

**DATE: 2 SEPTEMBER 2019**

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**WRITTEN SUBMISSION**

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for

**CITY OF EDINBURGH COUNCIL**

in relation to

**THE CITY OF EDINBURGH COUNCIL (CALTON ROAD, GREENSIDE ROW,  
LEITH STREET AND, WATERLOO PLACE, EDINBURGH)  
(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF  
PASSAGE) ORDER 201\_**

**DPEA REFERENCE: ROD-230-1**

**COUNCIL REFERENCE: RSO/17/13**

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## 1. BACKGROUND

- 1.1 The City of Edinburgh Council (the “**Council**”) is undertaking various public realm and active travel improvements to Leith Street. Leith Street is an important north-south route across the city, one of only three such routes through the city centre.
- 1.2 To enable delivery of these works, the Council published the proposed City of Edinburgh Council (Calton Road, Greenside Row, Leith Street and, Waterloo Place, Edinburgh) (Redetermination of Means of Exercise of Public Right of Passage) Order 201\_ (the “**Redetermination Order**”) on 21 November 2017. An associated traffic regulation order (“**TRO**”) was also advertised and, following consideration of representations submitted, the Council has now resolved to make the TRO.
- 1.3 The public realm improvements for which the Redetermination Order is required are being delivered under a Growth Accelerator Model Agreement (the “**GAM Agreement**”) between the Council and the developers of the Edinburgh St James redevelopment and regeneration project (“**Edinburgh St James**”). Delivery of Edinburgh St James is a long-term objective of the Council.
- 1.4 In April 2007, the Council’s Planning Committee approved the St James Quarter Development Brief (the “**Development Brief**”) which set out the following vision for Edinburgh St James:
- “A long term aspiration of the Council is to realise a retail-led mixed use city quarter of the highest quality, one that knits the area back into the surrounding urban fabric, and one that will be recognised in the future as much for the quality of its urban environment as for its shopping.”*
- 1.5 The Development Brief was developed through consultation and workshop sessions involving key parties, including those with an interest in the former St James Centre. The Development Brief and the potential redevelopment of the centre were supported by those consulted.
- 1.6 Edinburgh St James is also supported by the development plan. The Edinburgh Local Development Plan (the “**LDP**”) provides that “[t]he planned redevelopment of the Edinburgh St James will bring major benefits to the city centre providing additional retailing floorspace, significant environmental improvements and a more vibrant mix of uses (Proposal CC 1)”. Proposal CC1 in the LDP also sets out the following development principles, stating that proposals for Edinburgh St James should create the opportunity for:
- more outward-looking and less dominating form of development than currently exists, with new buildings that are well integrated into the surrounding townscape, for example by re-establishing an active frontage to Leith Street;
  - a significant expansion of retail floorspace;
  - provision of offices, hotel, housing, leisure and cultural uses;
  - replacement provision of off-street short stay car parking for public use;
  - a new civic space and public pedestrian routes to strengthen links with the surrounding area, especially St Andrews Square and Princes Street; and
  - development that enhances local views into and across the site and contributes positively to the historic skyline from more distant views.
- 1.7 Edinburgh St James is being delivered pursuant to planning permission (ref: 08/03361/OUT) for redevelopment and refurbishment including demolition works and new buildings to provide a

mixed use development comprising retail (Class 1), leisure and culture (Class 10 and Class 11), hotel (Class 7), offices (Class 4), food and drink (Class 3), residential, and other related ancillary uses (including Financial, Professional and other Services - Class 2), car parking, servicing, access arrangements, provision of new public realm and refurbishment of existing department store, detailed approval of siting and maximum height of building blocks, points of vehicular access and egress and location of pedestrian routes (the “**Planning Permission**”). Approvals of matters specified in conditions have been granted under the Planning Permission, the construction of Edinburgh St James is at an advanced stage and the development is scheduled for first opening in autumn 2020.

