

Transport and Environment Committee

10.00am, Thursday, 19 August 2021

Trams to Newhaven – Objections to Traffic Regulation Orders

Executive/routine Wards Council Commitments	Executive 11 – City Centre, 12 – Leith Walk 16, 17, 18, 19, 22
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note the developed design which was advertised as part of the Traffic Regulation Order (TRO) statutory process;
 - 1.1.2 Note that the implementation of the TROs are fundamental to both the design of the Trams to Newhaven scheme and its operation;
 - 1.1.3 Note the responses received to the advertised TROs;
 - 1.1.4 Approve the recommendations contained within this report and detailed in Appendix 1; and
 - 1.1.5 Set aside the comments that do not relate to TRO matters.

Paul Lawrence

Executive Director of Place

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Trams to Newhaven – Objections to Traffic Regulation Orders

2. Executive Summary

- 2.1 On [14 March 2019](#) the City of Edinburgh Council approved the terms of the Final Business Case for the Trams to Newhaven project. The project completes the tram line to Newhaven from the existing temporary terminus at York Place. The Final Business Case noted that the final designs would be subject to a Traffic Regulation Order (TRO). The approval to commence the statutory procedures for the TRO was given by Policy and Sustainability Committee on [23 July 2020](#).
- 2.2 This report details the results of the statutory TRO consultation. The TRO was advertised between 13 April 2021 and 14 May 2021. A total of 25 objectors lodged objections and comments during the public deposit period. The objections, comments and recommendations are detailed in this report.

3. Background

- 3.1 The Trams to Newhaven project completes Line 1a of the Edinburgh Tram Network, which was part of Line One originally approved by the Edinburgh Tram (Line One) Act 2006.
- 3.2 Under the Edinburgh Tram (Line One) Act 2006 the project may make the following alterations to the layout of the road along which the tramway is laid:
 - 3.2.1 Increase the width of the carriageway of the road by reducing the width of any kerb, footpath, footway, cycle track or verge within the road;
 - 3.2.2 Alter the level or reduce the width of any such kerb, footpath, footway, cycle track or verge;
 - 3.2.3 Reduce the width of the carriageway of the road by forming a reserved area in the road as a stopping place for trams or by carrying out other works for that purpose;
 - 3.2.4 Carry out works to the carriageway of the road for the purpose of deterring or preventing vehicles other than trams from passing along the tramway;

- 3.2.5 Carry out works for the provision or alteration of parking places and bus lay-bys; and
- 3.2.6 Make and maintain crossovers, sidings or passing places.
- 3.3 The project forms part of the city-wide objective to deliver high capacity public transport where it is needed most, linking places where people live, with employment and other opportunities along the current tram line.
- 3.4 It also promotes active travel, with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use by providing a high quality public realm and improving local air quality.
- 3.5 Following the development of a Final Business Case (prepared in accordance with Transport Scotland guidance), approval was given to commence the project in March 2019. As part of the presentation of the Final Business Case, designs were presented to Council detailing the final on street design of the tram corridor, following a period of extensive consultation on the design.
- 3.6 Limited minor alterations were made to the design, though the underlying design principles are unchanged.
- 3.7 The Final Business Case noted that the final designs would be subject to a TRO.
- 3.8 Approval for the commencement of the statutory procedures for the TRO necessary to ban the left hand turn from Leith Walk to London Road was given by the Committee on [28 January 2021](#).
- 3.9 Approval for the commencement of the statutory procedures for the other necessary TRO was given by the Committee on 23 July 2020.
- 3.10 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the TROs were advertised between 13 April 2021 and 14 May 2021.

4. Main report

- 4.1 Two Traffic Regulation Orders have been published - a:
- 4.1.1 Waiting Order – which sets out the rules relating to waiting and loading restrictions and are required along lengths of the route to ensure primarily that both trams and general traffic can move unimpeded; and
 - 4.1.2 Moving Order – which imposes traffic restrictions such as public transport lanes, road closures, and prohibition of turns.
- 4.2 The TRO drawings which were consulted on can be found in Appendix 5 (note: the proposed TRO drawings are representative of the TROs only and are not the detailed design of road layout, signage and lining).
- Statutory Consultation**
- 4.3 The Local Authorities' Traffic Regulation Orders (Procedure) (Scotland) Amendment Regulations 2008, amended the 1999 Regulations to take account of situations

where traffic measures are to be made “in connection with matters already authorised by a Private Act of Parliament”, recognised the need to improve the statutory procedure to allow authorities to manage the promotion of TROs more effectively and more efficiently in such special circumstances. This amendment removed the requirement to hold a mandatory public hearing of objections, in specified circumstances, but did not remove the ability to hold a discretionary hearing.

TRO Public Deposit

- 4.4 The TRO was publicised in the following ways:
 - 4.4.1 Online publication of the Orders via the Council’s Traffic Orders webpage;
 - 4.4.2 Advertisement in the Scotsman;
 - 4.4.3 Notification via the Trams to Newhaven newsletter, social media channels and website; and
 - 4.4.4 Individual notifications to those who had made enquiries on the TRO via the Trams to Newhaven email.
- 4.5 A total of 23 objectors lodged objections and comments during the public deposit period with a further two submissions arriving after the closing date of 14 May 2021, all of which are considered in this report.
- 4.6 Appendix 1 identifies the issues raised by objectors related to the TRO measures, with responses and recommended actions.
- 4.7 It is important to note that many of the comments and concerns raised in responses are not TRO matters. For example, there were comments in relation to lack of cycle routes along Constitution Street and Stevedore Place, pavement widths, re-build of South Leith Parish Church, final marking designs, Controlled Parking Zones (CPZs) and Leith Connections. As such, these comments and concerns are not material to the TRO process and Committee are not required to take account of them in taking a decision on the making of the Orders.
- 4.8 Notwithstanding that, and in the interests of completeness, these non-TRO issues have also been logged in Appendix 2 along with a response and recommendation, where appropriate.
- 4.9 Some of the correspondents have also taken the opportunity to make suggestions, which again are not material to the making of the Orders. In the interests of completeness these are summarised in Appendix 3.

Objections

4.10 A summary of the objections to the TRO received are shown in Table 1 below (from north to south along the route):

Ref	Issue	Number Received
1	Removal of parking at Constitution Place	1
2	Introduction of No right turn Coatfield Lane to Constitution Street	1
3	Prohibition of entry to Constitution Street between Coatfield Lane and Laurie Street	2
4	Removal of parking on Constitution Street at Laurie Street	1
5	Removal of loading on Constitution Street at Laurie Street to Coatfield Lane	1
6	Removal of parking near 77 to 91 Leith Walk	1
7	Position of parking outside 129 Leith Walk	1
8	Removal of parking and loading between Pilrig and Dalmeny	4
9	Reversal of Arthur Street one way direction	1
10	Introduction of one-way Brunswick Road	1
11	Introduction of no right turns onto Leith Walk from side streets	4
12	Introduction of no right turns from side streets to Leith Walk	4
13	Prohibition of left turn Leith Walk to London Road	3
14	Prohibition of right turn London Road to Leith Walk	2
Total		27

4.11 The main issues and proposed actions are outlined below and are summarised in greater detail in Appendix 1.

Removal of Parking at Constitution Place

4.12 The objector raised concerns about the removal of parking outside their property.

4.13 It is recommended that the bay is changed to a parking bay. This bay should become part of the measures implemented within the strategic review of parking. Changes will be made to the order.

Prohibition of entry to Constitution Street (Coatfield Lane to Laurie Street) and no loading or parking provision

- 4.14 Objectors raised concerns about the impact on a business operating in this area and the impact on residents not being able to utilise removal vans etc. outside their properties.
- 4.15 However, due to the narrow nature of the street no loading or parking can be accommodated. It is therefore recommended that the Order be made as advertised.

Introduction of no right turn from Coatfield Lane to Constitution Street

- 4.16 The objector raised concerns regarding the proposed prohibition of right turn from Coatfield Lane to Constitution Street.
- 4.17 This measure is included to avoid potential conflict between a right turning vehicle and Tram movements on Constitution Street. It is therefore recommended that the Orders be made as advertised.

Removal of parking near 77 to 91 Leith Walk

- 4.18 The objector raised concerns about the removal of parking and loading outside their premises which will impact on their operations including access for those with mobility issues.
- 4.19 No loading or parking can be accommodated in this area due to space constraints however the Council's CPZ team have been made aware of these requirements and concerns, for review as part of the strategic review of parking.
- 4.20 It is recommended that the Orders be made as advertised.

Position of parking outside 129 Leith Walk

- 4.21 The objector raised concerns that the parking requires the removal of trees in this area.
- 4.22 The cycle lane design has been amended previously in this section to prevent the removal of trees and it is recommended that the Orders be made as advertised.

Introduction of one way at Brunswick Road

- 4.23 The objector raised concerns about the potential for displacement of traffic from Brunswick Road to Brunswick Street and Albert Street and requested for additional traffic calming measures on these streets.
- 4.24 The one way arrangement was agreed to be installed to increase safety outside of the Primary School and to increase safety for cyclists as part of national cycle network route therefore it is recommended that the Orders be made as advertised.

Reversal of Arthur Street one way direction

- 4.25 The objector raised concerns the plans will lead to additional traffic on this Arthur Street.
- 4.26 The design provides one way in but two ways out of this section of Arthur Street, which will reduce the volume of traffic on Arthur Street and means that vehicles will

not have to perform a U-turn to exit the street which will increase safety for all therefore it is recommended that the Orders be made as advertised.

Removal of loading and parking between Pilrig Street and Dalmeny Street

- 4.27 Objectors raised concerns about the removal of parking and loading along this section on the basis that it is essential to the operation and viability of the businesses as none of them have access at the rear and have special requirements for vehicular access compared to regular high street retail. One of the objections noting this concern was submitted on behalf of a number of businesses in the area.
- 4.28 The loading bay on the western side (northbound carriageway) will be extended by approx. 20m to the south to allow further loading provision in this area. No further loading can be added on the east side. The Council's CPZ team have been made aware of the requirements and concerns for review. Parking and loading will be available at Dalmeny Street.
- 4.29 It is recommended that the orders be amended to include the above.

Introduction of no right hand turns from side streets to Leith Walk and no right hand turns from Leith Walk onto side streets

- 4.30 Objectors raised concerns that the central reservation offers no purpose and impedes vehicle access unnecessarily and requires drivers to travel further.
- 4.31 No further changes can be made due to the nature of the tram infrastructure, including the presence of the central reservation as a pedestrian safety feature to enable informal and formal crossings of Leith Walk. The central reservation was widened following the 2018 consultation to accommodate a safe refuge/crossing point for those who wish to cross the road away from crossing points. Following the public consultations in 2018 three additional signalised junctions were added on Leith Walk to accommodate right hand turns.
- 4.32 Therefore, it is recommended that the Orders be made as advertised.

Prohibition of left turn from Leith Walk to London Road

- 4.33 Objectors raised concerns that this would have consequences for traffic displacement in and around adjacent streets including increased buses on East London Street.
- 4.34 The proposal to ban the left-turn into onto Leith Walk from London Road was introduced following traffic modelling which showed the junction would not be able to act effectively. It became clear that maintaining the left-hand turn when the tram was operational would increase congestion at the junction and adversely affect the tram timetabling.
- 4.35 Monitoring shows that in the morning peak (8am-9am), 52 vehicles turn left from Leith Walk with a further 27 turning from Elm Row and in the evening peak (5pm-6pm) 102 turn left from Leith Walk and 32 from Elm Row. With the subsequent closure of Montgomery Street onto Elm Row, this will reduce the number of vehicles looking to make this manoeuvre onto London Road.

- 4.36 Banning the left-hand turn also allows the project to deliver an improved pedestrian and cycling experience at the junction. A single stage crossing point will be installed on London Road for pedestrians and the dedicated cycle lane will connect with Picardy Place and beyond.
- 4.37 By removing the left-hand turn, traffic will be encouraged to use main arterial routes which is consistent with the Council's plan to minimise traffic on smaller roads.
- 4.38 It should be noted that Montgomery Street and Brunswick Street (heading east) will no longer be accessible for traffic following the construction of the tram line.
- 4.39 Monitoring of other roads such as Albert Street and Dalmeny Street will take place but the displacement onto these roads is expected to be minimal.
- 4.40 Tram will also result in less traffic using McDonald Road and Pilrig Street due to the reduction in green traffic light time.
- 4.41 It is therefore recommended that the Orders be made as advertised.

Prohibition of right turn London Road to Leith Walk

- 4.42 Objectors explained assumptions that drivers will plan to avoid using the gyratory which will increase traffic through nearby narrow streets.
- 4.43 It was determined during the initial design process that to accommodate tram journey times and reliability through this junction the right turn from London Road onto Leith Walk needed to be banned. It was considered at the time that minimal movements are made using this right turn.
- 4.44 It also allows for a single stage crossing for cyclists and pedestrians across London Road creating a safer and more direct route for Active Travel.
- 4.45 Therefore, it is recommended that the Orders be made as advertised.

Removal of loading near Playhouse

- 4.46 An objector raised concerns about the designs not including no drop off points near the Playhouse for audience members with disabilities, lack of loading for catering deliveries and closure of Greenside Lane.
- 4.47 There is a loading bay adjacent to Greenside Lane approximately 35m to the north of the Playhouse which has loading only permitted timings (between 9.30am and 4.00pm Mondays to Friday and between 8.30am and 6.30pm Saturday inclusive of any such day not being a public holiday and there is a no waiting and no loading restriction Monday - Friday 7.30am – 9.30am and 4.00pm – 6.30pm). Outside of these times there are no restrictions applicable to the bay.
- 4.48 Within Picardy Place there is a loading bay (with taxi bay provision beyond) approximately 80m to the south of the Playhouse.
- 4.49 Access will be maintained for catering deliveries via Greenside Road.
- 4.50 Therefore, it is recommended that the Orders be made as advertised.

Cycling

- 4.51 In their letter Spokes have made comments including:
- 4.51.1 The placement of the yellow lines across the foot/cycleways on Leith Walk at locations shown as “Pedestrian Priority Crossings” (see further information below);
 - 4.51.2 The depiction of the yellow lines at some of the side road junctions where the junction geometry is a danger to pedestrians and cyclists (see further information below);
 - 4.51.3 Quite a few cycle exemptions mentioned in the schedule of exemptions but are not specified in the drawings (e.g. at Maritime Lane/ Mitchell Street and Brunswick Road);
 - 4.51.4 On Leith Walk, where side roads meet the cycleway, the left-hand radius should be tightened to help to ensure that drivers slow down sufficiently and to reduce the width of the crossing. The latter case is especially pertinent to Jane Street where there is no exit, so no need for a curved radius to the left;
 - 4.51.5 Also on Leith Walk, where the cycleway is deflected by loading bays/bus-stops just before junctions (e.g., at Springfield Street) the cycleway should return at a shallower angle so that cyclists are more easily able to view traffic coming from behind and traffic ahead;
 - 4.51.6 On Leith Walk, where side roads are stopped up (e.g., at the end of Iona Street and Montgomery street), there needs to be a gap and dropped kerb to allow cyclist access to/from the cycleway; and
 - 4.51.7 There appear to be no turning restrictions at the Constitution Street/Queen Charlotte Street junction, however there are significant restrictions on Constitution Street to the South. It would be helpful if there were warning signs at the approaches to the junction that there were restrictions ahead.

5. Next Steps

- 5.1 The process for making and varying TROs is outlined in Appendix 4.
- 5.2 It is recommended that Committee sets aside the comments that do not relate to TRO matters (as outlined in Appendices 2 and 3).
- 5.3 It is recommended that the Committee note the responses to the issues raised by objectors received to the advertised TROs and approve the recommendations incorporated within this report and in Appendix 1. If these are approved, the team will:
 - 5.3.1 Make amendments to the order for Constitution Place and the west side between Pilrig Street and Dalmeny Street on Leith Walk; and
 - 5.3.2 Continue with construction and deliver the project in line with the approved Order and the wider project delivery.

6. Financial impact

- 6.1 The Trams to Newhaven project was allocated £207.3m as part of the Final Business Case presented to Council on 14 March 2019.
- 6.2 The cost of the Order processes and the changes to the design recommended within this report are contained within this budget.

7. Stakeholder/Community Impact

- 7.1 The developed design was informed by two rounds of public consultation in 2018 - <https://www.edinburgh.gov.uk/tramstonewhaven/downloads/file/70/edinburgh-tram-public-consultation-impact-report-final-version-including-appendices>.
- 7.2 The TRO was advertised between 13 April 2021 and 14 May 2021.
- 7.3 There are no adverse equalities impacts arising from this report.
- 7.4 There are no environmental issues arising from this report.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 - A schedule of the main issues raised by objectors, with responses and recommended actions
- 9.2 Appendix 2 - A schedule of all other issues raised by objectors, with responses and recommended actions
- 9.3 Appendix 3 – A schedule of suggestions made by objectors
- 9.4 Appendix 4 - Process for Making and Varying Traffic Regulation Orders
- 9.5 Appendix 5 – [TRO drawings](#)

Appendix 1 – Objections to Traffic Regulation Orders

A schedule of the main issues raised by objectors, with responses and recommended actions.

