  - Existing carriageway re-determined as cycletrack (N2, O2, Q2, S2, T2, U2, V2, X2)



**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
1	01/02/2022	G.A. UPDATE ON SGC
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**  
 60579456

**SHEET TITLE**  
 CENTRAL SECTION 1  
 REDETERMINATION ORDERS 2021  
 SHEET 5 OF 6

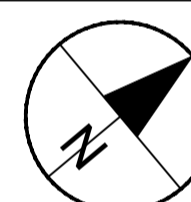
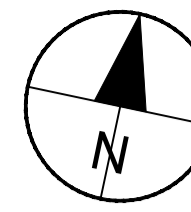
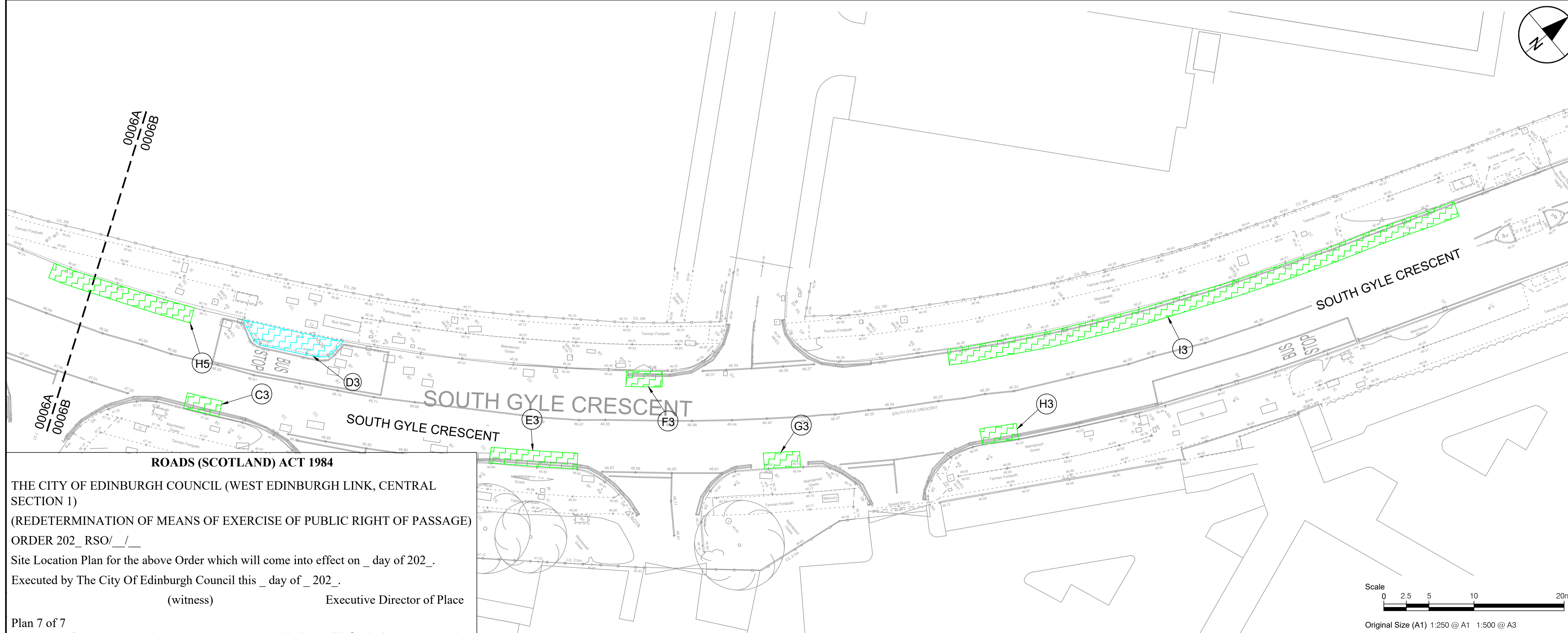
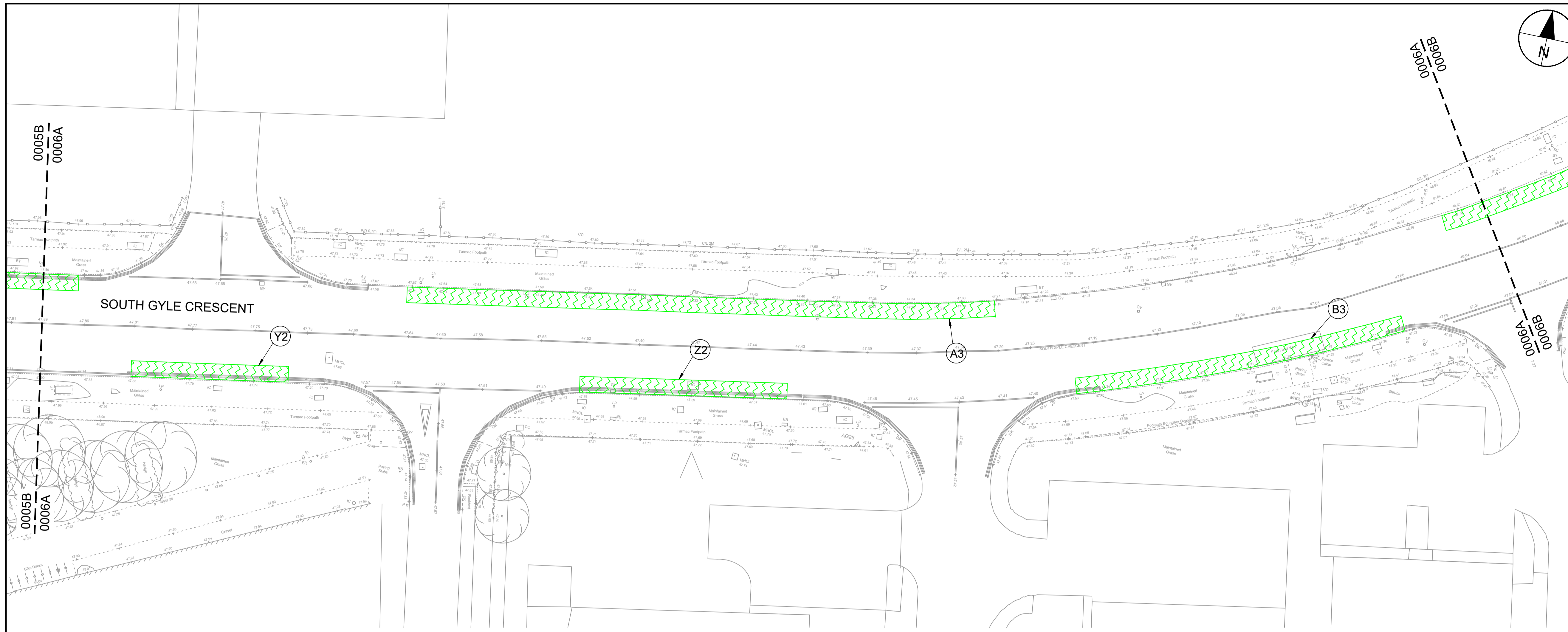
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**ROADS (SCOTLAND) ACT 1984**  
 THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 1)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 2021 RSO/ /  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_.  
 Executed by The City Of Edinburgh Council this \_ day of \_ 202\_.

(witness) Executive Director of Place

Plan 6 of 7

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- KEY**
- Existing footway redetermined as carriageway (D3)
  - Existing carriageway redetermined as cycletrack (Y2, Z2, A3, B3, C3, E3, F3, G3, H3, I3, H5)

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
1	01/02/2022	G.A. UPDATE ON SGC
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**

60579456

**SHEET TITLE**

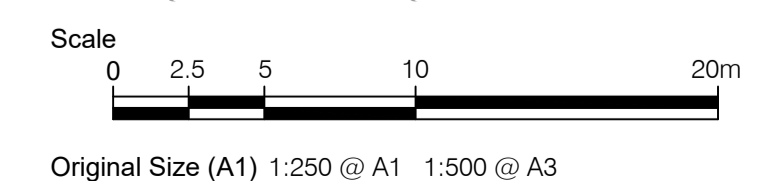
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REDETERMINATION ORDERS 2021  
SHEET 6 OF 6