- 1.8 The Growth Accelerator Model which gives rise to the GAM Agreement involves a funding arrangement among the Council, the developers of Edinburgh St James and the Scottish Ministers to deliver funding for a variety of public assets, including public realm improvements, to unlock the private sector investment from the developers of Edinburgh St James. Included within those public assets are c.£6m of works to Leith Street including the renewal and upgrading of utilities, forming widened high quality natural stone footways, segregated cycleways, reprofiled roads and re-sited pedestrian crossings (the “**Works**”). Also forming part of the public assets are works to Picardy Place to which the Works will connect.
- 1.9 The Works will also connect with the City Centre West to East Cycle Link and Street Improvements project (“**CCWEL**”) and the Leith Programme. The Leith Programme is now completed which, combined with the now approved Edinburgh Tram extension project, will deliver major improvements for pedestrians and cyclists for the entire length of Leith Walk. A segregated cycleway will be provided from the bottom of Leith Walk to Picardy Place, where it will connect with CCWEL and the Works.
- 1.10 A connected network such as this will help the Council to deliver its objective of being a “cycle friendly city” in accordance with its Local Transport Strategy (“**LTS**”) and meeting its Active Travel Action Plan (“**ATAP**”) target of growing the percentage of residents cycling to work to 15% by 2020, with a 10% target for all trips. It is also consistent with the City Centre Transformation, which the Council is currently consulting on, that proposes a “*connected network across the city centre of new segregated and safe cycle routes to link communities and destinations*”. Improved cycling facilities are also consistent with the National Transport Strategy, the draft National Transport Strategy, the Cycling Action Plan for Scotland and the Regional Transport Strategy, particularly with a view to tackling climate change and improving the health and wellbeing of the population.

## 2. **RECENT COURT DECISIONS IN RELATION TO CYCLIST INJURIES FROM TRAM INFRASTRUCTURE**

- 2.1 In the Reporter’s Guidance Note, the Council is asked to comment on any implications for the Redetermination Order of the recent decision of the Outer House of the Court of Session, with citation [2019] CSOH 50, in relation to the personal injury claims by Ms Elizabeth Fairley and Mr Iain Lowdean for injuries sustained while cycling across tram tracks (the “**Outer House Decision**”).
- 2.2 The Outer House Decision was specific to the particular incidents involving Ms Fairley and Mr Lowdean, and should not be considered to be of general application. Furthermore, the Works do not involve any interaction between cycling infrastructure and tram infrastructure. The Council therefore considers that these decisions are not relevant to the issues to be addressed in this written submission.

### **3. PURPOSE OF THE CYCLEWAY**

- 3.1 The Works will, among other things, provide improved cycle connections, principally from Leith Walk/Picardy Place to Waverley Station, an important destination in the city, via Calton Road. However, the Council also envisages cyclists using Calton Road as part of a longer connection in the Council's QuietRoutes network which is important to making Edinburgh a "cycle friendly city" as set out in the LTS. The QuietRoutes network is also important to achieving the target of growing the percentage of residents cycling to work to 15% by 2020 and cycling for all trips to 10%, as set out in the ATAP.
- 3.2 It is envisaged that a connection would be made from Leith Street to the National Cycle Network route 1 via Calton Road, the New Street development (via Sibbald Walk), St John Street and Viewcraig Gardens. An indicative route is shown on the plan in document CEC 31. The Council is developing proposals for active and sustainable travel improvements to Calton Road together with streetscape improvements. Once the proposals are developed, local residents and businesses will be consulted on the proposals, following which any necessary TRO and Redetermination Order will need to be advertised. The Council is not yet in a position to share any details of proposals or programme, the latter of which will be dependent on the outcome of the consultation undertaken with residents and businesses, as well as the formal statutory consultation.
- 3.3 It is noted above that the cycleway forming part of the Works will connect to CCWEL. It should also be noted that CCWEL is being taken forward by the Council separately from the Works. CCWEL is a multi-phase project being delivered over a number of financial years which is designed to deliver an improved cycle connection across the city east-west as well as significant street improvements. While linking to CCWEL, the Works are part of a public realm improvement project being delivered under the GAM Agreement as part of the Council's objective of improving this part of the city. In developing a design solution priority is given to the functional requirements of both pedestrians and cyclists in accordance with the LTS and complying with the 'Guiding Principles' in section 4.2 in Edinburgh Design Guidance which provides the following:

#### **Commitments**

Street Design will:

- follow a design process that starts by considering the street as a place for people and recognising that streets have an important non- transport role.
- provide integrated design solutions which reflect the local character of the area.
- always prioritise improving conditions for pedestrians, especially for those with mobility impairments or other disabilities, for cyclists and for public transport users.
- use signs, markings and street furniture only where necessary, and in a balanced way.