Moving Order		
Constitution Street		
ISSUE	RESPONSE	ACTION
Newhaven - Constitution Street		
Objection to the no right turn Coatfield Lane to Constitution Street on the grounds that there are many reasons why a car may wish to do this to access either 134 -138 Constitution Street or South Leith Parish Church.	This measure is included to avoid potential conflict between a right turning vehicle and Tram movements on Constitution Street.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
Objection has been raised to the prohibition of entry to Constitution Street at Laurie Street based on the grounds that their business is dependent on on-street parking in close proximity to their premises, relies heavily upon passing trade and requires 24hr vehicle access to these premises.	Due to the narrow nature of the street, the Tram stop between Laurie Street and the Foot of the Walk and to avoid parking and loading on Constitution Street vehicles are prohibited on Constitution Street from the Foot of the Walk to Coatfield Lane, with the exception of local access between Coatfield Lane and South Leith Parish Church and to exit the Kirkgate House loading/ parking are.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.

	Therefore, the restriction to avoid vehicles turning north onto Constitution Street is required.	
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Leith Walk		
<p>Objections to the use of a central reservation preventing right turns from side streets onto Leith Walk on the following grounds:</p> <ul style="list-style-type: none"> • The central reservation offers no purpose, as there are crossing points for pedestrians included within the proposed scheme placed away from junctions. • The central reservation impedes emergency vehicle access unnecessarily and that vital time lost could be the difference between reaching someone in time or not. • It is fundamentally oppressive that the lives of Leith Walk residents will be unfairly impacted just to avoid a tram 	<p>Additional right hand turn provisions along Leith Walk to accommodate right turns onto and from Leith Walk were introduced following a previous period of public consultation as reported in Public Consultation Impact Report, Design Consultation, Edinburgh Tram York Place to Newhaven January 2019. This resulted in the introduction of three additional signalised junctions on Leith Walk to accommodate right hand turns at Albert Street, Balfour Street and Manderston Street.</p> <p>No further changes can be made due to the nature of the trams infrastructure, including the presence of the central reservation as a</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>
<p>Objections raised on the ban of right turns from side streets to Leith Walk on the following grounds:</p> <ul style="list-style-type: none"> • Serves no purpose other than to increase traffic in both direction by forcing vehicles to drive further unnecessarily. 	<p>Additional right hand turn provisions along Leith Walk to accommodate right turns onto and from Leith Walk were introduced following a previous period of public consultation as reported in Public Consultation Impact Report, Design Consultation, Edinburgh Tram York Place to</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

<ul style="list-style-type: none"> • Serves no purpose other than to increase pollution in both direction by forcing vehicles to drive further unnecessarily. • Serves no purpose other than to increase frustration in both direction by forcing vehicles to drive further unnecessarily. • Serves no purpose other than force motor vehicle to perform illegal U-turn maneuvers at pedestrian crossings or signaled junctions to go in their desired direction. • Serves no purpose other than to impede delivery, refuse vehicles from reaching as many customers as possible in the shortest amount of time. 	<p>Newhaven January 2019. This resulted in introduction of 3 additional signalised junctions on Leith Walk to accommodate right hand turns at Albert Street, Balfour Street and Manderston Street.</p> <p>No further changes can be made due to the nature of the trams infrastructure, including the presence of the central reservation as a pedestrian safety feature to enable informal and formal crossings of Leith Walk. The central reservation was widened following the 2018 consultation to accommodate a safe refuge/crossing point for those who wish to cross the road away from crossing points.</p>	
<p>Objections to the proposed no right turns from Springfield Street and from Steads Place onto Leith Walk and vice versa.</p>	<p>No further changes can be made due to the nature of the tram's infrastructure, including the presence of the central reservation as a pedestrian safety feature to enable informal and formal crossings of Leith Walk. The central reservation was widened following the 2018 consultation to accommodate a safe refuge/crossing point for those who wish to cross the road away from crossing points.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

<p>Objection to the reversal of Arthur Street one way direction on the grounds this will trigger “rat runs” from Pilrig Street traffic heading north on Leith Walk wishing to avoid traffic lights at junction Pilrig Street/Leith Walk, where it will cross a busy pavement near a tram stop with poor sightlines, contrary to neighbourhood traffic policies.</p>	<p>This provides one way in but two ways out of this section of Arthur Street, which will reduce the volume of traffic on Arthur Street and means that vehicles will not have to perform a U-turn to exit the street which will increase safety for all.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>
<p>Objections to the prohibition of the left turn from Leith Walk to London Road on the following grounds:</p> <ul style="list-style-type: none"> • There are serious consequences for traffic flow and congestion around the Picardy Place gyratory system and adjacent streets. Noted that the traffic modelling date was from 2018 and does not reflect the other changes made to the road layout this part of the City nor does it take account of the forthcoming reopening of the St James Quarter. Request that the traffic modelling is checked to confirm that the data supports these conclusions. • Concerns that the loss of the route from Annandale Street to London Road will result in more vehicles using East London Street. Concerns that the buses from the Annandale Bus Depot will continue to use East London 	<p>The London Road junction is a key junction for the east of the city and will also play a crucial role in the successful operation of the trams. Following traffic modelling of the junction, it became clear that maintaining the left-hand turn when the tram was operational would increase congestion at the junction and adversely affect the tram timetabling. The junction would not be able to work effectively.</p> <p>In the morning peak (8am-9am), 52 vehicles turn left from Leith Walk with a further 27 turning from Elm Row and in the evening peak (5pm-6pm) it is 102 plus 32 from Elm Row. With the subsequent closure of Montgomery Street onto Elm Row, this will reduce the number of vehicles looking to make this manoeuvre onto London Road.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

<p>Street. Request for modelling to show the impact on traffic on East London Street, Broughton Street and Picardy Place from the buses and other traffic displaced from Annandale Street, request for mitigation methods and request for discussions that have been held with Lothian Buses on the impact of this change on their service.</p> <ul style="list-style-type: none"> • The level of displaced traffic appears to have been seriously underestimated. • The basis for the assertion that significantly less traffic will use McDonald Road and Pilrig Street is not correct. • No consideration has been given for alternative traffic displacement from London Road to Calton Road and Abbeyhill. 	<p>Banning the left-hand turn also allows the project to deliver an improved pedestrian and cycling experience at the junction. A single stage crossing point will be installed on London Road for pedestrians and the dedicated cycle lane will connect with Picardy Place and beyond.</p> <p>75% of the traffic currently making the left-hand turn is coming from Annandale Street. By removing the left-hand turn, traffic will be encouraged to use main arterial routes which is consistent with the Council's plan to minimise traffic on smaller roads.</p> <p>It should be noted that Montgomery Street and Brunswick Street (heading east) will no longer be accessible for traffic following the construction of the trams.</p> <p>Monitoring of other roads such as Albert Street and Dalmeny Street will take place but the displacement onto these roads is expected to be minimal.</p>	
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Tram will also result in less traffic using McDonald Road and Pilrig Street due to the reduction in green traffic light time.

There is a lot of traffic modelling data for Broughton Road, Picardy Place and York Place. This has been cross referenced with the modelling for the London Road junction.

The 2018 modelling included the impact of St James Quarter.

Discussions have taken place and are on-going with Lothian Buses. This change will have a minimal impact on Lothian Buses starting their morning service heading eastbound as this takes place between 5am – 7am.

It will be quicker for Lothian Buses to use Picardy Place junction that it will be to use East London Street. It is also consistent with the Council's policy to encourage the use of arterial routes for traffic.

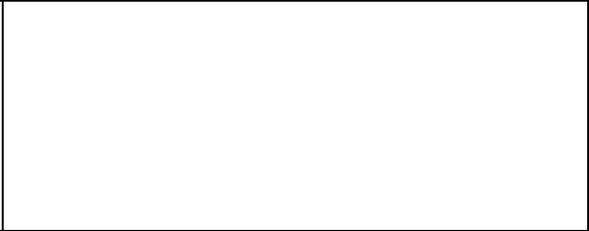
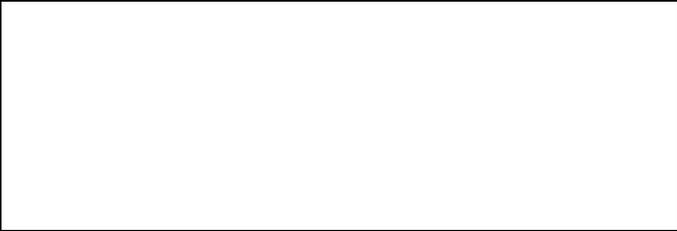
	<p>The alternative to banning the left-hand turn would be to create a two-phase pedestrian crossing on London Road, requiring the construction of a traffic island as a refuge point for pedestrians and cyclists. This would result in the narrowing of the junction and the island would be too small for both cyclists and pedestrians to share and would be unsafe.</p>	
<p>Objections to the prohibition of right turn London Road to Leith Walk on the following grounds:</p> <ul style="list-style-type: none"> • There was no justification to this in the consultation report. • Assumption drivers will plan to avoid using the gyratory from quite far back • Will increase traffic through nearby narrower residential streets, contrary to neighborhood traffic and environmental policies. • Suggested alternative: an outside right hand filter lane is introduced • Assumption that traffic now reaching London Rd from the south by way of Holyrood Park may instead use the already congested Bridges or Mound routes 	<p>It was determined during the initial design process that to accommodate tram journey times and reliability through this junction the RT ban needed to be banned. It was considered at the time that minimal movements are made using the RT to Leith Walk. The junction would not be able to work effectively.</p> <p>This also allows for a single stage crossing for cyclists and pedestrians across London Road creating a safer and more direct route for Active Travel.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

<p>Objection to the introduction of one-way Brunswick Road based on the grounds.</p> <ul style="list-style-type: none"> For potential for displacement of traffic from Brunswick Road to Brunswick Street and Albert Street. Request for additional traffic calming measures on these streets. 	<p>It was agreed to be installed to increase safety outside of the Primary School and increase safety for cyclists as part of national cycle network route.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>
<p>Waiting Order</p>		
<p>Newhaven - Constitution Street</p>		
<p>Objection to the removal of parking at Constitution Place on the grounds that parking has been taken into private management by the properties on Constitution Place and is managed by private permits which property is not part of this permit scheme.</p>	<p>The bay on the western side of Constitution Street between Constitution Place and Tower Street was advertised in the draft order as a limited waiting bay. Further consideration has been given to the loading/ limited waiting and parking provision in this area.</p>	<p>It is recommended that the bay is changed to a Parking Bay. This bay should become part of the strategic review of parking.</p>
<p>Objection to the removal of loading between Foot of the Walk and Coatfield Lane based on the grounds there will be no provisions for residents to have the use of removal vans, cleaning companies, deliveries etc. to the premises.</p>	<p>Due to the narrow nature of the street parking and loading cannot be accommodated.</p> <p>There are loading bays within the vicinity at Coatfield Lane and Laurie Street.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>
<p>Leith Walk</p>		

<p>Request to re position parking outside 129 Leith Walk to prevent removal of tree.</p>	<p>The project has previously amended the cycle lane design at this location so all 5 trees in this section will be retained. This will be reflected in the finalised landscape drawings.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>
<p>Objection to removal of parking and loading near 77 to 91 Leith Walk on the grounds that this is needed for donations and that they are a training center for people with disabilities and mobility issues.</p>	<p>No loading or parking can be accommodated in this area due to space constraints, however the City of Edinburgh Council's CPZ team have been made aware of the requirements and concerns for review.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised</p>
<p>Businesses have objected to the removal of parking and loading between Pilrig Street and Dalmeny Street based on the grounds that it is essential to the operation and viability to the 31 businesses in this section as none of the business have access at the rear and have special requirements for vehicular access compared to regular high street retail. A request has been made for:</p> <ul style="list-style-type: none"> • Improved provision on the western side of that section to provide adequate provision to service businesses there along with some general parking, • loading provision on the eastern side of the street, • that consideration is given to providing loading provision on the north side of Iona 	<p>The loading bay on the western side (northbound carriageway) will be extended by a further approx. 20m to the south to allow further loading provision in this area.</p> <p>No further changes can be accommodated on the East side due to width constraints within the public realm space and section of carriageway being one lane due to tram only section.</p> <p>City of Edinburgh Council's CPZ team have been made aware of the requirements and concerns for review.</p> <p>Parking and loading will be available at Dalmeny Street.</p>	<p>The designs are to be updated.</p> <p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

<p>Street as well similar to that made available in the plans for Iona Street.</p>		
<p>Objection to the removal of loading near the Edinburgh Playhouse based on the grounds:</p> <ul style="list-style-type: none"> • These plans leave The Playhouse without any drop off points for audience members with disabilities within the recommended distances of our front doors. • The plans do not allow for a loading bay near our front doors which is where all our catering deliveries are made. This will have a serious impact on our business model. It is unclear from your plans whether or not the nearest loading bay (which is too far away) will be shared with taxis – if so then our current experience is that it will become unusable as a loading bay as the number of taxis often exceeds the permitted maximum and there is no enforcement of this maximum. • The cycle lane in front of the theatre will pose a danger to our audience members as cyclists will go fast down the hill and our audience members will not notice the cycle lane because the demarcation is minimal. • The entrance to Greenside lane will be closed restricting exit and entrance to our car 	<p>There is a loading bay adjacent to Greenside Lane approximately 35m to the north of the Playhouse which has the following loading only permitted timings: "the period between 9.30am and 4.00pm Mondays to Friday and between 8.30am and 6.30pm Saturday inclusive any such day not being a public holiday. There is a no waiting and no loading restriction Mon - Fri 0730 - 0930 and 1600 - 1830. Outside of these times there are no restrictions applicable to the bay.</p> <p>Within Picardy Place there is a loading bay (with taxi bay provision beyond) approximately 80m to the south of the Playhouse.</p> <p>Access will be maintained for catering deliveries via Greenside Road.</p> <p>Possible provisions for the cycle lane concerns will be reviewed with Active Travel.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

park and unloading to neighbouring bars.
This traffic will now all have to enter and exit
from Greenside row which is already busy
with our show get-ins and get-outs and Omni
center q park traffic.



Appendix 2 – Issues not related to the Traffic Regulation Orders

A schedule of all other issues raised by objectors, with responses and recommended actions.

The issues have been ordered geographically in line with the TRO Relevant Maps, starting with Melrose Drive / Ocean Terminal and ending at London Road. The last category relates to General issues that are not specific to one particular location.

1. Melrose Drive / Ocean Terminal

1.1 Delineation between the footway and cycleway

Issue	Response
<p>We would like to take this opportunity to state the strong requirement for a level-change in the delineation between the footway and the cycleway on any shared surfaces such as the shared surface proposed near Ocean Terminal. A level-change is required in order to make the edge of the footway perceptible to vision impaired pedestrians using a guide dog or white cane. A strip of tactile paving is inadequate for this purpose. A chamfered raised strip is recommended, as prescribed in the standard set out in DfT's Inclusive Mobility manual.</p>	<p>The shared space/cycleway has been designed in accordance with Edinburgh Street Design Guide – C4 – Cycle Track Options – Option 4.</p>

1.2 Lack of Cycle Route

Issue	Response
No cycle route identified.	Trams to Newhaven have been working with local cycle interest groups to develop alternative routes to keep cyclists moving around the area safely and conveniently. As a result of this we have secured further funding from Sustrans to help progress design work to improve cycling options from the Foot of Leith Walk. Trams to Newhaven will continue to work closely with our cycling community and active travel partners to develop a solution that provides safe and convenient onward cycling options for the north of the city.

1.3 Pedestrians

Issue	Response
Can pedestrians walk from Melrose Drive to OT.	Pedestrians will be able to walk from Melrose Drive to Ocean Terminal.

1.4 Query regarding 2 Tram Stops

Issue	Response
Appear to have 2 Tram stops on the diagram – is that at the Terminus.	The Newhaven terminus will have a Tram Stop and Welfare facility for Tram staff.