**SHEET NUMBER**

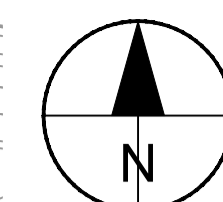
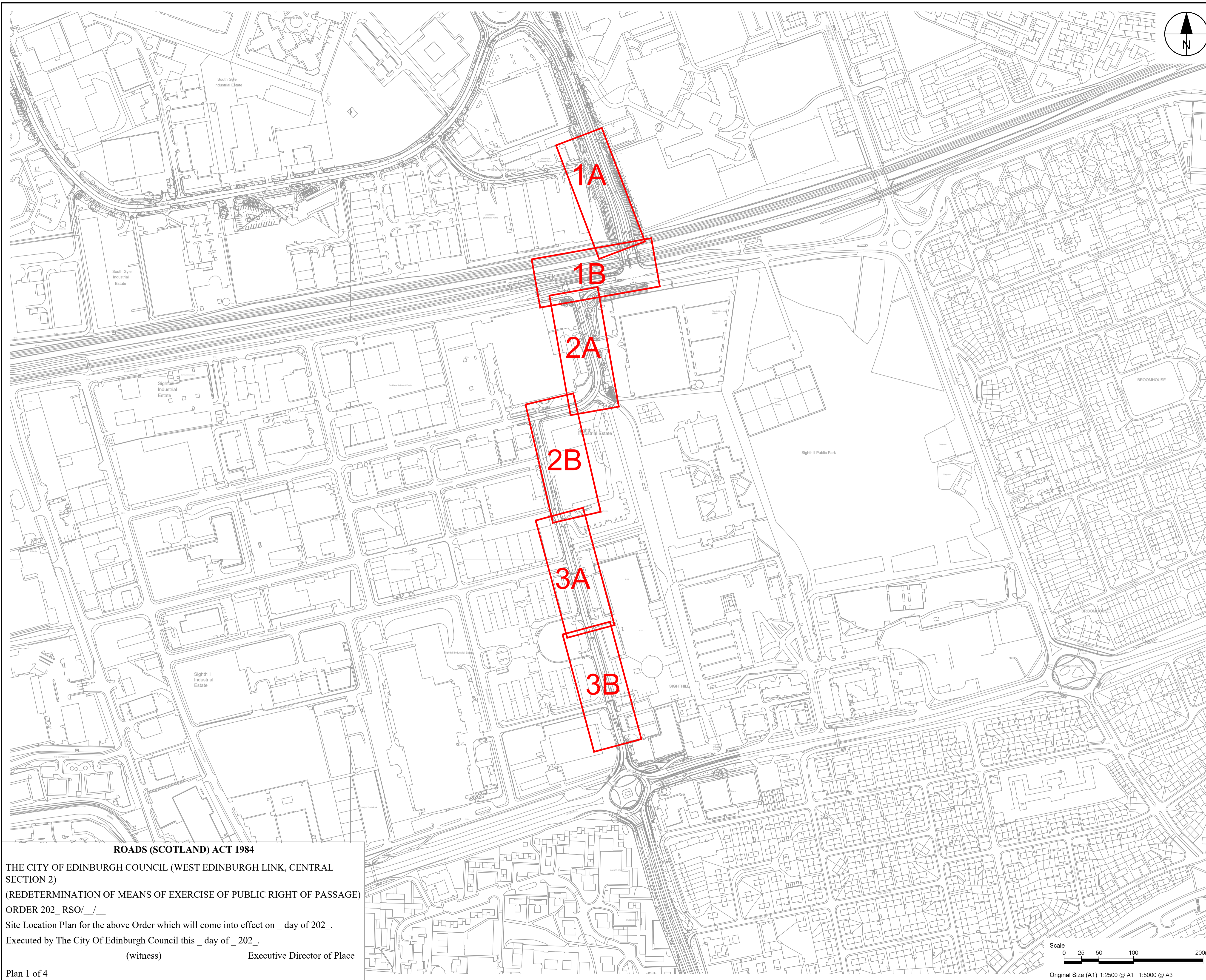
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**ROADS (SCOTLAND) ACT 1984**  
THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 1)  
(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
ORDER 2021 RSO/ /  
Site Location Plan for the above Order which will come into effect on \_ day of 202\_.  
Executed by The City Of Edinburgh Council this \_ day of \_ 202\_.

(witness) Executive Director of Place



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**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**

60579456

**SHEET TITLE**

CENTRAL SECTION 2  
 REDETERMINATION ORDERS 2021  
 OVERVIEW

**SHEET NUMBER**

60579456-SHT-C-CS-2-RSO-0000

**ROADS (SCOTLAND) ACT 1984**

THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 2)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202 RSO/ /

Site Location Plan for the above Order which will come into effect on \_ day of 202\_.

Executed by The City Of Edinburgh Council this \_ day of \_ 202\_.

(witness)

Executive Director of Place



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 Checked: JN  
 Designer: CM  
 Project Management Initials:



**PROJECT**  
**WEST EDINBURGH ACTIVE TRAVEL NETWORK**

**CLIENT**



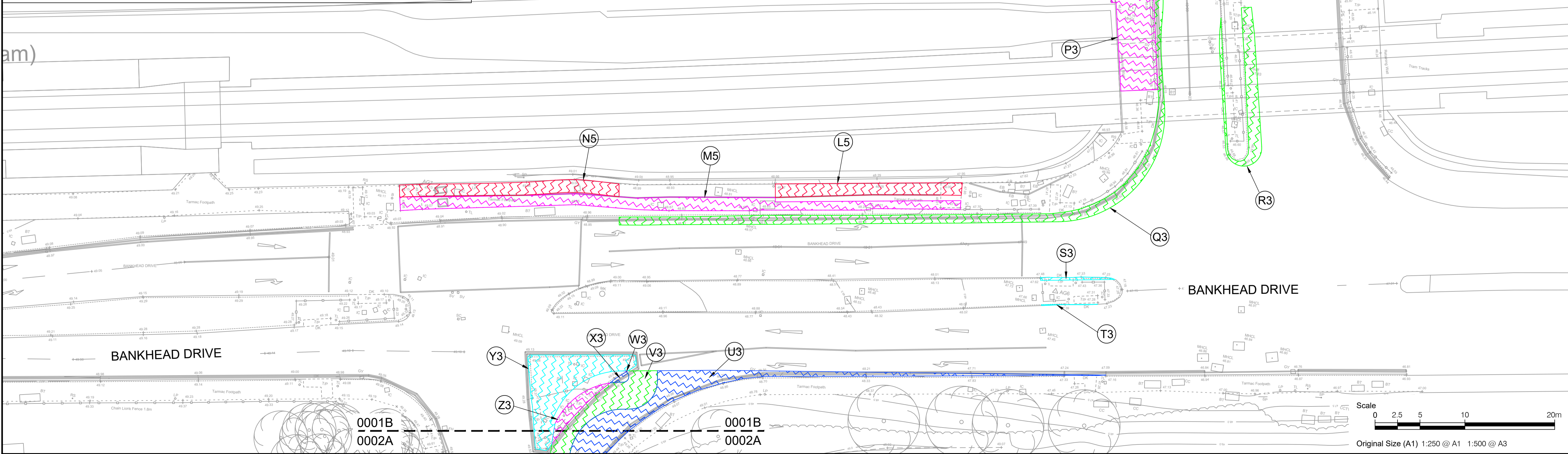
**CONSULTANT**  
 AECOM  
 1 Tanfield  
 EDINBURGH, EH3 5DA  
 +44 (0) 131 301 8600 tel  
 +44 (0) 131 301 8699 fax  
 www.aecom.com

**NOTES**

- KEY**
- Existing carriageway redetermined as footway (U3, X3)
  - Existing carriageway redetermined as cycletrack (J3, L3, Q3, R3, V3)
  - Existing footway redetermined as cycletrack (K3, P3, W3, Z3, M5)
  - Existing footpath redetermined as cycletrack (M3, N3, O3)
  - Existing footway redetermined as carriageway (S3, T3, Y3)
  - Existing cycletrack redetermined as footway (L5, N5)



**ROADS (SCOTLAND) ACT 1984**  
 THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 2)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202\_ RSO/ / /  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_ .  
 Executed by The City Of Edinburgh Council this \_ day of \_ 202\_ .  
 (witness) Executive Director of Place