1.5 Congestion

Issue	Response
<p>Traffic signals Ocean Drive/Melrose Drive and Victoria Quay roundabout removal</p> <p>Potential serious congestion on Victoria Quay, this road has entrance and exit routes for Scottish Government, Cala Waterfront/POLHA housing/Hotel with keep clear area almost at Traffic signals</p>	<p>All signalised junctions have been through an extensive review process as part of the detailed design and cannot be signed off as part of the final design without being able to operate within capacity, which this does.</p>
<p>Potential congestion and difficulty for buses doing U-turn at Ocean Point junction leading to queues, especially with trams having priority every 7 minutes.</p> <p>Potential for congestion from access routes to and from Cala Waterfront Plaza/Skyliner on Ocean Drive</p> <p>The roundabouts on Ocean Drive should have been kept – trams could have gone across middle as is common in European cities</p>	<p>All signalised junctions have been through an extensive review process as part of the detailed design and cannot be signed off as part of the final design without being able to operate within capacity, which this does.</p>

2. Rennie's Isle

2.1 Congestion

Issue	Response
<p>Potential traffic issues for Rennie's Isle and Tower Place</p>	<p>Traffic modelling has been undertaken throughout the route and would not have been signed off if not being able to operate.</p>

2.2 Narrow space for pedestrians and no cycle lane

Issue	Response
Very narrow section leaving little space for pedestrians and no cycle lane	<p>To add cycle lanes on this section would mean that footway space would have to be taken resulting in sub-standard provision for pedestrians as the overall space is limited.</p> <p>Pedestrians have been considered throughout the design process which is in accordance with the Edinburgh Street Design Guidance.</p>

3. Stevedore Place

3.1 Lack of Cycle Lane

Issue	Response
No apparent cycle route.	<p>To add cycle lanes on this section would mean that footway space would have to be taken resulting in sub-standard provision for pedestrians as the overall space is limited. However, the design in accordance with the Edinburgh Street Design Guidance. There would also be nowhere for the cycle lanes to link into as the road narrows further over the bridges</p>

3.2 Removal of Trees

Issue	Response
<p>Disappointing regarding the removal of trees for Tram Stop.</p>	<p>Keeping the existing trees in their current position was not possible given the small amount of the space to accommodate footpaths, passing lanes, trams lines going both directions and the tram stop. Following concerns raised by residents, Councilors asked the project to investigate the possibility of moving these trees and replanting them. Unfortunately, this is not a viable option as the advice given from arborists stated that it would be highly unlikely that the trees would survive.</p> <p>As part of the Code of Construction practice, trees and greenery will only be removed as a last resort and where this needs to happen, they will be replaced on a two-for-one basis with one of a broadly similar or agreed size and as close to the original location as possible. 30 trees were removed as part of these works and we estimate we will be able to plant approximately 55 - 60 trees in the immediate vicinity of Stevedore Place, including the five trees that were removed from the front of the Tower Street Industrial Estate on Constitution Street. Approximately 20 additional trees will be planted in two locations near the Discovery Garden at Ocean Terminal.</p> <p>The landscaping designs for the whole route are being finalised. It is envisaged that these will include further tree planting around Ocean Terminal.</p>

4. Constitution Street

4.1 Congestion and Poor Air Quality

Issue	Response
<p>Concerns of increased population in the area leading to increase of extra private cars. How will this area function in these circumstances? And what of the arterial routes through our area of Salamander/Baltic/Bernard/Commercial streets, and to the south of the Links on Claremont Park/East Hermitage Place/Duke/Great Junction streets?</p> <p>How will these function, with or without a Low Traffic Neighbourhood? Congestion and worrying poor air quality seem inevitable.</p>	<p>Traffic modelling has been undertaken throughout the route and would not have been signed off if not being able to operate, this also includes known future developments and population increase.</p>
<p>Potential very busy E/W Traffic Flow at the Bernard Street / Baltic Street Junction</p>	<p>All signalised junctions have been through an extensive review process as part of the detailed design and cannot be signed off as part of the final design without being able to operate within capacity, which this does.</p>

4.2 Cycle Route

Issue	Response
<p>No apparent cycle route</p>	<p>Due to width constraints on the section of the route between Constitution Street and Ocean Terminal we are unable to provide segregated cycle lanes</p> <p>Trams to Newhaven have been working with local cycle interest groups to develop alternative routes to keep cyclists moving</p>

	around the area safely and conveniently. As a result of this we have secured further funding from the Sustrans Community Links programme to help progress design work to improve cycling options from the foot of Leith Walk. Trams to Newhaven continue to work closely with our cycling community and active travel partners to develop a solution that provides safe and convenient onward cycling options to the north of the city.
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4.3 Narrowness south of Queen Charlotte Street

Issue	Response
Issues for residents due to narrowness south of Queen Charlotte Street in particular	Pedestrians have been considered throughout the design process which is in accordance with the Edinburgh Street Design Guidance.

4.4 South Leith Parish Church Wall

Issue	Response
Concern over rebuild of South Leith Parish Church wall.	The wall is being rebuilt as part of the Listed Building Consent and in liaison with Historic Environment Scotland.

4.5 Lothian Buses

Issue	Response
What Lothian Buses routes will continue through the area, which will be withdrawn, which re-routed (and via where?) So where should the bus stops go?	Extensive discussions have been held with Lothian Buses and Public Transport and to confirm - Buses will be able to use Constitution Street from Queen Charlotte Street down to Baltic Street / Bernard Street and vice versa. Buses will be banned from Foot of the Walk to Queen Charlotte Street.

4.6 Loss of Cherry Blossom Tree

Issue	Response
Request that Cherry Blossom Tree in front of St Mary's Star of the Sea is not at risk.	There are no trees marked for removal at St Mary's Star of the Sea.

4.7 Loss of Trees on Laurie Street

Issue	Response
Loss of the established trees on the reduced miniscule green space that exists there now.	Landscaping and trees will remain in this area. This is highlighted on the indicative landscape designs. One tree is required to be removed adjacent to South wall at South Leith Parish Church.

4.8 Closure of Links Gardens

Issue	Response
Concerns over the closure of Links Gardens adding to the road traffic congestion in the surrounding area, and concomitant localised emissions, compounding the problems caused by the signalised junction imposed at the foot of Easter Rd, where once a roundabout with a much-missed palm tree at its center worked much better.	This was part of the City of Edinburgh Council's Spaces for People.

5. Leith Walk

5.1 Great Junction Street Junction

Issue	Response
This junction was said to be at something like 105% of functional capacity before ground was broken for Tram. It will be a miracle if it works any better once Tram is up and running. What should we expect?	All signalised junctions have been through an extensive review process as part of the detailed design and cannot be signed off as part of the final design without being able to operate within capacity, which this does.

5.2 Floating Bus Stops

Issue	Response
We are concerned about the extremely narrow pavement at the floating bus stop outside 344 Leith Walk, next to a much wider downhill cycle path. This is contrary to design guidance and has a number of serious safety implications	Pedestrians have been considered throughout the design process which is in accordance with the Edinburgh Street Design Guidance.
We are concerned about the extremely narrow floating bus stop platform outside 238 Leith Walk, next to a much wider downhill cycle path. This is contrary to design guidance and has a number of serious safety implications	Bus stop design will be in line with Edinburgh Street Design Guidance.

5.3 Absence of Bus Stop

Issue	Response
While outside our area, we note the absence of a north bound bus stop at the Foot of the Walk. Is this a mistake? If they are to be nearby in Duke and Great Junction Street, we would expect them to be shown as part of the tram TROs.	There is no north bound bus stop at the Foot of the Walk. Bus stops out with the envelope of the Trams works are not shown on the drawings and bus stops do not form part of the Traffic Regulation Orders.

5.4 Narrow Pavements

Issue	Response
We are concerned about the extreme narrowing of the pavement on Pilrig Street by Pilrig Church Hall's entrance. This is contrary to design guidance and impacts negatively on the setting of an A-listed building in a Conservation Area	Pedestrians have been considered throughout the design process which is in accordance with the Edinburgh Street Design Guidance.

5.5 Left Hand Turn from Smith's Place

Issue	Response
We note the stop line for the left-hand turn from Smith's Place and question if this allows for safe egress onto Leith Walk.	This has been designed in accordance with Edinburgh Street Design guide for continuous footways, alongside Edinburgh Tram, CEC and Active Travel.

6 London Road

6.2 Swept Path and Final Line Marking Design

Issue	Response
<p>Concerns that the proposals will adversely impact on the safe and effective ingress to and egress from Blenheim Place requiring adequate access to hotels on Royal Terrace all with significant servicing needs involving larger vehicles. Concerns were also raised that larger vehicles trying to turn left off London Road will struggle to make this turn without causing significant additional congestion on London Road. Confirmation requested that the necessary swept path analysis has been undertaken for the size of commercial vehicles including coaches accessing Blenheim Place.</p> <p>We have been advised that there will be a 'yellow-box' marked on London Road at the junction with Blenheim Place but that as this measure does not form part of the TRO process, it has been omitted from the Plans attached to these TRO's. We iterate that a 'yellow-box' on the westbound lanes of London Road that extends across the full width of Blenheim Place is considered essential to the safe ingress and egress at this junction. We request confirmation of the plans for the road markings at this junction.</p>	<p>To confirm swept path analysis has been carried out along the entire route as part of the detailed design process and no issues have been reported at this section.</p> <p>Final line marking design do not form part of the traffic regulation order so all line marking are not shown on the drawings, however, to confirm a 'yellow Box' will be installed at this location.</p>

6.3 Cycle and Pedestrian Design

Issue	Response
<p>On the east side of Leith Walk at Elm Row between London Road and Montgomery Street (Sheets 13 and 14), it is proposed to split a small section of the two-way cycle path into two one-way paths with a small section of pavement separating them. This section is adjacent to three bus stops, an egress route from Elm Row and a bin location. As a consequence of this design, the space for pedestrians is severely restricted and segregation between pedestrians and cyclists is significantly impaired. Pedestrians crossing London Road walking down Elm Row will need to cross the cycle path at least three times. None of these crossing points have any form of pedestrian crossing shown.</p>	<p>Pedestrians have been considered throughout the design process which is in accordance with the Edinburgh Street Design Guidance.</p>

7 Baxter's Place

7.1 Traffic Congestion

Issue	Response
<p>We are concerned that the current proposals will adversely impact traffic flow and add to congestion in this already busy part of the road network with negative consequences for air pollution.</p>	<p>Traffic modelling has been undertaken throughout the route and would not have been signed off if not being able to operate, this also includes known future developments and population increase.</p>

7.2 Confirmation of pavement width

Issue	Response
<p>We note that the bin location on Baxter's Place is inset into the pavement presumably to reduce the potential for congestion on Leith Walk. This location is however at the narrowest point of the pavement and requires a small detour of the two-way cycle path around the proposed bin location. Please confirm that the width of the pavement at least meets the minimum criterion for such a busy pavement in accordance with Edinburgh's Street Design Guidance and that there is sufficient segregation between the pedestrian area and the cycle path.</p>	<p>Pedestrians have been considered throughout the design process which is in accordance with the Edinburgh Street Design Guidance.</p>

8 General

8.1 Cycling

Issue	Response
<p>Spokes made the following comments:</p> <ol style="list-style-type: none">1. The placement of the yellow lines across the foot/cycleways on Leith Walk at locations shown as “Pedestrian Priority Crossings”2. The depiction of the yellow lines at some of the side road junctions where the junction geometry is a danger to pedestrians and cyclists3. Quite a few cycle exemptions are mentioned in the schedule of exemptions but are not specified in the drawings (e.g., at Maritime Lane/ Mitchell St and Brunswick Road)4. On Leith Walk, where side roads meet the cycleway, the left-hand radius should be tightened to help to ensure that drivers slow down sufficiently and to reduce the width of the crossing. The latter case is especially pertinent to Jane Street where there is no exit, so no need for a curved radius to the left.5. On Leith Walk, where the cycleway is deflected by loading bays/bus-stops just before junctions (e.g., at Springfield Street) the cycleway should return at a shallower angle so	<ol style="list-style-type: none">1. Final line marking design do not form part of the traffic regulation order2. Final line marking design do not form part of the traffic regulation order3. Drawings to be updated to reflect Traffic Orders4. All cycleways and continuous footways have been designed in accordance with Edinburgh Street Design Guide5. All cycleways and continuous footways have been designed in accordance with Edinburgh Street Design Guide6. We appreciate this comment and will look into this7. We appreciate this comment and will look into this

<p>that cyclists are more easily able to view traffic coming from behind and traffic ahead.</p> <p>6. On Leith Walk, where side roads are stopped up (e.g., at the end of Iona Street and Montgomery street), there needs to be a gap and dropped kerb to allow cyclist access to/from the cycleway. We presume that this would not affect the proposed yellow line markings.</p> <p>7. There appear to be no turning restrictions at the Constitution Street/Queen Charlotte Street junction, however there are significant restrictions on Constitution Street to the South. It would be helpful if there were warning signs at the approaches to the junction that there were restrictions ahead.</p>	
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8.2 Controlled Parking Zones

Issue	Response
<p>These are potentially welcome (although never to all) if introduced at the right time, that is, closely aligned with the commencement of the tram extension's operation in 2023 – Q1? Q2? – and in the right way, with scrupulous attention to detail, demonstrably explained and consulted on.</p> <p>Request for original data to be updated.</p>	<p>You will need to contact the relevant department to discuss proposals for the CPZ scheme.</p>

8.3 Low Traffic Neighbourhood / Leith Connections concerns

Issue	Response
<p>Low Traffic Neighbourhood/Leith Connections will be massively unwelcome if not properly thought through and paused while that joined-up thinking is done and demonstrated.</p>	<p>The City of Edinburgh Council has published details of responses to the initial stage of the Leith Connections community engagement held earlier in the year. The Council engaged with residents, visitors and businesses to seek feedback on the project which aims to create a safer and more comfortable environment for residents and visitors walking, wheeling, cycling and spending time in the local streets and outdoor spaces in the area around the Trams to Newhaven project.</p> <p>The feedback survey found:</p> <ul style="list-style-type: none">• 80% of survey respondents strongly support and support the aim for improving walking conditions in Leith.• 75% of survey respondents strongly support and support the aim for improving cycling conditions in Leith.• 72% of survey respondents strongly support and support a cycle route that is separated from pedestrian and motor traffic.• 61% of respondents think that traffic levels and speeds for children cycling and walking are slightly unsafe (31%) and very unsafe (30%). <p>The Council is now seeking further feedback on proposals for the low traffic neighbourhood that would reduce the impacts of through traffic, allow the creation of new community spaces and</p>

	make it easier and more accessible for people to travel by all modes of transport.
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8.4 Public Realm

Issue	Response
Confirmation on consideration of public realm along the route	<p>Landscape designs do not form part of the traffic regulation order.</p> <p>Indicative landscape designs are available for review on the Trams to Newhaven website. Finalised designs will be shared when available.</p> <p>Extensive public consultations were undertaken in 2018. The Consultation Impact Report can be viewed on the Trams to Newhaven website.</p>

8.5 Construction Issue

Issue	Response
Upon the closure of Manderston Street Heras fencing enclosed the grit bin, putting it out of reach on one of the few periods in the year when it was actually needed.	This is a construction related issue and has been dealt with during the construction period.

8.6 Floating Bus Stops

Issue	Response
<p>We have concerns about the floating bus stops which you are proposing. But these concerns can be allayed by designing them with due care - i.e., with a safety audit, careful sizing and truly effective measures to slow cyclists down and ensure they give priority to pedestrians.</p>	<p>Bus stop design will be in line with Edinburgh Street Design Guidance.</p>

8.7 Floating Car Parks

Issue	Response
<p>We have concerns about floating parking areas. Our strong preference is for kerb-side parking. Floating parking areas are dangerous both for pedestrians (especially those with mobility difficulties or a vision impairment) and indeed for cyclist because of the risk of conflict between cyclists and pedestrians. Furthermore, alighting from a car or taxi outside a cycle lane presents a difficult challenge for wheelchair users in that they have not only to negotiate the cycle lane to reach the footway but also to find a way up the kerb on to the pavement.</p>	<p>Cycle way and parking design will be in line with Edinburgh Street Design Guidance.</p>

8.8 Blue Badge Holders

Issue	Response
<p>We understand that parking restrictions must be put in place because space will be at a premium because of the tramline infrastructure. However, we look to the council to ensure that access and parking for blue badge holders is protected as far as possible. For example, disabled bays must be included in the parking areas and also round the corner from the main road in the side streets.</p>	<p>Side streets are not part of the Trams to Newhaven limit of deviation and are therefore not covered within the Traffic Regulation Order.</p> <p>Disabled bays will be reviewed as part of the</p> <p>This will be reviewed within the City of Edinburgh Council's CPZ.</p>

Appendix 3 – Suggestions Received

Leith Walk	
Suggestion	Response
For the left-hand turn ban to Leith Walk a short-left filter lane is introduced to accommodate waiting left turn traffic. This could be achieved by moving bike lanes east, thus straightening the proposed “bike slalom” closer to the desire line.	The London Road junction is a key junction for the east of the city and will also play a crucial role in the successful operation of the trams. Following traffic modelling of the junction, it became clear that maintaining the left-hand turn when the tram was operational would increase congestion at the junction and adversely affect the tram timetabling. The junction would not be able to work effectively.
For the prohibition the right-hand turn ban from London Road to Leith Walk an outside right hand filter lane is introduced	It was determined during the initial design process that to accommodate tram journey times and reliability through this junction the RT ban needed to be banned. It was considered at the time that minimal movements are made using the RT to Leith Walk. The junction would not be able to work effectively.

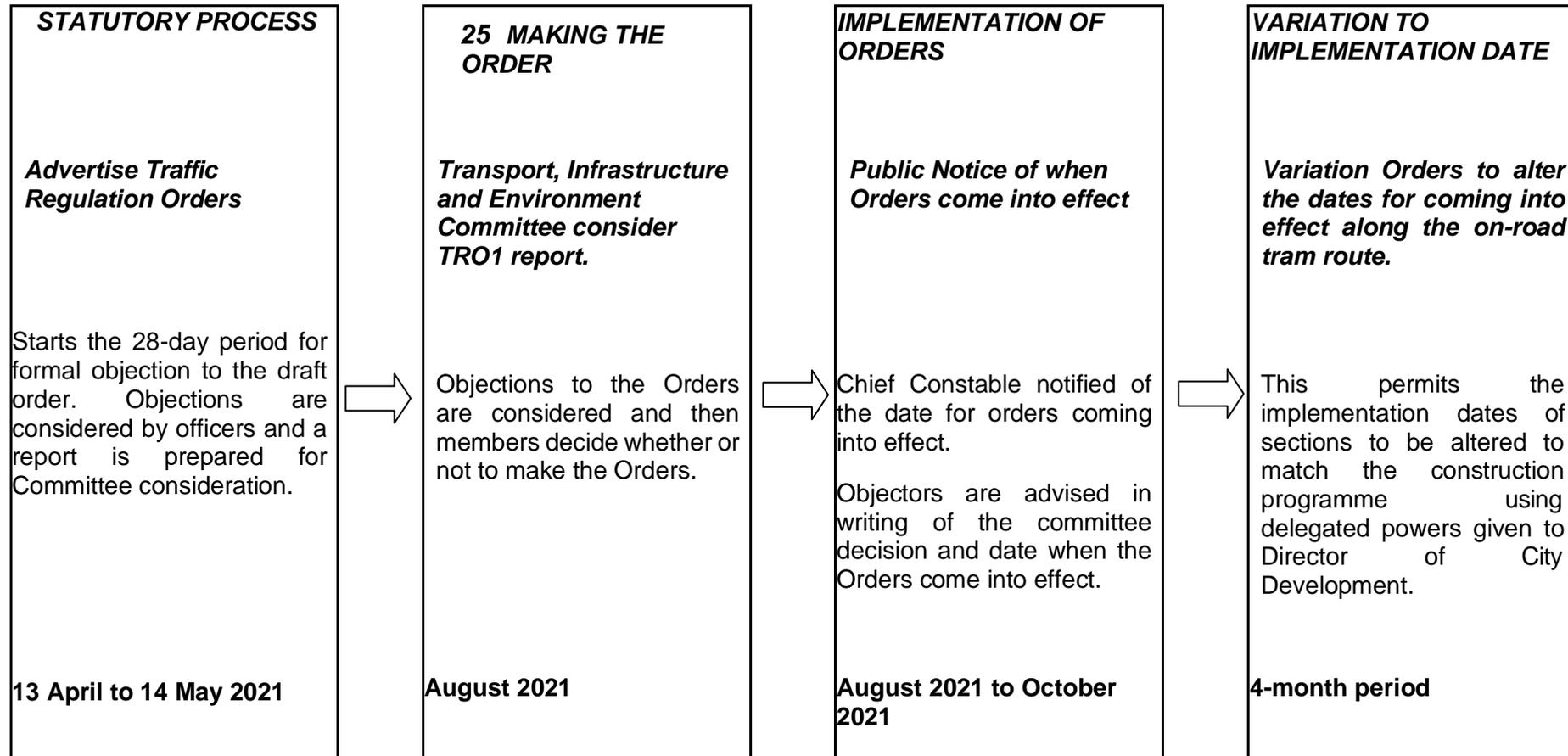
<p>On Arthur Street the “extra dog leg” (which has no residential frontages) is turned into a cul-de-sac accessed only from the “main leg” of Arthur Street, perhaps with loading bays serving Leith Walk shops and ample pedestrian space, as practiced currently under TTRO measures.</p>	<p>This provides one way in but two ways out of this section of Arthur Street, which will reduce the volume of traffic on Arthur Street and means that vehicles will not have to perform a U-turn to exit the street which will increase safety for all.</p>
<p>Bike Lane is narrowed to a minimum at 344 Leith Walk</p>	<p>The bike lane is currently at the minimum of 1.5m as per the ESDG and cannot be reduced any further.</p>
<p>London Road</p>	
<p>We note that it is planned to relocate the pedestrian crossing from Leopold Place (to the east of the junction with Blenheim Place) to the junction with Leith Walk. While we support having an improved pedestrian and cycle crossing at the Leith Walk junction, we believe that consideration should be given to retaining the current crossing on Leopold Place. There are a number of bus stops on this section of London Road and the current crossing is well used by passengers using these stops. We are also concerned that the loss of this crossing will make ingress and egress at the Blenheim Place junction more difficult as vehicles will either be joining or crossing moving traffic that is currently stopped by pedestrian movements across London Road. Retention of the crossing would also reduce pedestrian movements across Blenheim Place where traffic would otherwise be seeking to enter or leave.</p>	<p>The London Road junction is a key junction and will also play a crucial role in the successful operation of the trams. Following traffic modelling of the junction, it became clear that maintaining the pedestrian crossing in its original position would not be achievable due to the distance from the junction with Leith Walk, and a second set of lights would also not allow the junction to work. Decision was made to relocate to new position which also introduces a safer crossing for pedestrians and cyclists.</p>

Baxter's Place	
It is proposed to have two left hand turn lanes from London Road on to Leith Walk but the taxi rank outside Baxter's Place will result in traffic being immediately compressed into a single lane. Provided that there is space available to do so, it would make sense for this taxi rank to be inset into the pavement as for the adjacent bin location to allow two lanes of traffic to remain, which would improve traffic flow and reduce congestion.	The taxi rank will have a time restriction on and this has been taken into consideration within the traffic modelling and subsequent approval of the design.
Cycle Lane Design	
We note that there is a small section of one-way cycle path on the south side of London Road between Blenheim Place and Leith Walk. This is not connected with the cycle path recently installed on London Road. We note that the plan does not show the bus stop (EC) to the east of Blenheim Place. We presume that this is an error. Consideration should be given to extending the cycle path and moving the bus stop further east beyond Blenheim Place to reduce bus/cyclist/pedestrian interactions at this busy section of London Road. The extended cycle path could be combined with a raised table at the Blenheim Place junction to further improve pedestrian safety.	The cycle path currently installed on London Road is a temporary cycleway and has not been included with the Trams to Newhaven design. Any concerns with this need to be raised with the Safer Spaces team.
The current design does not follow the Council's active travel hierarchy in that it fails to provide adequate priority to pedestrian movements and safety. The design should be changed to retain the two-way cycle path along this short section of Elm Row offset from the kerb, as it would reduce the number of times that pedestrians (and wheelers) would need to cross the cycle path and leave access to the bus stops unobstructed.	Pedestrians and cyclists have been considered throughout the design process which is in accordance with the Edinburgh Street Design Guidance.

There is a similar issue with the design of the cycle path on the west side of Leith Walk (Gayfield Place and Haddington Place) where there is a small detour of a section of the cycle path adjacent to the bus stops. As a consequence of the proposed design, any pedestrian or wheeler trying to access/leave the bus stops would need to cross this cycle path at least twice but there is no pedestrian crossing shown. Consideration should be given to revising the design so that the cycle path is inset from the kerb along the full section of this part of Leith Walk and including clearly designated pedestrian crossings adjacent to the bus stops.

Pedestrians and cyclists have been considered throughout the design process which is in accordance with the Edinburgh Street Design Guidance.

Appendix 4 – Process for Making and Varying Traffic Regulation Orders



100
0 10
Millimetres

DO NOT SCALE

- NOTES:
1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
 2. THE TRO DRAWINGS ARE REPRESENTATIVE OF THE TRAFFIC ORDERS ONLY.
 3. THE TRO DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE APPLICABLE TRO SCHEDULES.
 4. MEASURES INDICATED ON THESE PLANS AS BEING OUT WITH THIS TRAFFIC ORDER ARE INDICATIVE ONLY AND WILL BE DEVELOPED SEPARATELY BY THE CITY OF EDINBURGH COUNCIL.

KEY

GENERAL

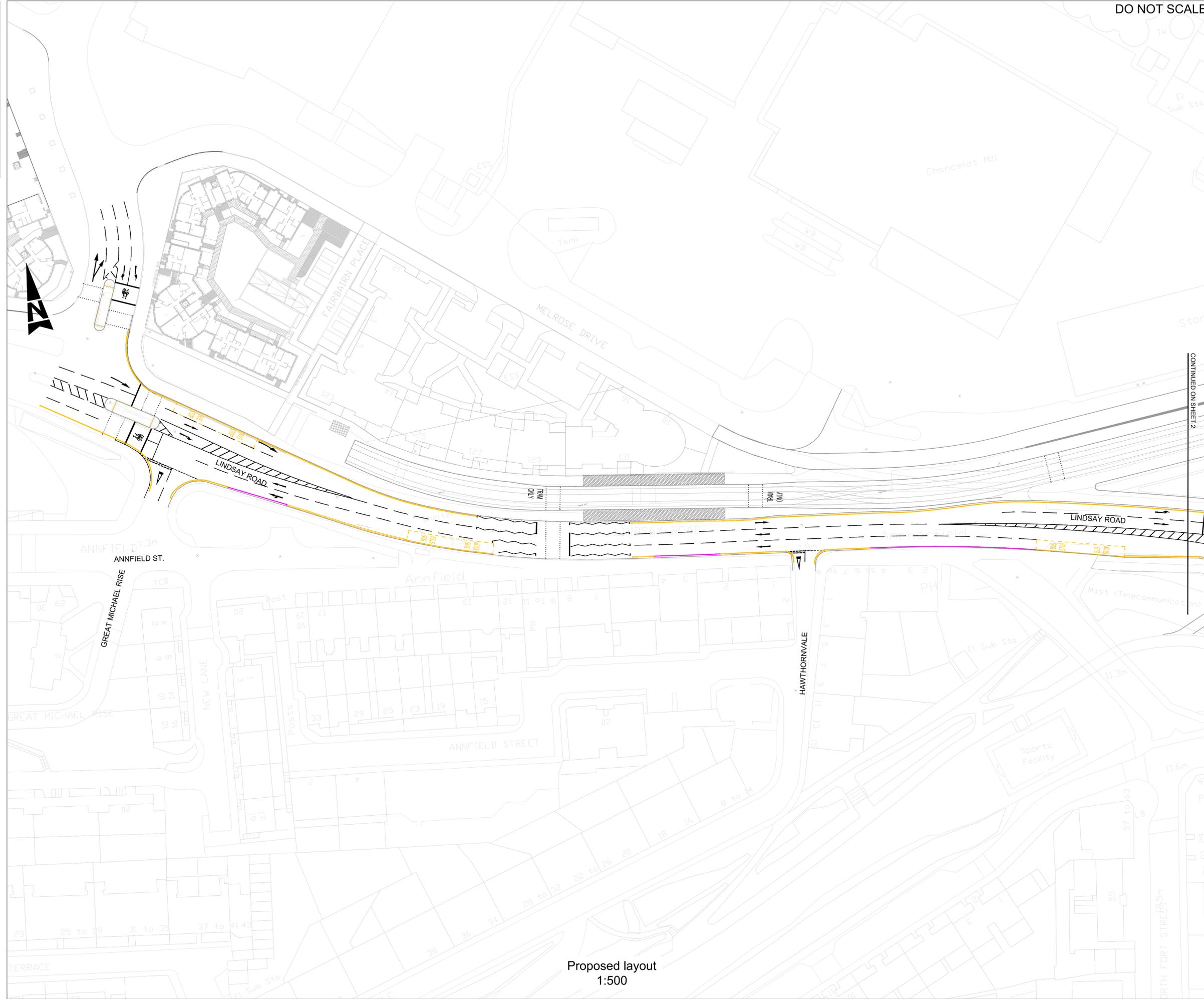
- BIN STORES
- TAXI RANK
- PEDESTRIAN PRIORITY CROSSINGS
- PROPOSED KERB LINE

MEASURES INCLUDED IN THIS TRAFFIC ORDER
 NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME

- NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
- PARKING BAYS AT TIMES SHOWN IN SCHEDULES
- LOADING BAYS AT TIMES SHOWN IN SCHEDULES
- LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS

MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER

- PARKING BAYS (SEE NOTE 4 ABOVE)
- LOADING BAYS (SEE NOTE 4 ABOVE)
- DISABLED BAYS (SEE NOTE 4 ABOVE)



CONTINUED ON SHEET 2

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd	
P06	19/11/18	FOR REVIEW AND COMMENT		GK	JR	KC	SL
P07	12/02/19	FOR REVIEW AND COMMENT		SM	SM	SM	SM
P08	30/04/19	FOR REVIEW AND COMMENT		CC	JR	KC	SM
P09	22/08/19	FOR REVIEW AND COMMENT		MG	SS	SS	SS
P10	12/06/20	FOR REVIEW AND COMMENT		MG	KA	SM	AG
P11	22/06/20	TRO FINALISED FOR ISSUE		MG	KA	SM	AG
P12	16/07/20	TRO FINALISED FOR ISSUE		EG	SS	SM	AG
P13	31/07/20	TRO FINALISED FOR ISSUE		MK	SS	KA	KA
P14	09/09/20	KEY UPDATED		DC	AG	AG	KA
P15	10/09/20	KEY UPDATED		DC	KA	SS	AG
P16	14/09/20	KEY UPDATED		DC	SS	SM	AG
P17	17/12/20	NOTES & KEY		DC	KA	KA	KA

Drawing Status: FOR INFORMATION Suitability: S2

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EDINBURGH
 THE CITY OF EDINBURGH COUNCIL

Project Title: EDINBURGH TRAM YORK PLACE TO NEWHAVEN

Drawing Title: PROPOSED TRAFFIC REGULATION ORDERS SHEET 1 OF 14

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	KA	KA
Original Size	Date	Date	Date	Date
A1	17/12/20	17/12/20	17/12/20	17/12/20
Drawing Number				Revision
5149899-ATK-ETE-DRG-HW-00001				P17

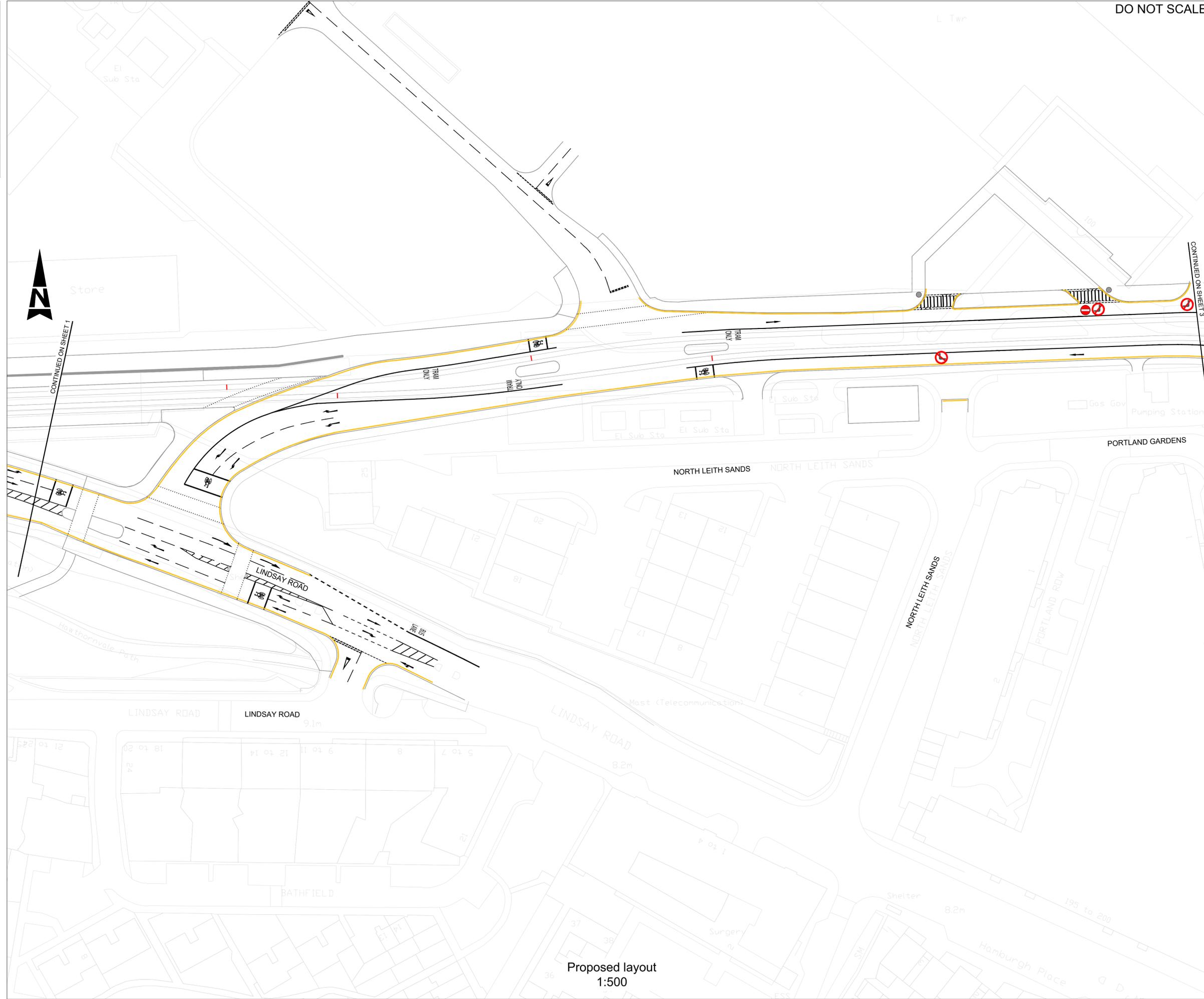
Proposed layout
 1:500

100
0 10
Millimetres

DO NOT SCALE

- NOTES:**
1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
 2. THE TRO DRAWINGS ARE REPRESENTATIVE OF THE TRAFFIC ORDERS ONLY.
 3. THE TRO DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE APPLICABLE TRO SCHEDULES.
 4. MEASURES INDICATED ON THESE PLANS AS BEING OUT WITH THIS TRAFFIC ORDER ARE INDICATIVE ONLY AND WILL BE DEVELOPED SEPARATELY BY THE CITY OF EDINBURGH COUNCIL.