**ISSUE/REVISION**

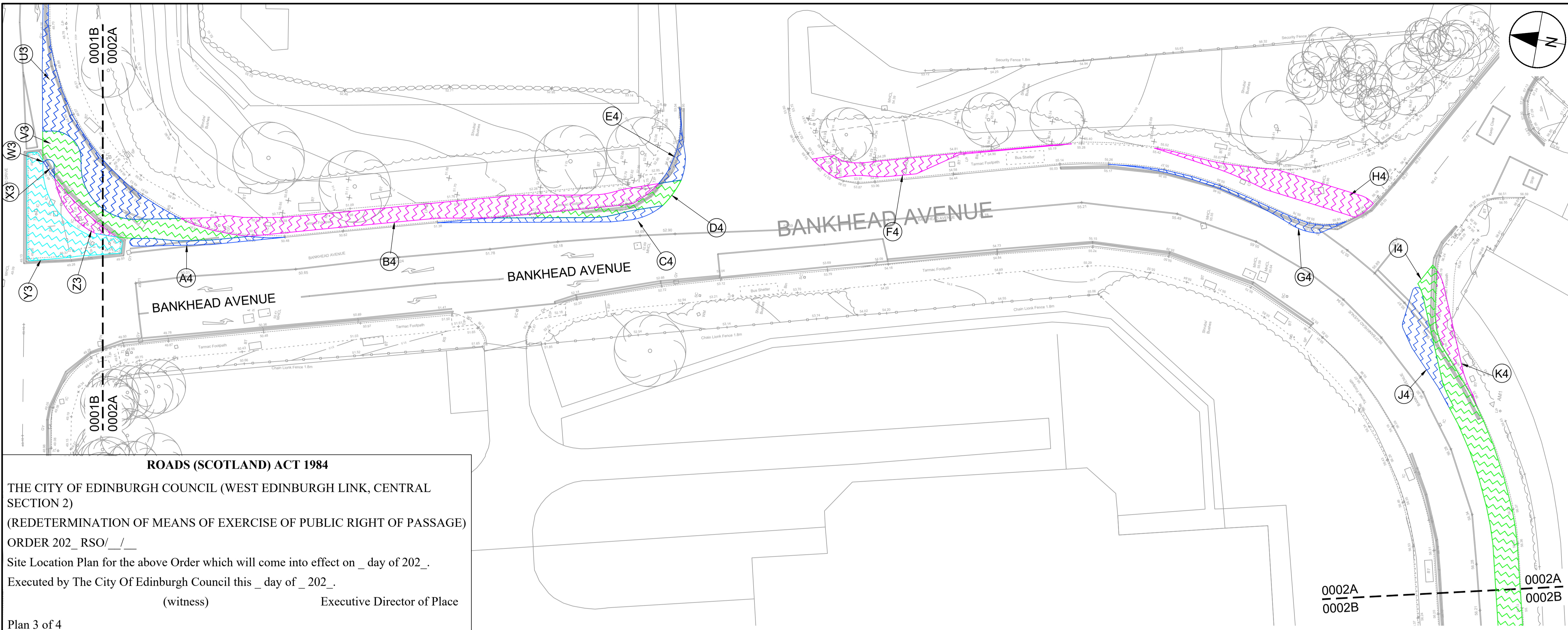
I/R	DATE	DESCRIPTION
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**  
60579456

**SHEET TITLE**  
CENTRAL SECTION 2  
REDETERMINATION ORDERS 2021  
SHEET 1 OF 3

**SHEET NUMBER**  
60579456-SHT-C-CS-2-RSO-0001

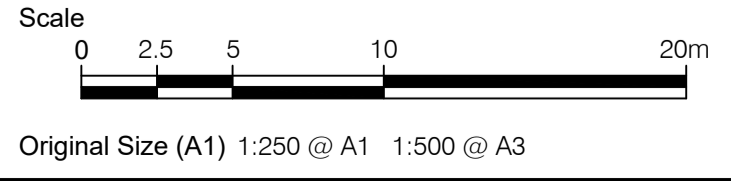
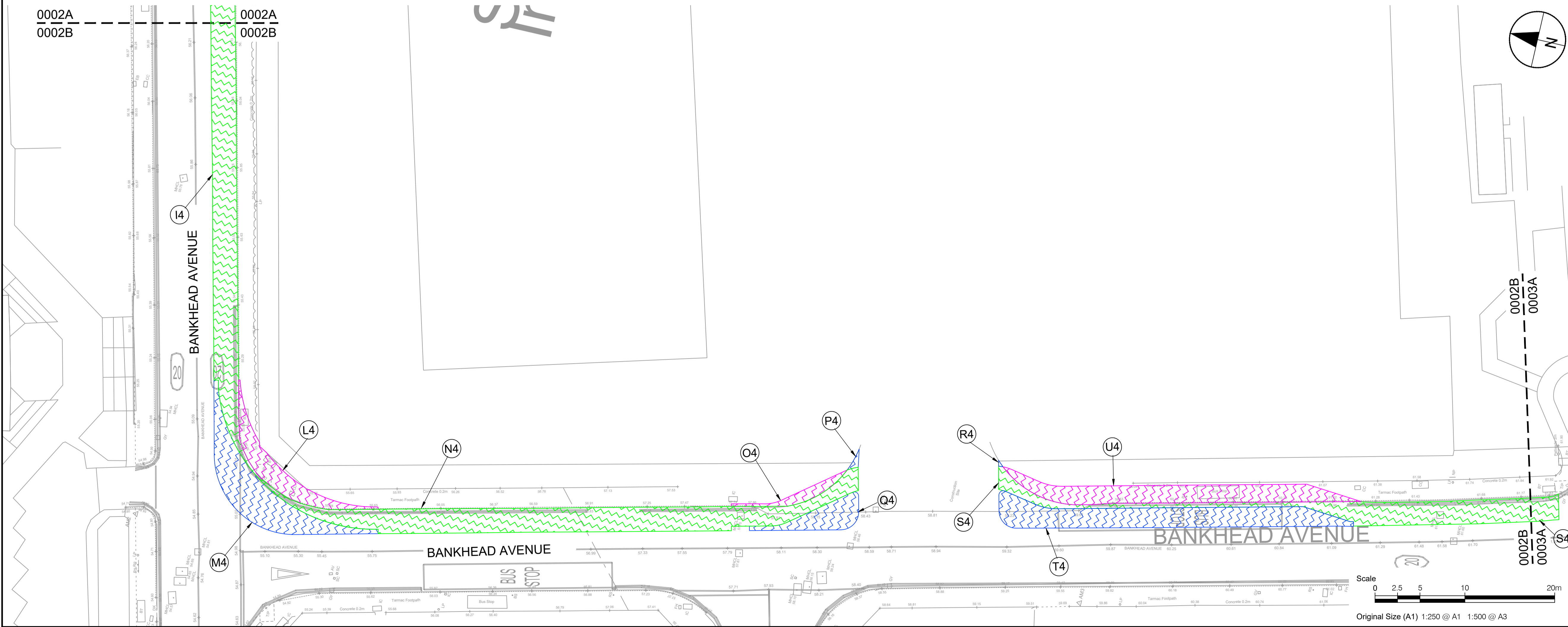


**ROADS (SCOTLAND) ACT 1984**  
 THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 2)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202\_ RSO/ / \_  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_ .  
 Executed by The City Of Edinburgh Council this \_ day of \_202\_ .  
 (witness) Executive Director of Place

Plan 3 of 4

**NOTES**

- KEY**
- Existing carriageway redetermined as footway (A4, C4, E4, G4, J4, M4, P4, Q4, R4, T4)
  - Existing carriageway redetermined as cycletrack (D4, I4, N4, S4)
  - Existing footway redetermined as cycletrack (B4, F4, H4, K4, L4, O4, U4)