- KEY**
- GENERAL**
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER**
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
 - LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS
- MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER**
- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)



Proposed layout
1:500

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P08	30/04/19	FIRST ISSUE	CC	JR	KC	SM
P09	22/08/19	FIRST ISSUE	MG	SS	SS	SS
P10	19/11/19	FIRST ISSUE	MG	SS	SS	SM
P11	12/06/20	FIRST ISSUE	MG	KA	SM	AG
P12	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SM	AG
P13	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SM	AG
P14	31/07/20	TRO FINALISED FOR ISSUE	MK	SS	KA	KA
P15	09/09/20	KEY UPDATED	DC	AG	KA	SS
P16	10/09/20	KEY UPDATED	DC	KA	SS	AG
P17	14/09/20	KEY UPDATED	DC	SS	SM	---
P18	17/12/20	NOTES & KEY	DC	KA	KA	AG
P19	23/03/21	MELROSE DR/LINDSAY RD CROSSING	KA	SS	AG	AG

FOR INFORMATION S2

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EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Project Title
**EDINBURGH TRAM
YORK PLACE TO NEWHAVEN**

Drawing Title
**PROPOSED
TRAFFIC REGULATION ORDERS
SHEET 2 OF 14**

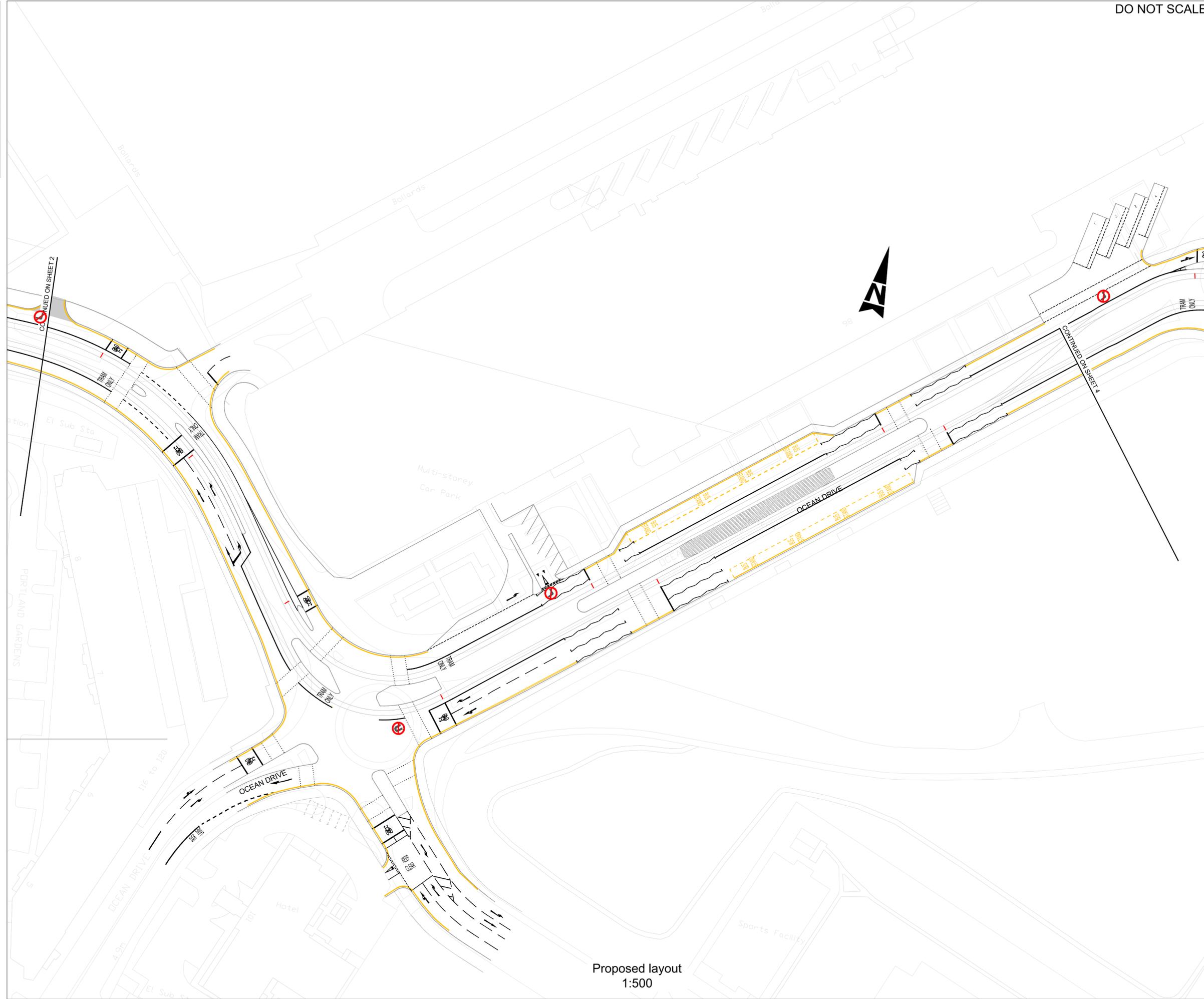
Scale	Originator	Checked	Approved	Authorised
1:500	KA	SS	AG	AG
Original Size	Date	Date	Date	Date
A1	23/03/21	23/03/21	23/03/21	23/03/21
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00002	P19			

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Millimetres
0 10

DO NOT SCALE

- NOTES:**
1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
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- KEY**
- GENERAL**
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER**
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
 - LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS
- MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER**
- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)



Proposed layout
1:500

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P05	19/11/18	FIRST ISSUE	GK	JR	KC	SL
P06	12/02/19	FIRST ISSUE	MM	JR	KC	SM
P07	30/04/19	FIRST ISSUE	CC	JR	KC	SM
P08	12/06/20	FIRST ISSUE	MG	KA	SM	AG
P09	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SM	AG
P10	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SM	AG
P11	31/07/20	TRO FINALISED FOR ISSUE	MK	SS	KA	SM
P12	09/09/20	KEY UPDATED & U-TURN RESTRICTION ADDED	DC	AG	KA	SS
P13	10/09/20	KEY UPDATED & U-TURN RESTRICTION ADDED	DC	KA	SS	AG
P14	14/09/20	KEY UPDATED & U-TURN RESTRICTION ADDED	DC	SS	SM	AG
P15	17/12/20	NOTES & KEY / BUS STAND UPDATE	DC	KA	KA	KA
P16	08/04/21	ZIG ZAG MARKINGS	DC	KA	SS	AG

Drawing Status: **FOR INFORMATION** Suitability: **S2**

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EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Project Title: **EDINBURGH TRAM
YORK PLACE TO NEWHAVEN**

Drawing Title: **PROPOSED
TRAFFIC REGULATION ORDERS
SHEET 3 OF 14**

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG

Original Size	Date	Date	Date	Date
A1	07/04/21	07/04/21	07/04/21	08/04/21

Drawing Number	Revision
5149899-ATK-ETE-DRG-HW-00003	P16

100
Millimetres
0 10

DO NOT SCALE

- NOTES:
1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
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KEY

GENERAL

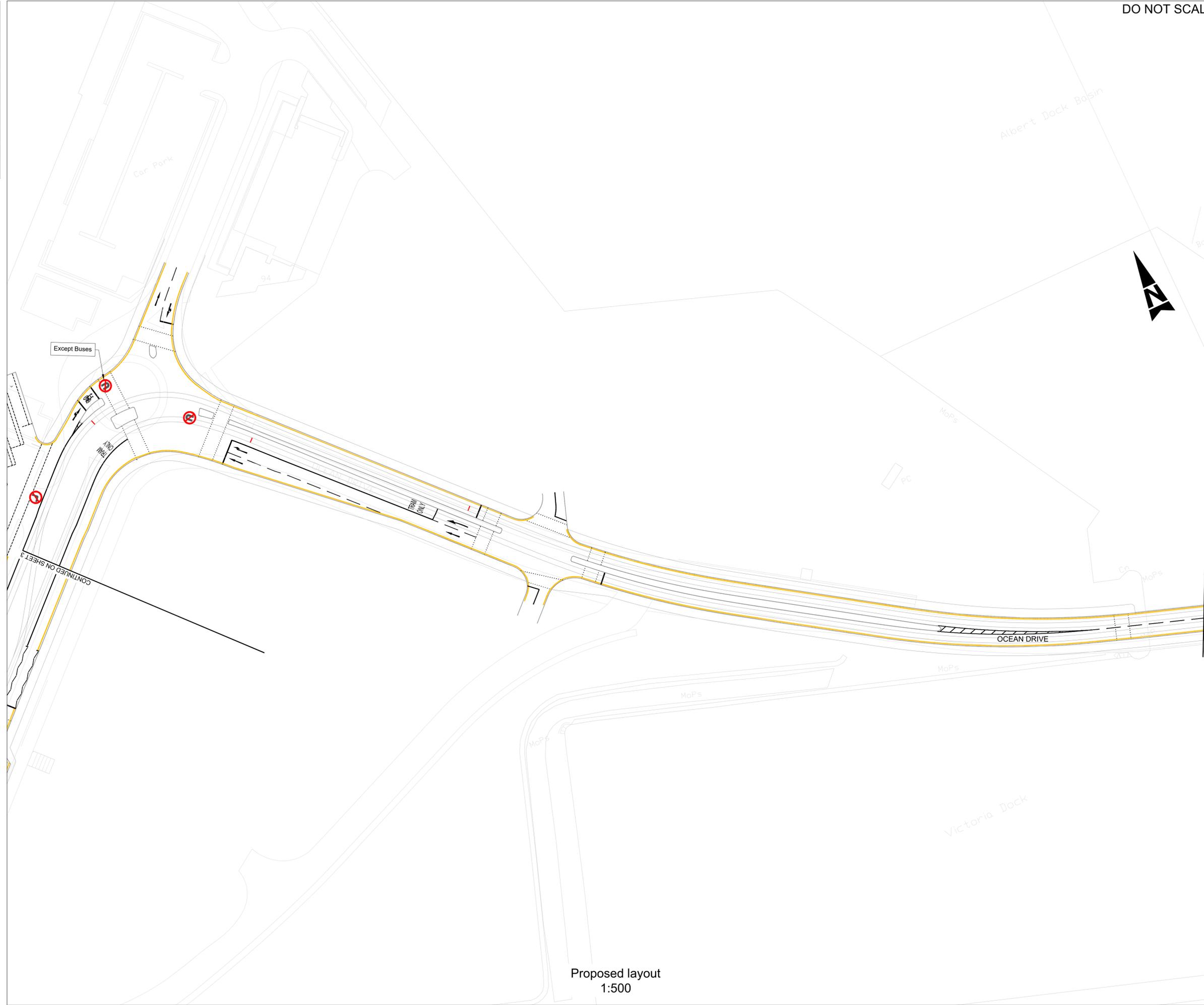
- BIN STORES
- TAXI RANK
- PEDESTRIAN PRIORITY CROSSINGS
- PROPOSED KERB LINE

MEASURES INCLUDED IN THIS TRAFFIC ORDER

- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME AT TIMES SHOWN IN SCHEDULES
- NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
- PARKING BAYS AT TIMES SHOWN IN SCHEDULES
- LOADING BAYS AT TIMES SHOWN IN SCHEDULES
- LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS

MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER

- PARKING BAYS (SEE NOTE 4 ABOVE)
- LOADING BAYS (SEE NOTE 4 ABOVE)
- DISABLED BAYS (SEE NOTE 4 ABOVE)



CONTINUED ON SHEET 5

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P05	19/11/18	FIRST ISSUE	GK	JR	KC	SL
P06	12/02/19	FIRST ISSUE	MM	JR	KC	SM
P07	30/04/19	FIRST ISSUE	CC	JR	KC	SM
P08	12/06/20	FIRST ISSUE	MG	KA	SM	AG
P09	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SM	AG
P10	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SM	AG
P11	31/07/20	TRO FINALISED FOR ISSUE	MK	SS	KA	SM
P12	09/09/20	KEY UPDATED	DC	AG	KA	SS
P13	10/09/20	KEY UPDATED	DC	KA	SS	AG
P14	14/09/20	KEY UPDATED	DC	SS	SM	AG
P15	17/12/20	NOTES & KEY / BUS U TURN	DC	KA	SS	AG
P16	07/04/21	ZIG ZAG MARKINGS	DC	KA	SS	AG

Drawing Status: **FOR INFORMATION** Suitability: **S2**

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Client: **EDINBURGH**
 THE CITY OF EDINBURGH COUNCIL

Project Title: **EDINBURGH TRAM
 YORK PLACE TO NEWHAVEN**

Drawing Title: **PROPOSED
 TRAFFIC REGULATION ORDERS
 SHEET 4 OF 14**

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	07/04/21	07/04/21	07/04/21	08/04/21

Drawing Number: **5149899-ATK-ETE-DRG-HW-00004** Revision: **P16**

Proposed layout
 1:500

100
Millimetres
0 10

DO NOT SCALE

- NOTES:
1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
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KEY

GENERAL

- BIN STORES
- TAXI RANK
- PEDESTRIAN PRIORITY CROSSINGS
- PROPOSED KERB LINE

MEASURES INCLUDED IN THIS TRAFFIC ORDER

- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
- NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
- PARKING BAYS AT TIMES SHOWN IN SCHEDULES
- LOADING BAYS AT TIMES SHOWN IN SCHEDULES
- LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS

MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER

- PARKING BAYS (SEE NOTE 4 ABOVE)
- LOADING BAYS (SEE NOTE 4 ABOVE)
- DISABLED BAYS (SEE NOTE 4 ABOVE)

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd	
P03	12/01/18	FIRST ISSUE		GK	JR	KC	SL
P04	14/03/18	FIRST ISSUE		GK	JR	KC	SL
P05	19/11/18	FIRST ISSUE		GK	JR	KC	SL
P06	12/02/19	FIRST ISSUE		MM	JR	KC	SM
P07	30/04/19	FIRST ISSUE		CC	JR	KC	SM
P08	12/06/20	FIRST ISSUE		MG	KA	SM	AG
P09	22/06/20	TRO FINALISED FOR ISSUE		MG	KA	SM	AG
P10	16/07/20	TRO FINALISED FOR ISSUE		EG	SS	SM	AG
P11	31/07/20	TRO FINALISED FOR ISSUE		MK	SS	KA	SM
P12	09/09/20	KEY UPDATED		DC	AG	KA	SS
P13	10/09/20	KEY UPDATED		DC	KA	SS	AG
P14	17/12/20	NOTES & KEY		DC	KA	SS	AG
Rev.	Date	Description	Org	Chk'd	App'd	Aur'd	

Drawing Status: **FOR INFORMATION** Suitability: **S2**

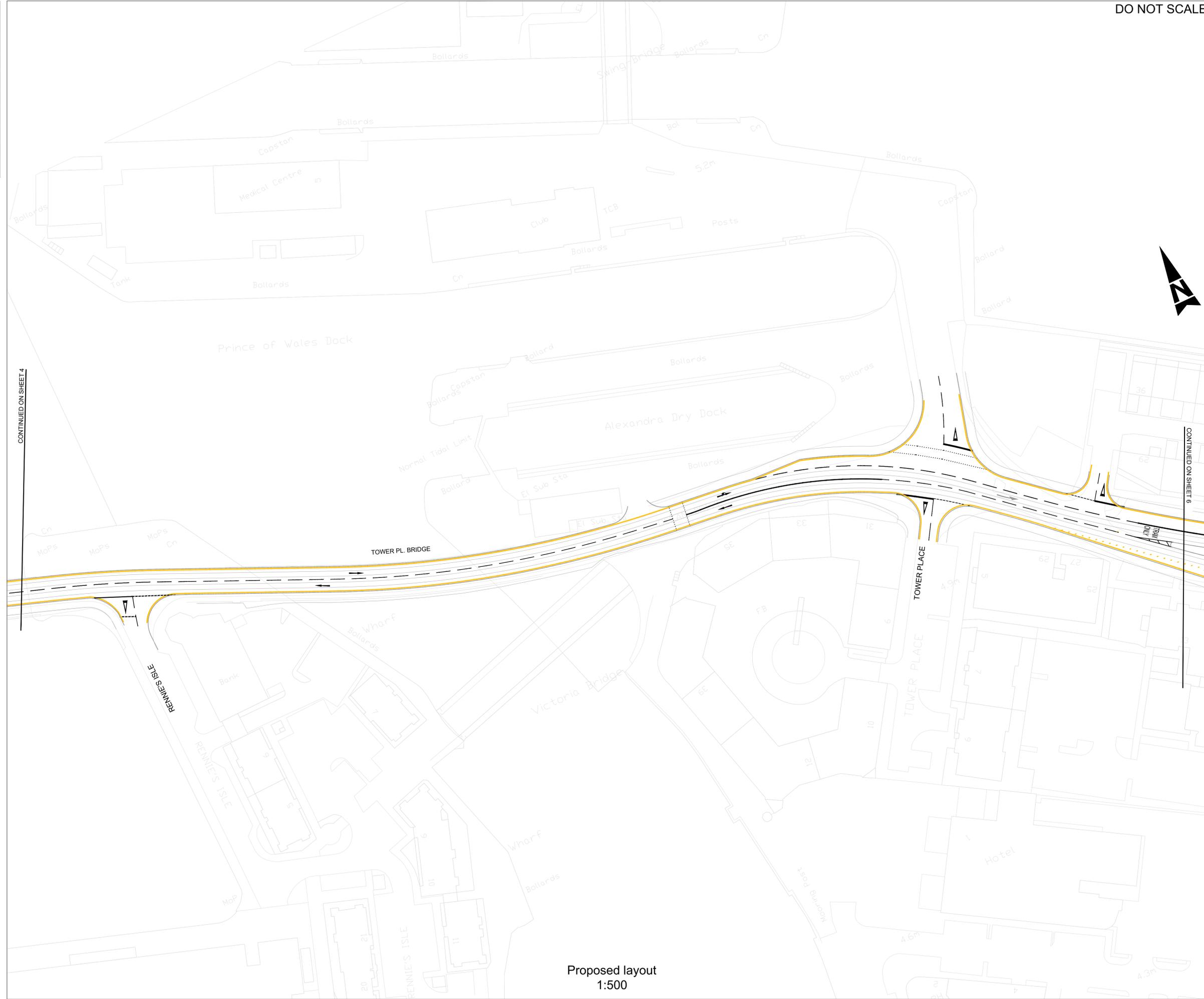
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Client: **EDINBURGH**
 THE CITY OF EDINBURGH COUNCIL

Project Title: **EDINBURGH TRAM
 YORK PLACE TO NEWHAVEN**

Drawing Title: **PROPOSED
 TRAFFIC REGULATION ORDERS
 SHEET 5 OF 14**

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	17/12/20	17/12/20	17/12/20	17/12/20
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00005	P14			



CONTINUED ON SHEET 4

CONTINUED ON SHEET 6

Proposed layout
 1:500

100
0 10
Millimetres

DO NOT SCALE

NOTES:

1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
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KEY

GENERAL

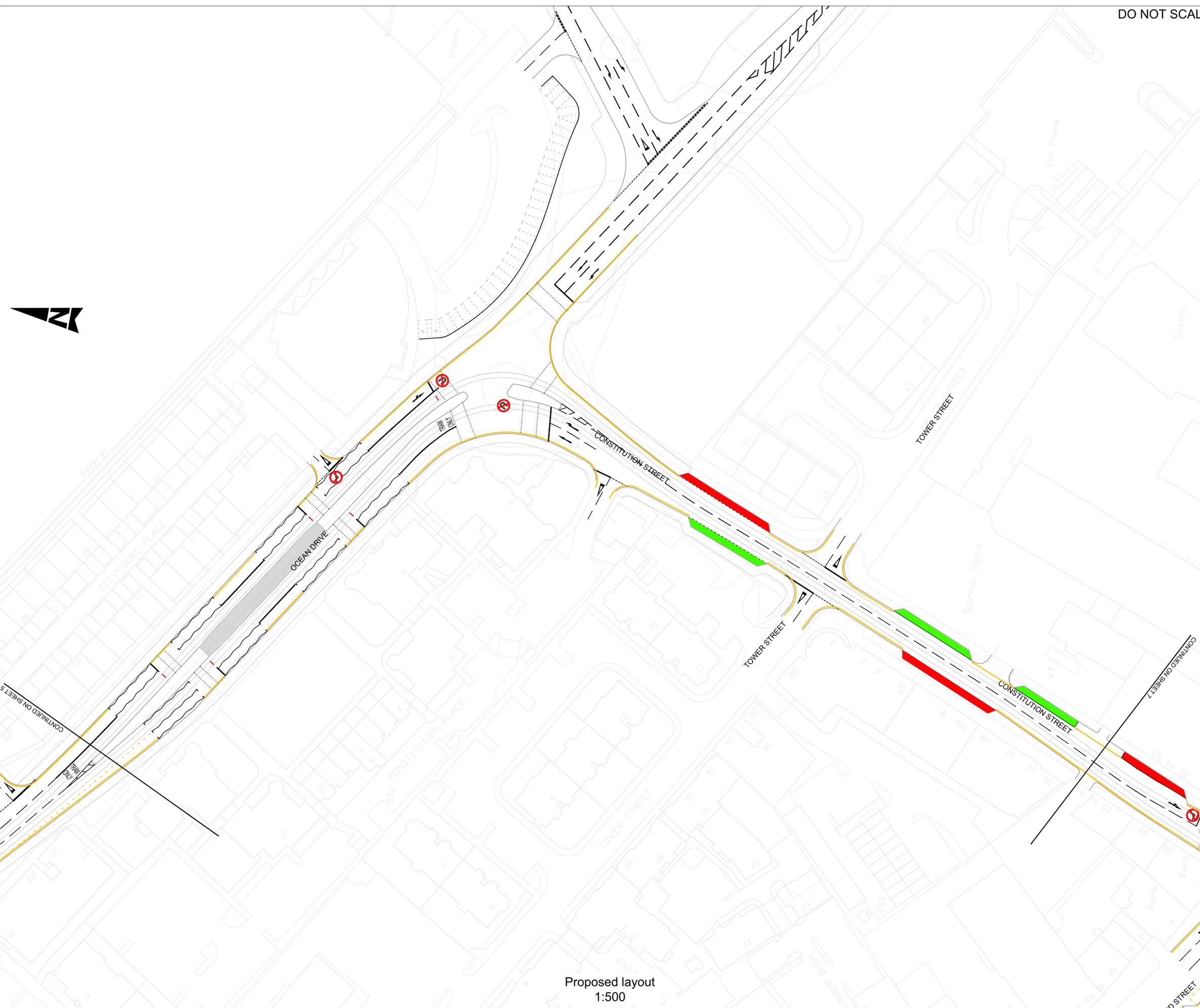
- BIN STORES
- TAXI RANK
- PEDESTRIAN PRIORITY CROSSINGS
- PROPOSED KERB LINE

MEASURES INCLUDED IN THIS TRAFFIC ORDER

- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
- NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
- PARKING BAYS AT TIMES SHOWN IN SCHEDULES
- LOADING BAYS AT TIMES SHOWN IN SCHEDULES
- LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS

MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER

- PARKING BAYS (SEE NOTE 4 ABOVE)
- LOADING BAYS (SEE NOTE 4 ABOVE)
- DISABLED BAYS (SEE NOTE 4 ABOVE)



Rev.	Date	Description	Org	Chk'd	App'd	Aur'd	
P06	12/02/19	FOR REVIEW AND COMMENT		MM	JR	KC	SM
P07	30/04/19	FOR REVIEW AND COMMENT		CC	JR	KC	SM
P08	12/06/20	FOR REVIEW AND COMMENT		MG	KA	SM	AG
P09	22/06/20	TRO FINALISED FOR ISSUE		MG	KA	SM	AG
P10	16/07/20	TRO FINALISED FOR ISSUE		EG	SS	SM	AG
P11	31/07/20	TRO FINALISED FOR ISSUE		MK	SS	KA	SM
P12	09/09/20	KEY UPDATED		DC	AG	KA	SS
P13	10/09/20	KEY UPDATED		DC	KA	SS	AG
P14	14/09/20	KEY UPDATED		DC	SS	SM	---
P15	17/12/20	NOTES & KEY		DC	KA	SS	AG
P16	23/03/21	CASINO LOADING BAY REMOVED		KA	SS	AG	AG
P17	08/04/21	ZIG ZAG MARKINGS/TRAMSTOP CROSSING		DC	KA	SS	AG

Drawing Status	FOR INFORMATION	Suitability	S2
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Project Title
 EDINBURGH TRAM
 YORK PLACE TO NEWHAVEN

Drawing Title PROPOSED TRAFFIC REGULATION ORDERS SHEET 6 OF 14				
Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	07/04/21	07/04/21	07/04/21	08/04/21
Drawing Number	Revision			
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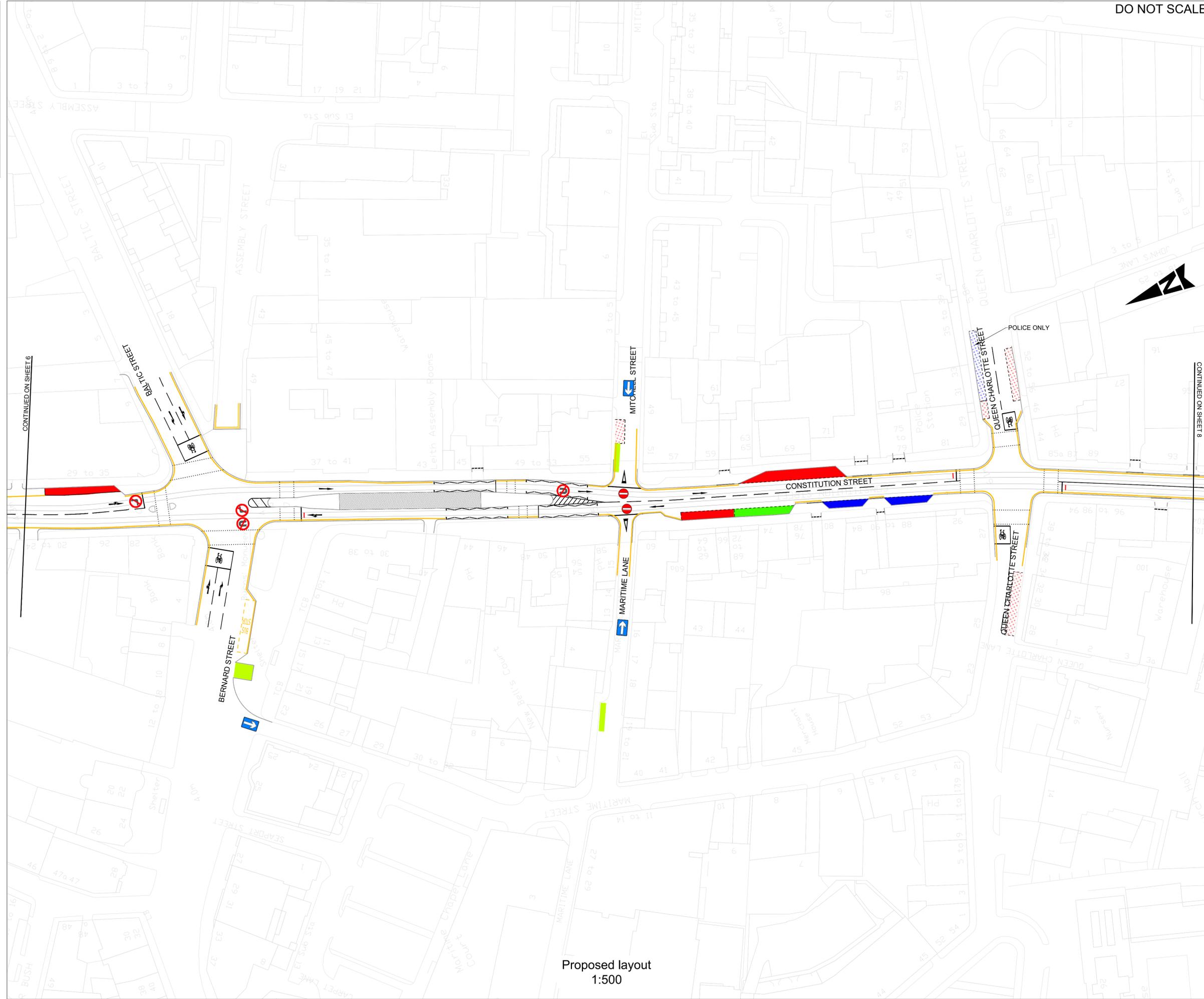
Proposed layout
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100
0 10
Millimetres

DO NOT SCALE

- NOTES:
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- KEY
- GENERAL
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
 - LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS
- MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER
- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)



CONTINUED ON SHEET 6

CONTINUED ON SHEET 8

Proposed layout
1:500

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P06	18/11/18	FOR REVIEW AND COMMENT	GK	JR	KC	SL
P07	12/02/19	FOR REVIEW AND COMMENT	MM	JR	KC	SM
P08	30/04/19	FOR REVIEW AND COMMENT	CC	JR	KC	SM
P09	12/06/20	FOR REVIEW AND COMMENT	MG	KA	SS	AG
P10	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SS	AG
P11	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SS	AG
P12	09/09/20	WASTE MANAGEMENT UPDATES	DC	AG	KA	SS
P13	10/09/20	WASTE MANAGEMENT UPDATES	DC	KA	SS	AG
P14	14/09/20	WASTE MANAGEMENT UPDATES	DC	SS	SS	---
P15	17/12/20	NOTES & KEY / CYCLE BOXES	DC	KA	SS	AG
P16	05/03/21	ACCESSES TIDY UP	DC	KA	SS	AG
P17	08/04/21	ZIG ZAG MARKINGS	DC	KA	SS	AG

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Client

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Project Title

EDINBURGH TRAM
YORK PLACE TO NEWHAVEN

Drawing Title

PROPOSED
TRAFFIC REGULATION ORDERS
SHEET 7 OF 14

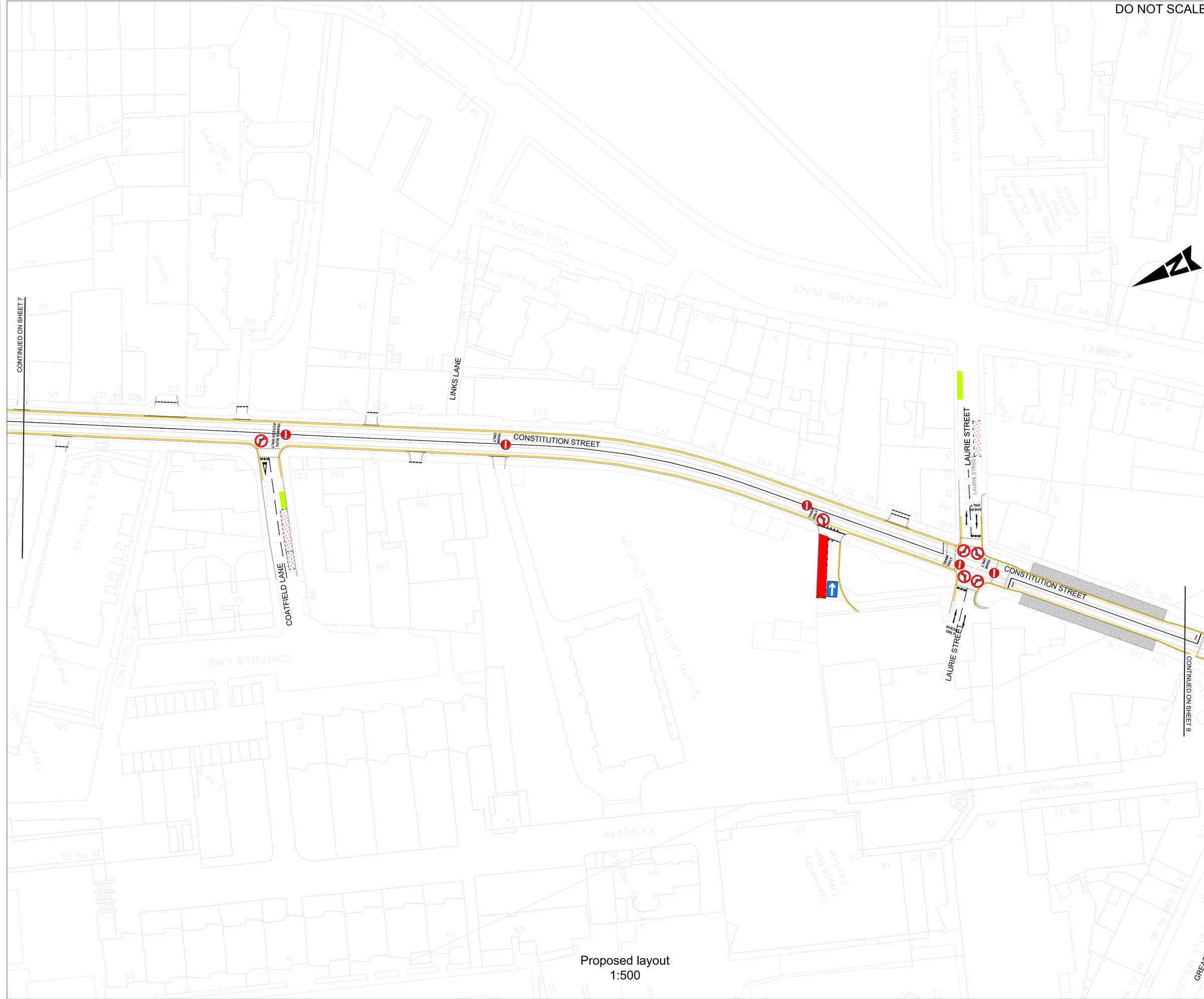
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1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
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Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00007	P17			

100
0 10
Millimetres

DO NOT SCALE

- NOTES:
1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
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- KEY
- GENERAL
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
 - LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS
- MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER
- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)



Proposed layout
1:500

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P07	19/11/18	FOR REVIEW AND COMMENT	GK	JR	KC	SL
P08	19/12/18	FOR REVIEW AND COMMENT	MM	JR	KC	SM
P09	12/02/19	FOR REVIEW AND COMMENT	MM	JR	KC	SM
P10	30/04/19	FOR REVIEW AND COMMENT	CC	JR	KC	SM
P11	12/06/20	FOR REVIEW AND COMMENT	MG	KA	SS	AG
P12	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SS	AG
P13	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SS	AG
P14	09/09/20	WASTE MANAGEMENT UPDATES	DC	AG	KA	SS
P15	10/09/20	WASTE MANAGEMENT UPDATES	DC	KA	SS	AG
P16	14/09/20	WASTE MANAGEMENT UPDATES	DC	SS	SS	AG
P17	17/12/20	NOTES & KEY	DC	KA	SS	AG
P18	05/03/21	ACCESSES TIDY UP	DC	KA	SS	AG

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Client
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Project Title
EDINBURGH TRAM
YORK PLACE TO NEWHAVEN

Drawing Title
PROPOSED
TRAFFIC REGULATION ORDERS
SHEET 8 OF 14

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	05/03/21	05/03/21	05/03/21	05/03/21
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00008	P18			

0 10 100
Millimetres

DO NOT SCALE

NOTES:

1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
2. THE TRO DRAWINGS ARE REPRESENTATIVE OF THE TRAFFIC ORDERS ONLY.
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4. MEASURES INDICATED ON THESE PLANS AS BEING OUT WITH THIS TRAFFIC ORDER ARE INDICATIVE ONLY AND WILL BE DEVELOPED SEPARATELY BY THE CITY OF EDINBURGH COUNCIL.