**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
-	03/12/2021	FIRST ISSUE

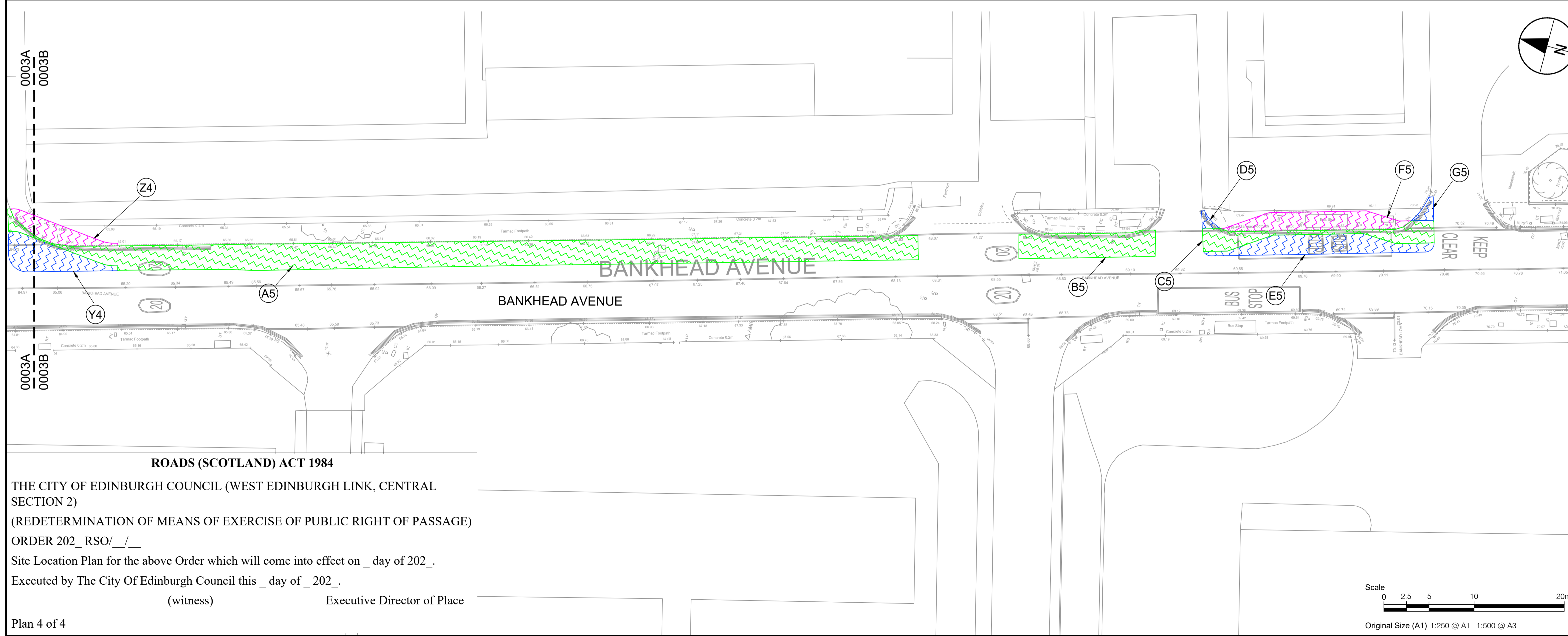
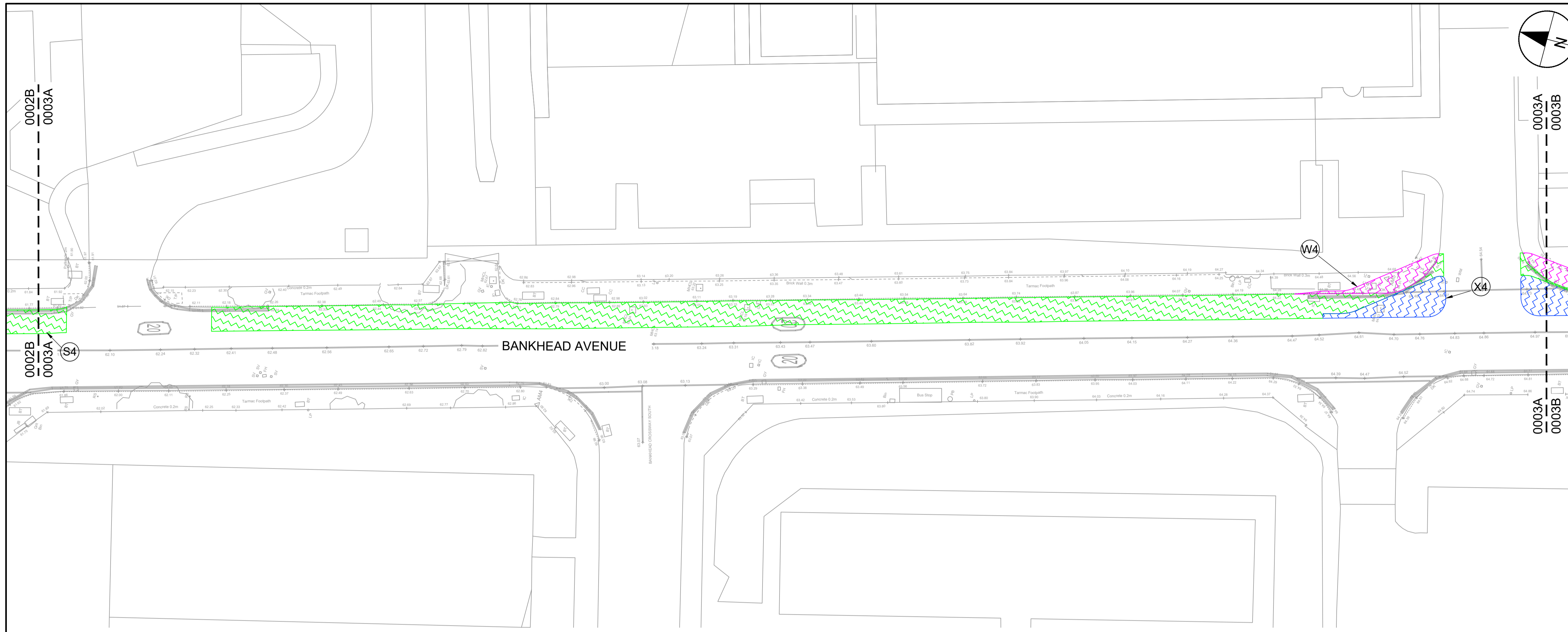
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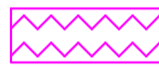
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**SHEET TITLE**  
 CENTRAL SECTION 2  
 REDETERMINATION ORDERS 2021  
 SHEET 2 OF 3

**SHEET NUMBER**  
 60579456-SHT-C-CS-2-RSO-0002

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- KEY**
-  Existing carriageway re-determined as footway (X4, Y4, D5, E5, G5)
  -  Existing carriageway re-determined as cycletrack (V4, A5, B5, C5)
  -  Existing footway re-determined as cycletrack (W4, Z4, F5)

I/R	DATE	DESCRIPTION
-	03/12/2021	FIRST ISSUE

60579456

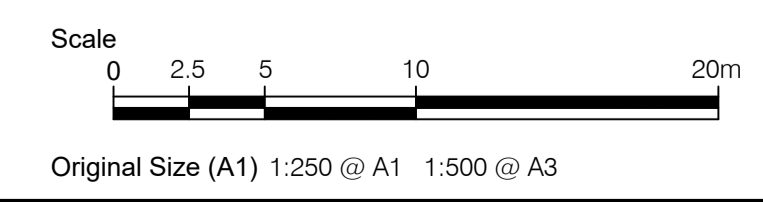
CENTRAL SECTION 2  
 REDETERMINATION ORDERS 2021  
 SHEET 3 OF 3

60579456-SHT-C-CS-2-RSO-0003

**ROADS (SCOTLAND) ACT 1984**  
 THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, CENTRAL SECTION 2)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 2021 RSO/ / /  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_.  
 Executed by The City Of Edinburgh Council this \_ day of \_ 202\_.

(witness) Executive Director of Place

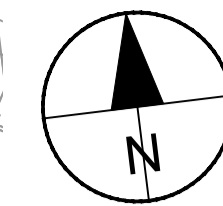
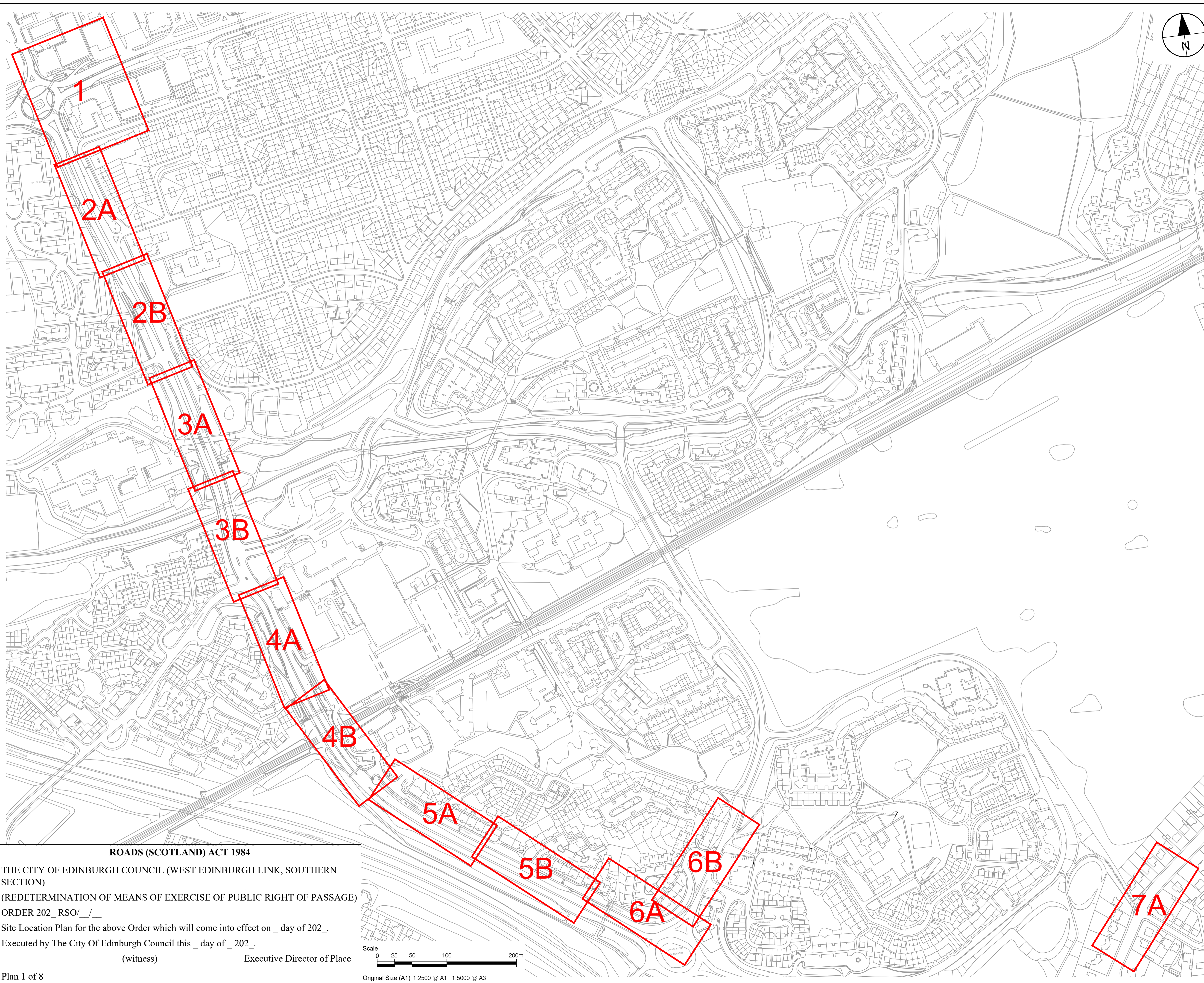
Plan 4 of 4