KEY

GENERAL

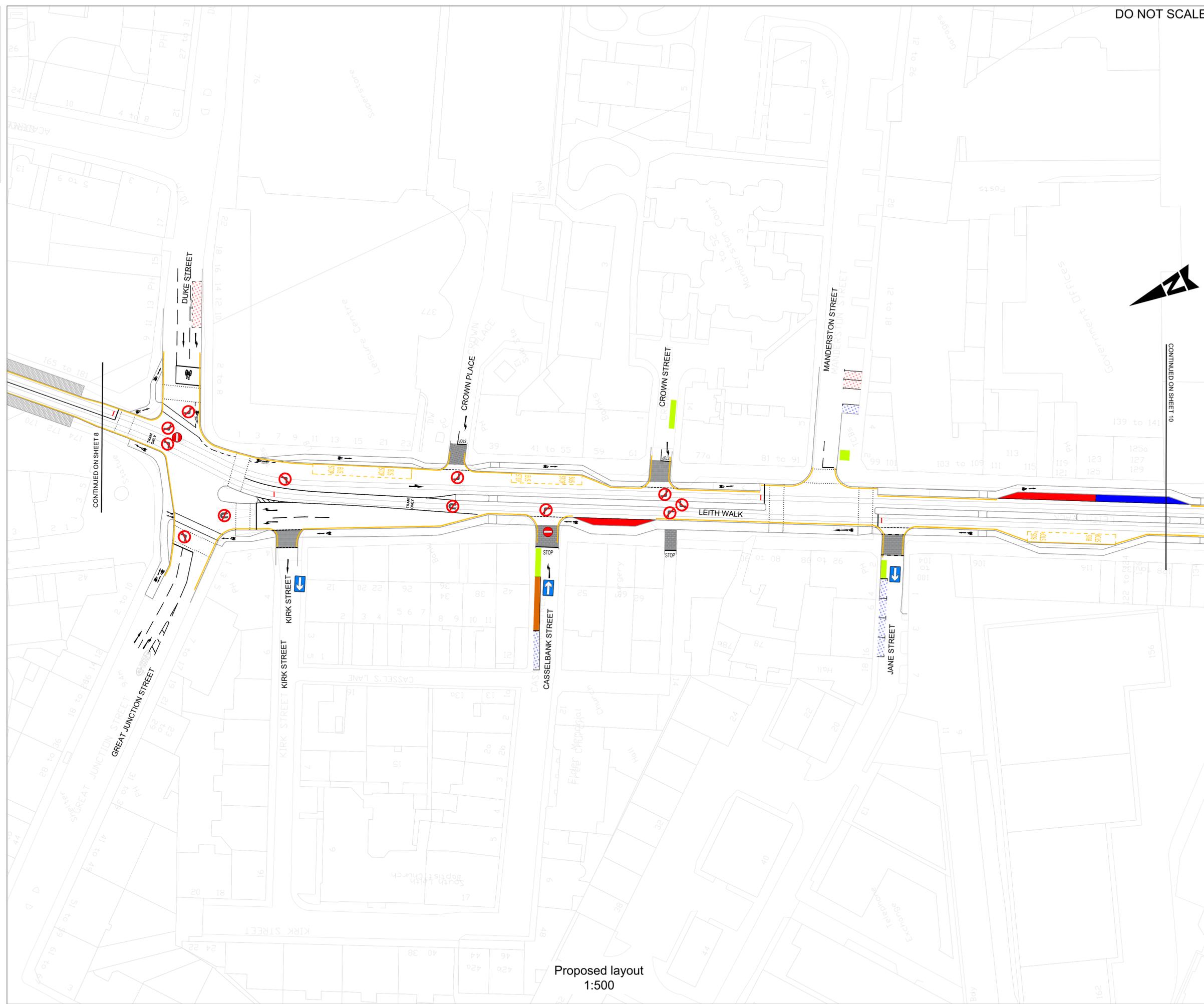
- BIN STORES
- TAXI RANK
- PEDESTRIAN PRIORITY CROSSINGS
- PROPOSED KERB LINE

MEASURES INCLUDED IN THIS TRAFFIC ORDER

- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
- NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
- PARKING BAYS AT TIMES SHOWN IN SCHEDULES
- LOADING BAYS AT TIMES SHOWN IN SCHEDULES
- LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS

MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER

- PARKING BAYS (SEE NOTE 4 ABOVE)
- LOADING BAYS (SEE NOTE 4 ABOVE)
- DISABLED BAYS (SEE NOTE 4 ABOVE)



CONTINUED ON SHEET 10

CONTINUED ON SHEET 8

Proposed layout
1:500

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P13	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SM	AG
P14	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SM	AG
P15	09/09/20	WASTE MANAGEMENT UPDATES	DC	AG	KA	SS
P16	10/09/20	WASTE MANAGEMENT UPDATES	DC	KA	SS	AG
P17	14/09/20	WASTE MANAGEMENT UPDATES	DC	SS	SM	AG
P18	22/09/20	LEITH WALK BUS STOP EXTENDED	DC	SS	SM	AG
P19	17/12/20	PRIORITY CROSSINGS / CYCLE LAYOUTS	DC	KA	SS	AG
P20	05/03/21	FOW CYCLE LAYOUT / STOP MARKINGS	DC	KA	SS	AG
P21	12/03/21	CYCLE LAYOUT GREAT JUNCTION STREET	DC	KA	SS	AG
P22	23/03/21	CYCLE/FOOTWAY GREAT JUNCTION STREET	KA	SS	AG	AG
P23	25/03/21	FOOT OF WALK CYCLE LAYOUT	DC	KA	SS	AG
P24	30/03/21	CYCLE LAYOUT AT FOW & BUS STOPS	DC	KA	SS	AG

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EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Project Title
**EDINBURGH TRAM
YORK PLACE TO NEWHAVEN**

Drawing Title
**PROPOSED
TRAFFIC REGULATION ORDERS
SHEET 9 OF 14**

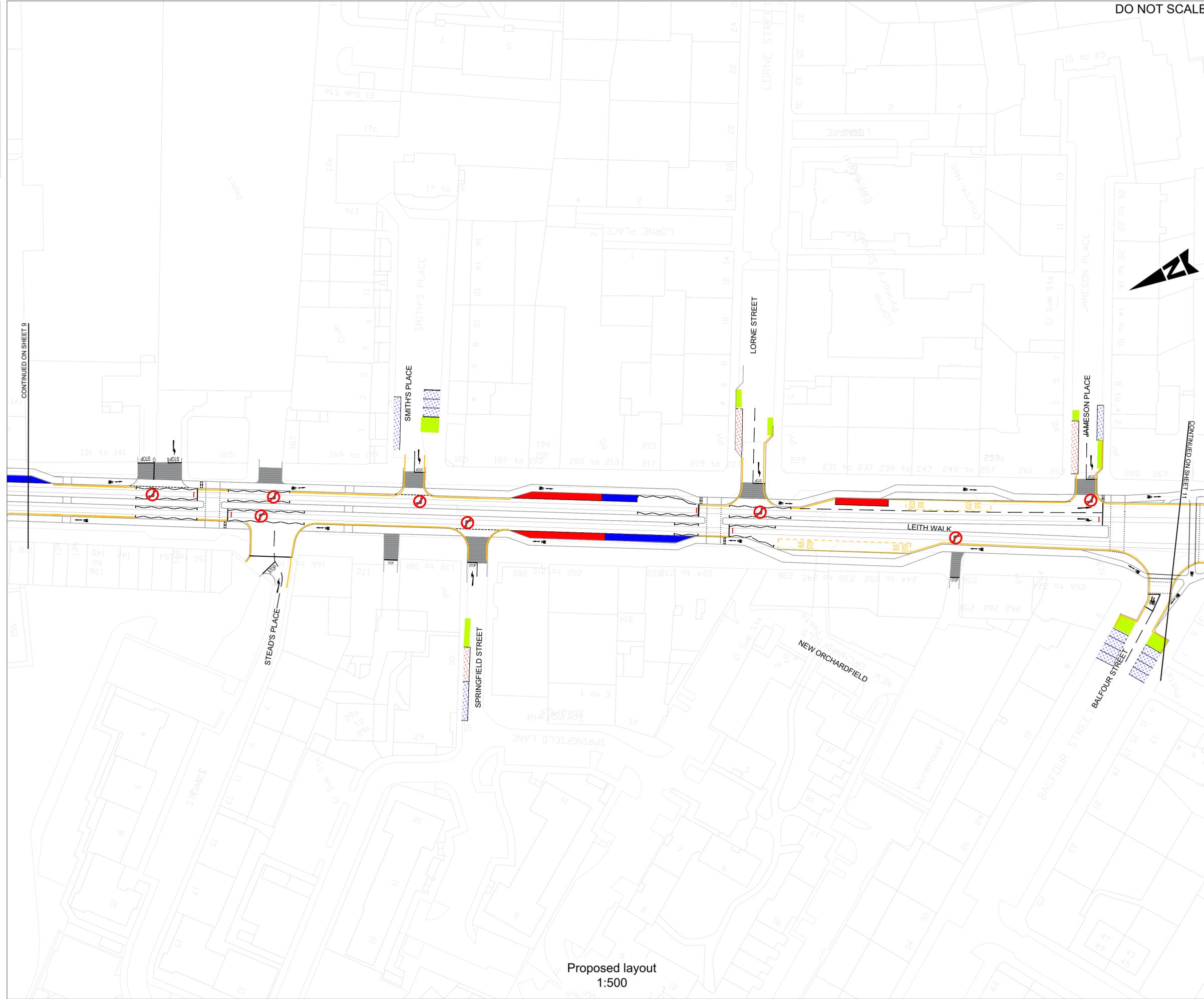
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1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	30/03/21	30/03/21	30/03/21	30/03/21
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00009	P24			

100
0 10
Millimetres

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- KEY
- GENERAL
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
 - LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS
- MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER
- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)



CONTINUED ON SHEET 9

CONTINUED ON SHEET 11

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P07	19/11/18	FOR REVIEW AND COMMENT		GK	JR	KC
P08	12/02/19	FOR REVIEW AND COMMENT		MM	JR	KC
P09	30/04/19	FOR REVIEW AND COMMENT		CC	JR	KC
P10	12/06/20	FOR REVIEW AND COMMENT		MG	KA	SM
P11	22/06/20	TRO FINALISED FOR ISSUE		MG	KA	SM
P12	16/07/20	TRO FINALISED FOR ISSUE		EG	SS	SM
P13	09/09/20	WASTE MANAGEMENT UPDATES		DC	AG	KA
P14	10/09/20	WASTE MANAGEMENT UPDATES		DC	KA	SS
P15	14/09/20	WASTE MANAGEMENT UPDATES		DC	SS	SM
P16	17/12/20	PRIORITY CROSSINGS / CYCLE LAYOUTS		DC	KA	SS
P17	05/03/21	SUBSTATION ACCESS / STOP MARKINGS		DC	KA	SS
P18	08/04/21	ZIG ZAG MARKINGS/PARKING & LOADING BAYS		DC	KA	SS

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EDINBURGH
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Project Title
 EDINBURGH TRAM
 YORK PLACE TO NEWHAVEN

Drawing Title
 PROPOSED
 TRAFFIC REGULATION ORDERS
 SHEET 10 OF 14

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	07/04/21	07/04/21	07/04/21	08/04/21
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00010	P18			

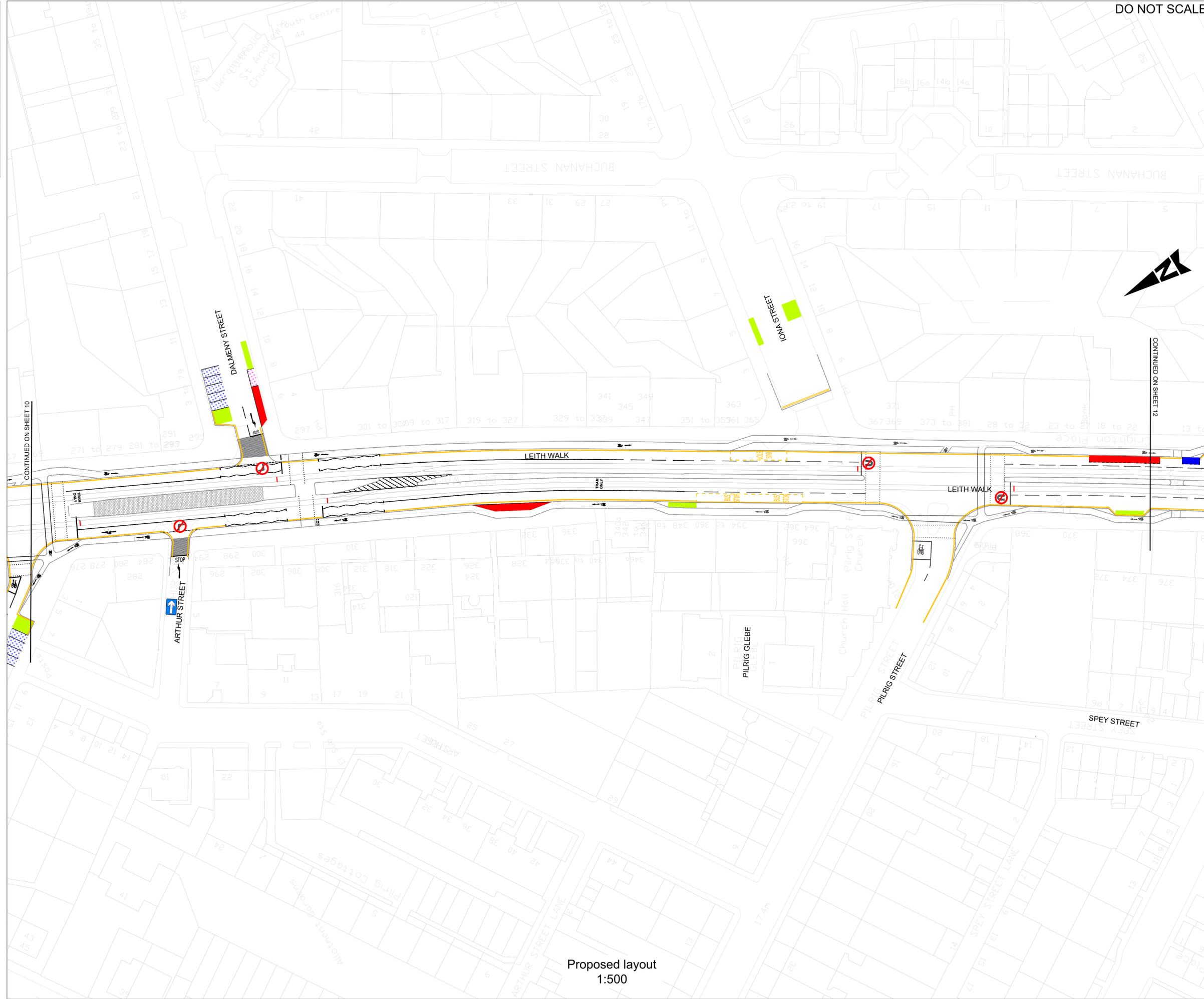
Proposed layout
 1:500

0 10 100
Millimetres

DO NOT SCALE

- NOTES:**
1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
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- KEY**
- GENERAL**
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER**
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
 - LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS
- MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER**
- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)



CONTINUED ON SHEET 10

CONTINUED ON SHEET 12

Proposed layout
1:500

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P06	18/11/18	FOR REVIEW AND COMMENT		GK	JR	KC
P07	12/02/19	FOR REVIEW AND COMMENT		MM	JR	KC
P08	30/04/19	FOR REVIEW AND COMMENT		CC	JR	KC
P09	22/06/20	TRO FINALISED FOR ISSUE		MG	KA	SM
P10	16/07/20	TRO FINALISED FOR ISSUE		EG	SS	SM
P11	09/09/20	WASTE MANAGEMENT UPDATES		DC	AG	KA
P12	10/09/20	WASTE MANAGEMENT UPDATES		DC	KA	SS
P13	14/09/20	WASTE MANAGEMENT UPDATES		DC	SS	SM
P14	17/12/20	PRIORITY CROSSINGS / CYCLE LAYOUTS		DC	KA	SS
P15	05/03/21	STOP MARKINGS		DC	KA	SS
P16	23/03/21	BUS STOP NORTH OF PILRIG STREET		KA	SS	AG
P17	08/04/21	ZIG ZAG MARKINGS		DC	KA	SS

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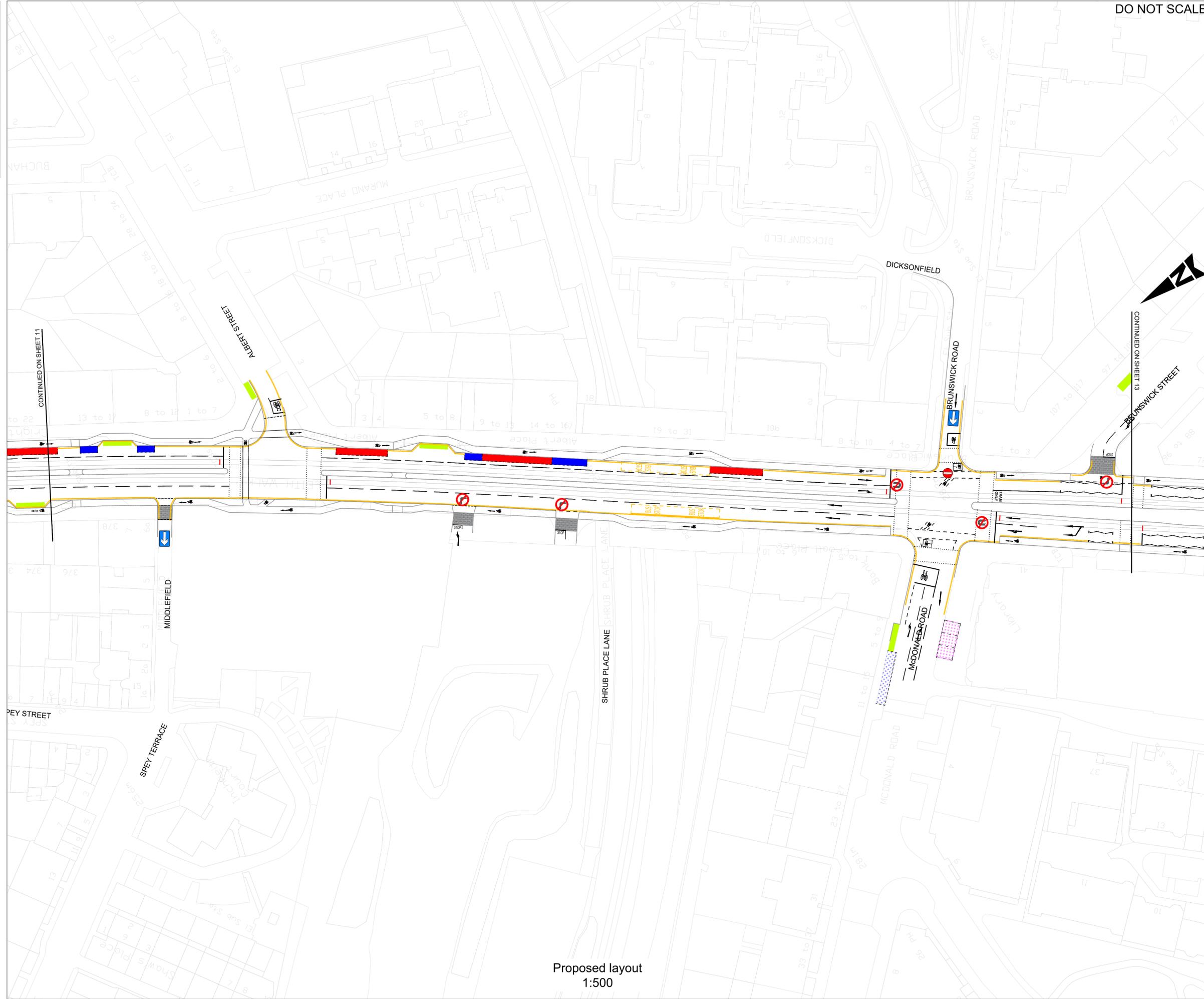
Project Title
**EDINBURGH TRAM
YORK PLACE TO NEWHAVEN**

Drawing Title
**PROPOSED
TRAFFIC REGULATION ORDERS
SHEET 11 OF 14**

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	07/04/21	07/04/21	07/04/21	08/04/21
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00011	P17			

0 10 100
Millimetres

DO NOT SCALE



- NOTES:**
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- KEY**
- GENERAL**
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER**
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
 - LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS
- MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER**
- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P08	19/12/18	FOR REVIEW AND COMMENT		MM	JR	KC SM
P09	12/02/19	FOR REVIEW AND COMMENT		MM	JR	KC SM
P10	30/04/19	FOR REVIEW AND COMMENT		CC	JR	KC SM
P11	22/06/20	TRO FINALISED FOR ISSUE		MG	KA	SM AG
P12	16/07/20	TRO FINALISED FOR ISSUE		EG	SS	SM AG
P13	09/09/20	WASTE MANAGEMENT UPDATES		DC	AG	KA SS
P14	10/09/20	WASTE MANAGEMENT UPDATES		DC	KA	SS AG
P15	14/09/20	WASTE MANAGEMENT UPDATES		DC	SS	SM AG
P16	17/12/20	PRIORITY CROSSINGS / CYCLE LAYOUTS		DC	KA	SS AG
P17	05/03/21	LEITH WALK PARKING BAYS / STOP MARKINGS		DC	KA	SS AG
P18	23/03/21	MCDONALD ROAD JUNCTION CYCLE LAYOUT		KA	SS	AG AG
P19	08/04/21	ZIG ZAG MARKINGS		DC	KA	SS AG

Drawing Status: FOR INFORMATION Suitability: S2

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Project Title: EDINBURGH TRAM YORK PLACE TO NEWHAVEN

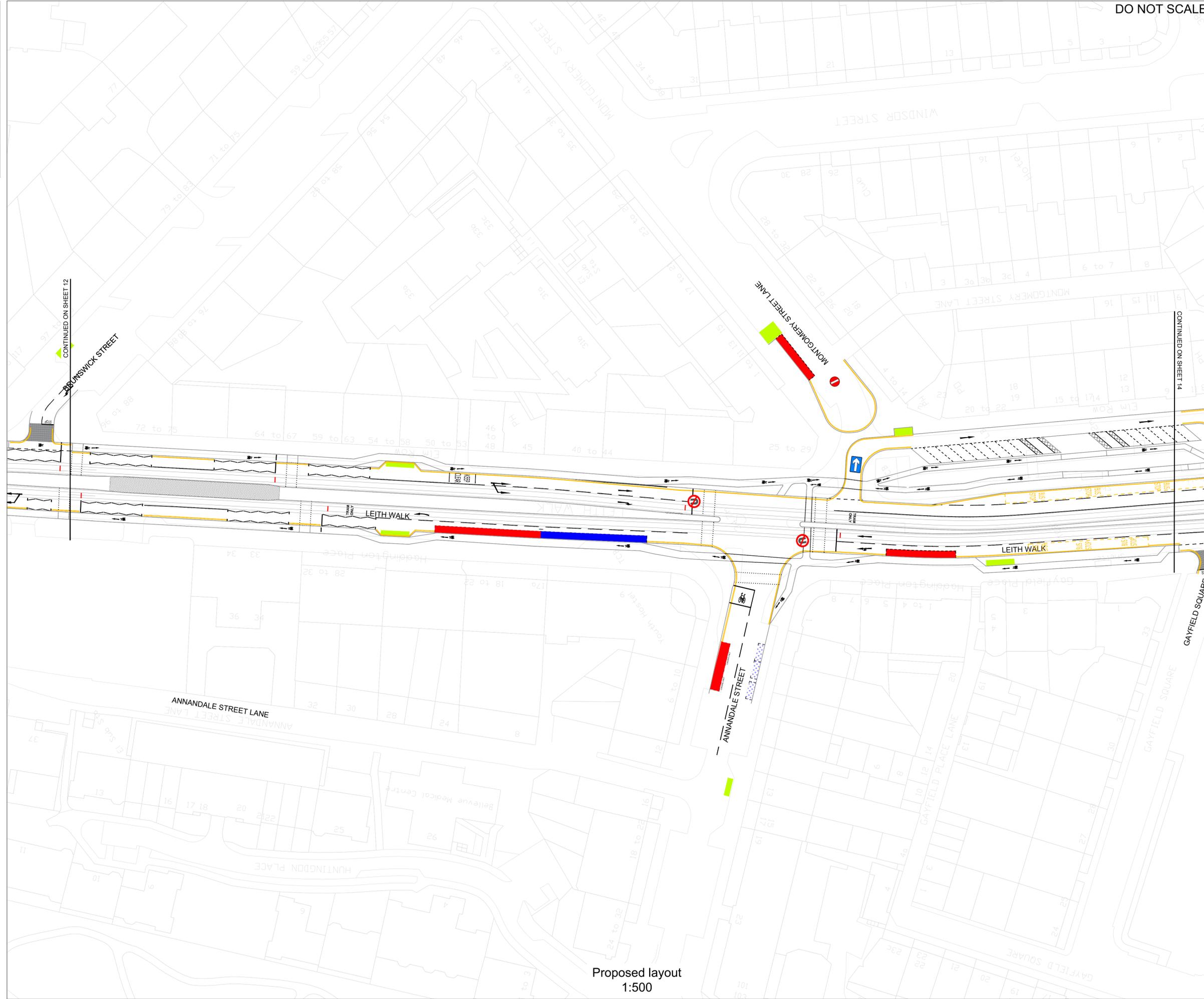
Drawing Title: PROPOSED TRAFFIC REGULATION ORDERS SHEET 12 OF 14

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	07/04/21	07/04/21	07/04/21	08/04/21
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00012	P19			

Proposed layout
1:500

100
0 10
Millimetres

DO NOT SCALE



- NOTES:
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- KEY**
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- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER**
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 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
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- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)

Rev.	Date	Description	Org	Chk'd	App'd	Aur'd
P06	14/03/18	FOR REVIEW AND COMMENT		GK	JR	KC
P07	19/11/18	FOR REVIEW AND COMMENT		GK	JR	KC
P08	12/02/19	FOR REVIEW AND COMMENT		MM	JR	KC
P09	30/04/19	FOR REVIEW AND COMMENT		CC	JR	KC
P10	22/06/20	TRO FINALISED FOR ISSUE		MG	KA	SS
P11	16/07/20	TRO FINALISED FOR ISSUE		EG	SS	SM
P12	09/09/20	WASTE MANAGEMENT UPDATES		DC	AG	KA
P13	10/09/20	WASTE MANAGEMENT UPDATES		DC	KA	SS
P14	14/09/20	WASTE MANAGEMENT UPDATES		DC	SS	SM
P15	17/12/20	CYCLE LAYOUTS		DC	KA	SS
P16	05/03/21	STOP MARKINGS		DC	KA	SS
P17	08/04/21	ZIG ZAG MARKINGS		DC	KA	SS

Drawing Status: **FOR INFORMATION** Suitability: **S2**

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Project Title: **EDINBURGH TRAM
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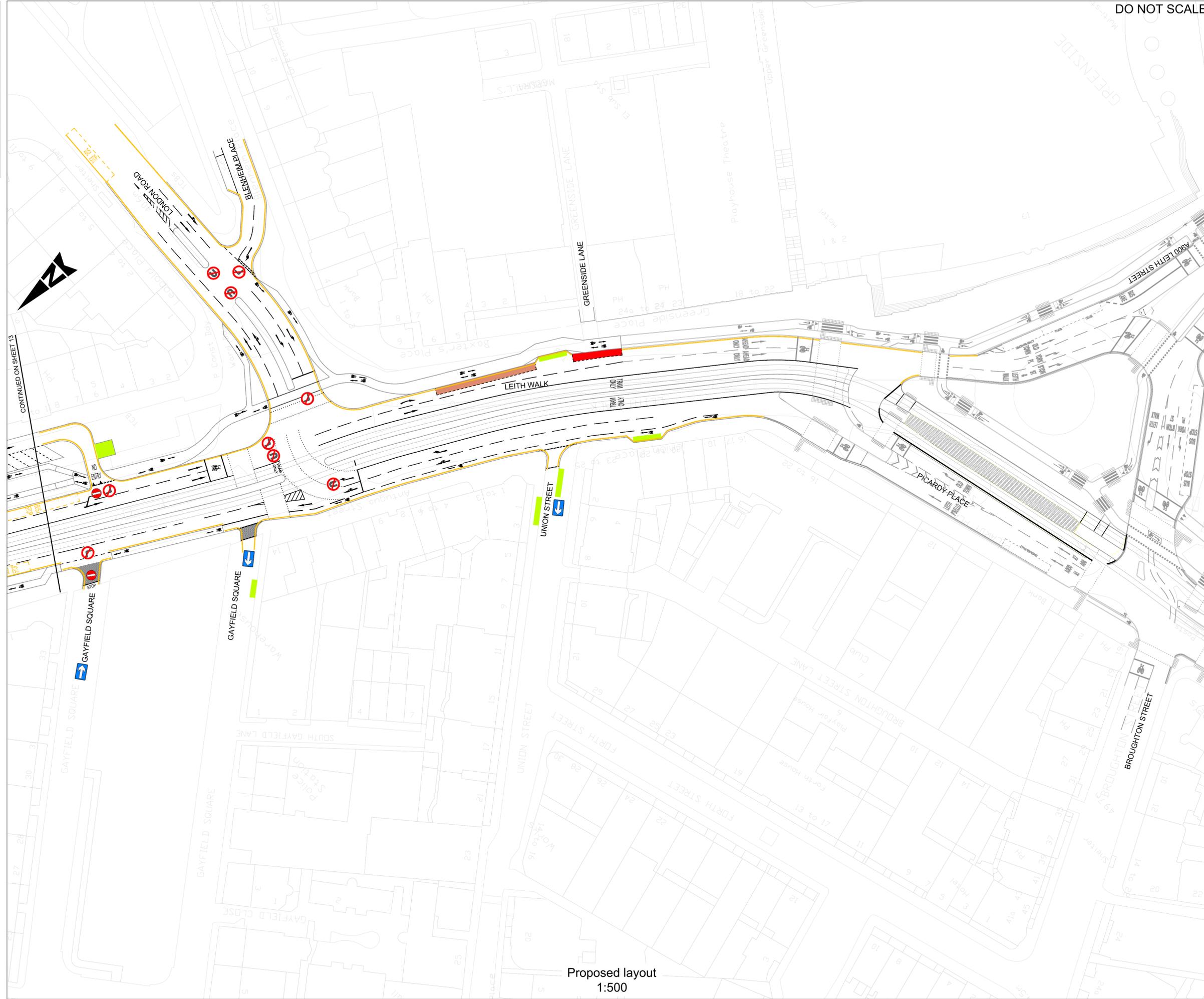
Drawing Title: **PROPOSED
TRAFFIC REGULATION ORDERS
SHEET 13 OF 14**

Scale	Originator	Checked	Approved	Authorised
1:500	DC	KA	SS	AG
Original Size	Date	Date	Date	Date
A1	07/04/21	07/04/21	07/04/21	08/04/21
Drawing Number	Revision			
5149899-ATK-ETE-DRG-HW-00013	P17			

Proposed layout
1:500

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0 10
Millimetres

DO NOT SCALE



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- KEY
- GENERAL
- BIN STORES
 - TAXI RANK
 - PEDESTRIAN PRIORITY CROSSINGS
 - PROPOSED KERB LINE
- MEASURES INCLUDED IN THIS TRAFFIC ORDER
- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
 - NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
 - PARKING BAYS AT TIMES SHOWN IN SCHEDULES
 - LOADING BAYS AT TIMES SHOWN IN SCHEDULES
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- PARKING BAYS (SEE NOTE 4 ABOVE)
 - LOADING BAYS (SEE NOTE 4 ABOVE)
 - DISABLED BAYS (SEE NOTE 4 ABOVE)

P09	12/02/19	ADDING EDINBURGH SAINT JAMES DESIGN	MM	JR	KC	SM
P10	30/04/19	FOR REVIEW AND COMMENT	CC	JR	KC	SM
P11	12/06/20	FOR REVIEW AND COMMENT	MG	KA	SM	AG
P12	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SM	AG
P13	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SM	AG
P14	09/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	AG	KA	SS
P15	10/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	KA	SS	AG
P16	14/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	SS	SM	AG
P17	17/12/20	LONDON RD JUNCTION / CYCLE LAYOUTS	DC	KA	SS	AG
P18	05/03/21	STOP MARKINGS	DC	KA	SS	AG
P19	23/03/21	PICARDY PLACE CYCLE WAY	KA	SS	AG	AG
P20	25/03/21	PICARDY PLACE CYCLE WAY	DC	KA	SS	AG
Rev.	Date	Description	Org	Chk'd	App'd	Aur'd

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 YORK PLACE TO NEWHAVEN**

Drawing Title
**PROPOSED
 TRAFFIC REGULATION ORDERS
 SHEET 14 OF 14**

Scale	1:500	Originator	DC	Checked	KA	Approved	SS	Authorised	AG	
Original Size	A1	Date	25/03/21	Date	25/03/21	Date	25/03/21	Date	25/03/21	
Drawing Number	5149899-ATK-ETE-DRG-HW-00014								Revision	P20

Proposed layout
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