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 Last saved by: CATRIONA.MCGEECHAN Last Printed: 2021-12-21

ISO A1 594mm x 841mm  
 Approved: PM  
 Checked: JN  
 Designer: CM  
 Project Management Initials:



**AECOM**

PROJECT  
**WEST EDINBURGH  
 ACTIVE TRAVEL  
 NETWORK**

CLIENT

**EDINBURGH**  
 THE CITY OF EDINBURGH COUNCIL

CONSULTANT

AECOM  
 1 Tanfield  
 EDINBURGH, EH3 5DA  
 +44 (0) 131 301 8600 tel  
 +44 (0) 131 301 8699 fax  
 www.aecom.com

NOTES

ISSUE/REVISION

I/R	DATE	DESCRIPTION
01	21/12/2021	UPDATED DESIGN
-	03/12/2021	FIRST ISSUE

KEY PLAN

PROJECT NUMBER

60579456

SHEET TITLE

SOUTHERN SECTION  
 REDETERMINATION ORDERS 2021  
 OVERVIEW

SHEET NUMBER

60579456-SHT-C-SS-RSO-0000

**ROADS (SCOTLAND) ACT 1984**

THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, SOUTHERN SECTION)

(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202\_ RSO/ /

Site Location Plan for the above Order which will come into effect on \_ day of 202\_.

Executed by The City Of Edinburgh Council this \_ day of \_ 202\_.

(witness)

Executive Director of Place



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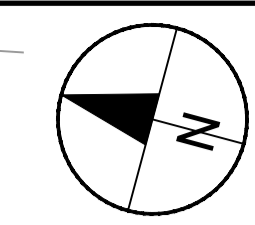
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ISO A1 594mm x 841mm  
 Approved: PM  
 Checked: JN  
 Designer: CM  
 Project Management Initials:

**ROADS (SCOTLAND) ACT 1984**

THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, SOUTHERN SECTION)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202\_ RSO/ \_/ \_  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_.  
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 (witness) Executive Director of Place

Plan 2 of 8



**PROJECT**  
 WEST EDINBURGH  
 ACTIVE TRAVEL  
 NETWORK

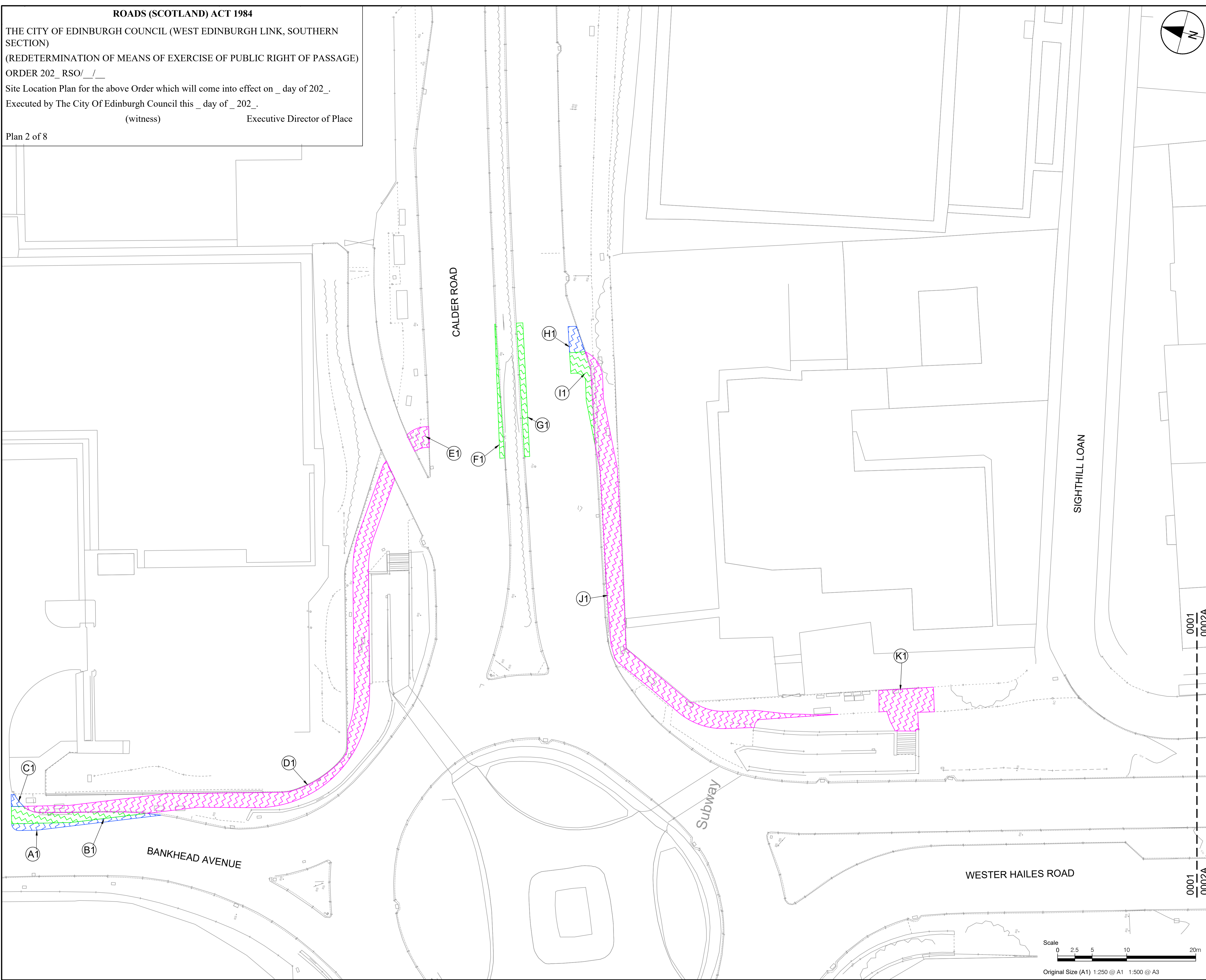
**CLIENT**



**CONSULTANT**  
 AECOM  
 1 Tanfield  
 EDINBURGH, EH3 5DA  
 +44 (0) 131 301 8600 tel  
 +44 (0) 131 301 8699 fax  
 www.aecom.com

**NOTES**

- KEY**
- Existing carriageway redetermined as footway (A1, C1, H1)
  - Existing carriageway redetermined as cycletrack (B1, F1, G1, I1)
  - Existing footway redetermined as cycletrack (D1, E1, J1, K1)



0001  
0002A

0001  
0002A

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
01	21/12/2021	UPDATED DESIGN
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**

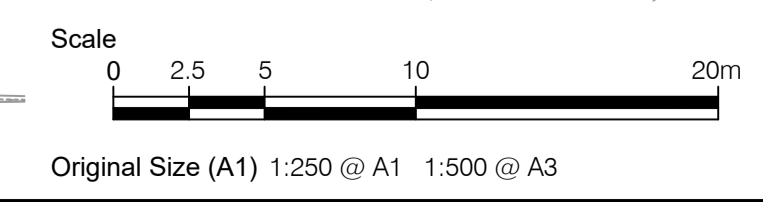
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**SHEET TITLE**

SOUTHERN SECTION  
 REDETERMINATION ORDERS 2021  
 SHEET 1 OF 7

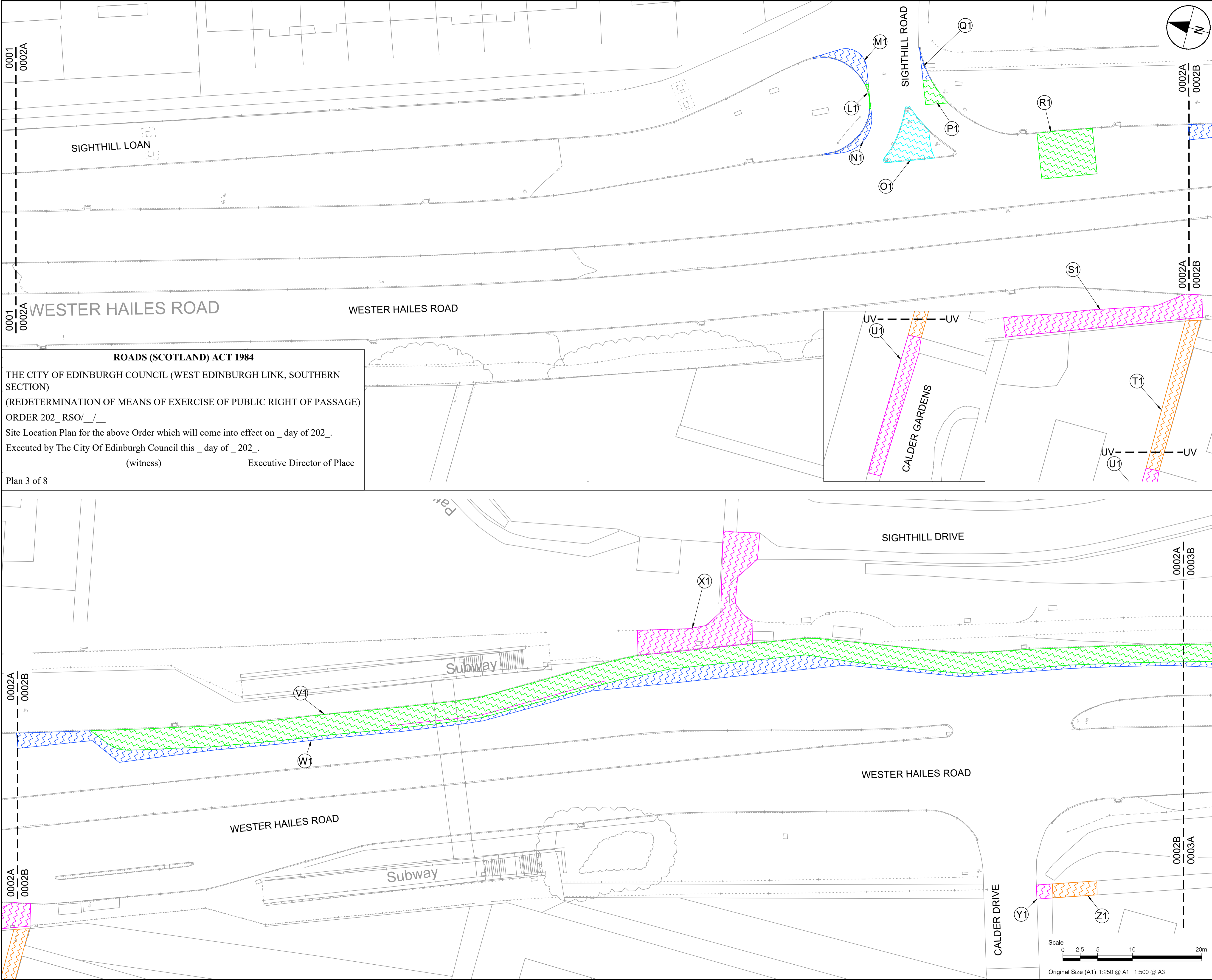
**SHEET NUMBER**

60579456-SHT-C-SS-RSO-0001



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 Last saved by: CATRIONA.MCGEECHAN Last Printed: 2021-12-21  
 Project Management Initials: Designer: CM Checked: JN Approved: PM ISO A1 594mm x 841mm



**ROADS (SCOTLAND) ACT 1984**

THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, SOUTHERN SECTION)  
 (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
 ORDER 202\_ RSO/ / \_  
 Site Location Plan for the above Order which will come into effect on \_ day of 202\_ .  
 Executed by The City Of Edinburgh Council this \_ day of \_ 202\_ .  
 (witness) Executive Director of Place

Plan 3 of 8

**AECOM**

**PROJECT**  
 WEST EDINBURGH  
 ACTIVE TRAVEL  
 NETWORK

**CLIENT**  
**EDINBURGH**  
 THE CITY OF EDINBURGH COUNCIL

**CONSULTANT**  
 AECOM  
 1 Tanfield  
 EDINBURGH, EH3 5DA  
 +44 (0) 131 301 8600 tel  
 +44 (0) 131 301 8699 fax  
 www.aecom.com

- NOTES**
- KEY**
- Existing carriageway redetermined as footpath (M1, N1, Q1, W1)
  - Existing footpath redetermined as cycletrack (S1, U1, X1, Y1)
  - Existing footpath redetermined as carriageway (O1)
  - Existing carriageway redetermined as cycletrack (L1, P1, R1, V1)
  - Existing footpath redetermined as cycletrack (T1, Z1)

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
01	21/12/2021	UPDATED DESIGN
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**  
60579456

**SHEET TITLE**  
SOUTHERN SECTION  
REDETERMINATION ORDERS 2021  
SHEET 2 OF 7

**SHEET NUMBER**  
60579456-SHT-C-SS-RSO-0002

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Approved: PM  
Checked: JN  
Designer: CM  
Project Management Initials:



**ROADS (SCOTLAND) ACT 1984**  
THE CITY OF EDINBURGH COUNCIL (WEST EDINBURGH LINK, SOUTHERN SECTION)  
(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
ORDER 202\_ RSO\_ / \_ / \_  
Site Location Plan for the above Order which will come into effect on \_ day of 202\_ .  
Executed by The City Of Edinburgh Council this \_ day of \_ 202\_ .  
(witness) Executive Director of Place

Plan 4 of 8



**PROJECT**  
WEST EDINBURGH  
ACTIVE TRAVEL  
NETWORK

**CLIENT**  
EDINBURGH  
THE CITY OF EDINBURGH COUNCIL

**CONSULTANT**  
AECOM  
1 Tanfield  
EDINBURGH, EH3 5DA  
+44 (0) 131 301 8600 tel  
+44 (0) 131 301 8699 fax  
www.aecom.com

- NOTES**
- KEY**
- Existing carriageway redetermined as footway (W1, B2, E2, F2, J2, M2, Q2, U2, V2)
  - Existing footway redetermined as carriageway (P2, T2)
  - Existing carriageway redetermined as cycletrack (V1, C2, G2, L2, O2, W2)
  - Existing footway redetermined as cycletrack (A2, H2, I2, K2, N2, R2, S2, X2)
  - Existing footpath redetermined as cycletrack (D2)

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
01	21/12/2021	UPDATED DESIGN
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**  
60579456

**SHEET TITLE**  
SOUTHERN SECTION  
REDETERMINATION ORDERS 2021  
SHEET 3 OF 7

**SHEET NUMBER**  
60579456-SHT-C-SS-RSO-0003

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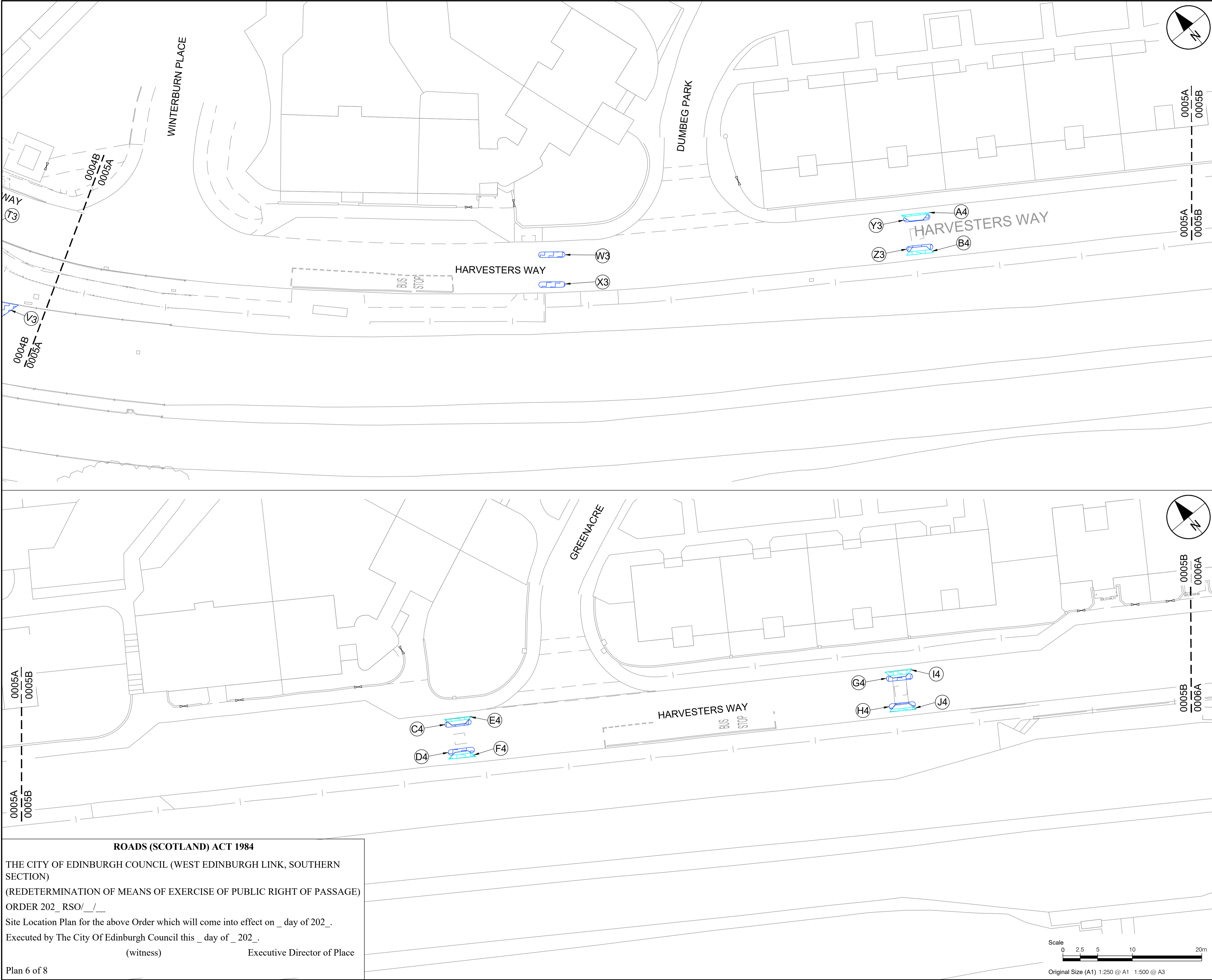


Original Size (A1) 1:250 @ A1 1:500 @ A3

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 Project Management Initials: Designer: CM Checked: JN Approved: PM ISO A1 594mm x 841mm



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 +44 (0) 131 301 8699 fax  
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**NOTES**

- KEY**
- Existing carriageway redetermined as footway (W3, X3, Y3, Z3, C4, D4, G4, H4)
  - Existing footway redetermined as carriageway (A4, B4, E4, F4, I4, J4)

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
01	21/12/2021	UPDATED DESIGN
-	03/12/2021	FIRST ISSUE

**KEY PLAN**

**PROJECT NUMBER**

60579456

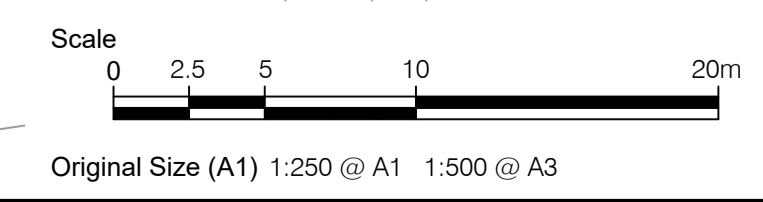
**SHEET TITLE**

SOUTHERN SECTION  
 REDETERMINATION ORDERS 2021  
 SHEET 5 OF 7

**SHEET NUMBER**

60579456-SHT-C-SS-RSO-0005

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 Plan 6 of 8

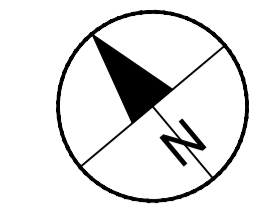


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Plan 7 of 8



**PROJECT**  
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 1 Tanfield  
 EDINBURGH, EH3 5DA  
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**NOTES**

- KEY**
- Existing carriageway redetermined as footway (K4, L4, P4, Q4)
  - Existing footway redetermined as carriageway (M4, N4)
  - Existing footway redetermined as cycletrack (O4, R4)

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
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**KEY PLAN**

**PROJECT NUMBER**

60579456

**SHEET TITLE**

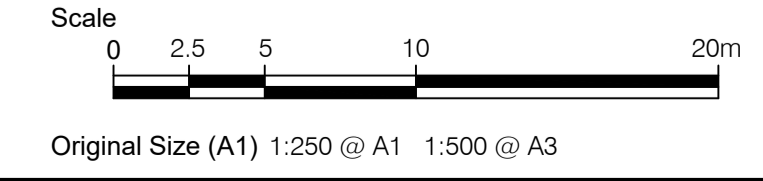
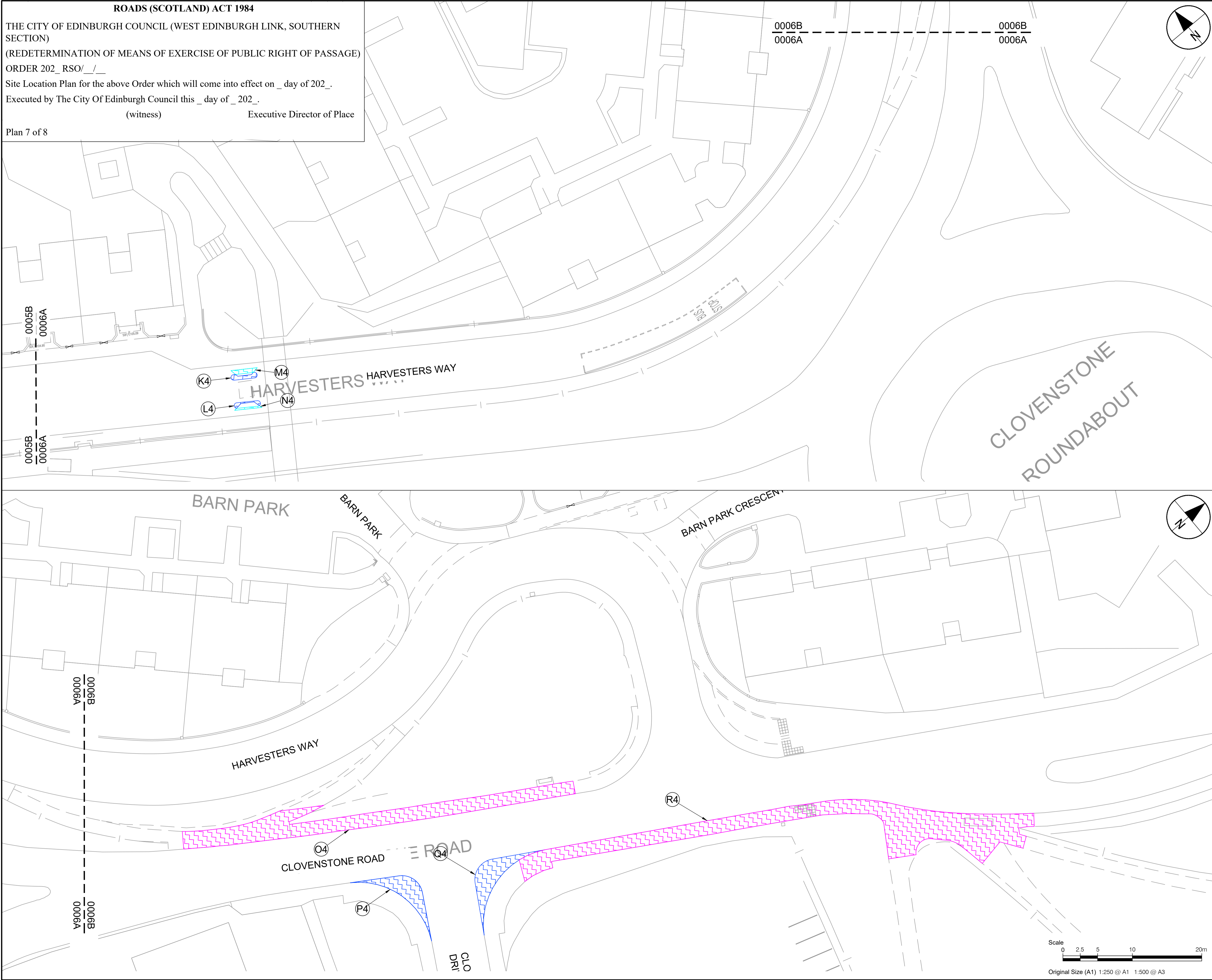
SOUTHERN SECTION  
 REDETERMINATION ORDERS 2021  
 SHEET 6 OF 7

**SHEET NUMBER**

60579456-SHT-C-SS-RSO-0006

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## Appendix 6

### Final RSO objections and responses

TRO Reference	Objection Detail	Theme	Response (extract)
RSO/22/09	<p>I would like to raise a concern and objection to traffic order RSO2209</p> <p><a href="https://www.edinburgh.gov.uk/downloads/download/15259/rso2209-west-edinburgh-link-northern-section---redetermination-of-means-of-exercise-of-public-right-of-passage">https://www.edinburgh.gov.uk/downloads/download/15259/rso2209-west-edinburgh-link-northern-section---redetermination-of-means-of-exercise-of-public-right-of-passage</a></p> <p>The proposed changes appear to make things unsafe and potentially dangerous for pedestrians. There is too much focus on cyclists and not enough on pedestrians (foot, wheelchair and assisted walking). The plans appear to suggest the crossing on the Glasgow road is being removed - the wording is very unclear and does not clearly articulate what is being done.</p> <p>There is a larger number of pedestrians of all demographics in our area. The path network is a critical way for people on foot. There are 2 schools and a large number of elderly and visually impaired, several with guide dogs, in our area. Cycle users are less so. There needs to be greater protection for pedestrians not cyclists. More effort is needed from Edinburgh council to listen to the feedback of the local residents.</p> <p>We are seeing a greater use of unlicensed electric cycles and scooters which are being used at speed especially on footpaths, these have no noise or warning. This combined with poorly maintained paths and footpaths makes it very dangerous in places.</p> <p>Priorities for Edinburgh Council appear to be misplaced at current times and should better focus the use of our money in the areas where it is needed. For example urgent road and pavement repairs are not being completed.</p>	Impact on pedestrian crossing	I can confirm the proposed improvements to the crossing on Glasgow Road include the replacement of the existing two stage staggered crossing into a single stage signal- controlled crossing for both pedestrians and cycling. The existing staggered island will be removed and replaced with a smaller refuge island with a push button controller to assist should anyone get stranded. The paths marked as cycleway either side of the crossing are proposed to be converted to shared use for pedestrians and cyclists and these will be marked and signed accordingly to encourage safe use.

TRO Reference	Objection Detail	Theme	Response (extract)
RSO/22/09	<p>I would like to object to the reclassification of footway to cycleway in this order, namely points A, C and F. This is a footpath used by pedestrians accessing the school or travel through the school and then accessing Gyle Park or footpath walk towards Gyle Centre. To put priority at these points towards cycling where the existing path is not wide enough for shared use is not in line with the Council's travel hierarchy that clearly puts the pedestrian first. This will create points of conflict putting the pedestrian at greater risk. Keeping the central island at point D gives refuge for those that are not as quick at walking to pause safely. I am not sure how these changes encourage active travel when over 90% of those actively travelling are on foot and will now be in conflict with cycles.</p>	Impact on pedestrian crossing	<p>I can confirm the path areas shown as cycleway are proposed to be converted to shared use for pedestrians and cyclists and these will be marked and signed accordingly to encourage safe use. This is in response to requests from the local community and school to improve and make access available for people walking and cycling via North Gyle Loan.</p> <p>The proposed improvements to the crossing on Glasgow Road will convert the existing two stage staggered crossing into a single stage signal-controlled crossing for both pedestrians and cycling. The existing staggered island will be removed and replaced with a smaller refuge island with a push button controller to assist should anyone get stranded.</p>
RSO/22/11	<p>RSO/22/11 West Edinburgh Link Central Section 1 Redetermination of means of exercise of public right of passage</p> <p>I write to object to this proposed redetermination Order.</p> <p>I particularly wish to object to:</p> <p>1. locations/items B1 and C1 on Sheet Number 60579456-SHT-C-CS-1-RSO-0001. If I have interpreted the draft Order correctly I think these respectively are:</p> <p>SCHEDULE4</p>	<p>Impact on traffic capacity</p> <p>Concerns with design of cycle lanes on South Gyle Crescent</p>	<p>1) I can confirm the impacts on traffic have been considered throughout the development of the proposals. The impacts have been assessed through traffic modelling and particular efforts have been made to balance the flows of people and vehicles through the junctions. It should be noted that there are a number of bus lanes on the routes within the WEL project including South Gyle Broadway, South Gyle Crescent, South Gyle Access, Calder Road and Wester Hailes Road which are to be retained and offer priority to buses. However, it is acknowledged that there may be some initial delays on traffic journey times during certain periods of the day,</p>

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>ROAD OVER WHICH MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE IS TO BE REDETERMINED FROM CARRIAGEWAY TO FOOTWAY</p> <p>South Gyle Broadway</p> <p>1. All the part of the carriageway on the north-east side of South Gyle Broadway from a point 15.74 metres or thereby north-west of the intersection of the extended north-eastern kerbline of South Gyle Broadway and the extended north-western kerbline of the roundabout at the junction of South Gyle Broadway, Gogarburn Road and South Gyle Crescent, north-westwards for a distance of 4.30 metres or thereby and which has a width of 3.78 metres or thereby.</p> <p>and</p> <p>SCHEDULE1</p> <p>ROAD OVER WHICH MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE IS TO BE REDETERMINED FROM CARRIAGEWAY TO CYCLE TRACK</p> <p>South Gyle Broadway</p> <p>1. All the part of the carriageway on the north-east side of South Gyle Broadway from a point 11.77 metres or thereby north-west of the intersection of the extended north-eastern kerbline of South Gyle Broadway and extended north-western kerbline of the roundabout at the junction of South Gyle Broadway, Gogarburn Road and South Gyle Crescent, north-westwards for a distance of 3.98 metres or thereby and which has a width of 3.76 metres or thereby.</p> <p>The grounds of my objection are:</p> <p>1. that these proposed changes would appear to reduce the existing two lanes south-eastbound of South Gyle Broadway, immediately north-west of its roundabout junction with Gogarloch Road (not</p>		<p>which will be monitored as the project is implemented.</p> <p>In addition, it should be noted that the project sits within the Council's City Mobility Plan which includes a suite of complementary measures across the city to help encourage less reliance on everyday car use and support walking, cycling and public transport. Full details are available on the Council's website.</p> <p>2) the cycle track proposed on the side of South Gyle Crescent is to be protected by semi-permanent segregation kerbs. These kerbs will be positioned at each of the accesses to maintain access for the required vehicles. In addition, coloured surfacing and warning signage is to be provided at each access to highlight the presence of cyclists to other road users and act to reduce traffic speeds.</p>

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>Gogarburn Road as the schedules) and South Gyle Crescent, to one lane. This would be to the detriment of movement of traffic, particularly public transport;</p> <p>2. that there appears to be ample room to the immediate north-east of the carriageway to retain a two lane south-eastbound approach to this roundabout on South Gyle Broadway, i.e. without the need to reduce the south-eastbound roadway from two lanes to one. Particularly noting that it appears that two lanes are to be retained for north-westbound traffic exiting this roundabout;</p> <p>3. assuming that a controlled crossing of South Gyle Crescent is to be provided and that cyclists and pedestrians are to cross both carriageways in a single movement then the additional time for crossing four lanes instead of the proposed three lanes is negligible; and</p> <p>4. if there is some overriding reason why South Gyle Broadway must be reduced to three lanes then it should be the north-westbound exit from the roundabout that should be reduced to one lane and the south-eastbound approach to the roundabout that should be retained as two lanes wide.</p> <p>2. Various locations along South Gyle Crescent where the existing carriageway is proposed to be redetermined as cycletrack. The grounds of my objection is:</p> <p>That the potential to reduce the speed of motorised traffic turning in and out of the various junctions and accesses along this length of road has not been taken, to the detriment of the cyclists being directed along this road. The lengths proposed for redetermination stop and start either side of the large number of junctions and accesses along this road. Unfortunately the proposed lengths of redetermination are not as long as they could be. Many/most of these accesses have large</p>		

TRO Reference	Objection Detail	Theme	Response (extract)
	<p>radii. It would be preferable for these radii to be reduced, following the principles of Designing Streets. Tighter radii at these junctions would reduce the speed of traffic turning in and out of them. Additionally, tightening up these radii would allow the lengths of on-road cycletrack to be greater than currently proposed. Both these changes would make this road more cycle friendly and tightening junction radii would be beneficial to the safety of all road users.</p> <p>It is unfortunate that a general arrangement drawing of the proposed measures is not provided as this would assist in better understanding the proposed measures - the drawings provided only show the various proposed redeterminations and do not show any lengths of cycletrack that are to be constructed. It is therefore nigh on impossible to put into context these proposals from the information made available. It would have seemed straightforward to make the advertising of this proposed Order more understandable and inclusive by referencing the westendinburghlink.info website and the overall plans of the proposals shown there.</p>		
RSO/22/10	<p>RSO/22/10 West Edinburgh Link Southern Section Redetermination of means of exercise of public right of passage</p> <p>I write to object to this proposed redetermination Order.</p> <p>I particularly wish to object to the extensive lengths of reducing Wester Hailes Road to a single lane southbound.</p> <p>The grounds of my objection are: 1. that this will be to the detriment of movement of southbound traffic, particularly public transport;</p>	Impact on traffic capacity	*note that the same individual objected to RSO/22/11 as well as RSO/22/10 along similar themes. The response provided above covered both objections