### **4. CYCLIST NUMBERS**

- 4.1 As noted above, the Works which give rise to the Redetermination Order is principally about improvements to public realm with the additional benefit of encouraging an increase in cycling.

It is considered that the cycleway will contribute to helping the Council achieve its objectives set out in the LTS and the ATAP.

- 4.2 The Council has therefore not undertaken modelling to forecast the number of, or increase in, cyclists using the cycleway upon its opening. The Council does have counts for Calton Road at peak times over 3 days and Leith Street over a 24 hour period which are set out below, although it considers this information to be of limited value in isolation.
- 4.3 Video counts were undertaken to understand the number of cyclists using Calton Road over a three day period from 23 October 2018 to 25 October 2018 inclusive. The counts provided numbers of cyclists using Calton Road in both directions, to and from Waverley Station. The results of these counts are as follows:

<b>Calton Road - Bicycles</b>						
Date	Time	To Station	From Station	Day Total (to Stn)	Day Total (from Stn)	Day Total (overall)
Tues 23 Oct 18	06:46 - 09:19	60	19	111	88	199
	15:27 - 17:29	25	24			
	17:33 - 19:15	26	45			
Wed 24 Oct 18	06:45 - 09:21	70	42	118	125	243
	15:28 - 17:32	30	36			
	17:32 - 19:15	18	47			
Thurs 25 Oct 18	06:45 - 09:19	64	29	119	106	225
	15:28 - 17:35	30	29			
	17:35 - 19:15	25	48			
<b>3 DAY TOTAL</b>				<b>348</b>	<b>319</b>	<b>667</b>

- 4.4 The Leith Street counts were undertaken by the Scottish Environment Protection Agency over a 24 hour period on 19 June 2019, using a count point at each end of Leith Street, at Picardy Place and at Waterloo Place/Princes Street. The number of southbound and northbound cyclists detected at each of the count points is set out below, although it should be noted that these numbers are provisional and still subject to verification:

Direction of travel/Location	Flow Count
Southbound at Picardy Place:	659 cyclists.
Southbound at Waterloo Place/Princes Street	662 cyclists
Northbound at Waterloo Place/Princes Street	777 cyclists
Northbound at Picardy Place:	832 cyclists.

## **5. OBJECTIONS - UTILITIES**

- 5.1 Various objections have been submitted by utilities which appear to be standard holding objection responses. None of the utilities companies have provided any substance to their objections and the works have been carried out without utility companies experiencing any issues.

## **6. OBJECTIONS – GREENSIDE ROW JUNCTION**

- 6.1 A number of objections have been raised in relation to the Greenside Row junction, and the approach to the junction. First, a number of objections were raised in relation to termination of the segregated cycleway at the Greenside Row junction, with cyclists wishing to continue southwards on Leith Street towards Waterloo Place and Princes Street having to rejoin the carriageway.
- 6.2 In response, as noted above, the Council notes that Leith Street is key route across the city that accommodates a large numbers buses and is a significant cross-city connection for general traffic. There is insufficient road space beyond the Calton Road junction to accommodate a segregated cycleway and provide sufficient carriageway for the buses and other vehicular traffic using this key route. It should also be noted that there are constraints in road space at the southern section of Leith Street, discussed further at paragraph The Council acknowledges that the minimum width of 2.5m set out in the Street Design Guidance is not met at the east kerb line at the junction with Waterloo Place or the south kerb line at Greenside Row. At Waterloo Place, the existing footway has been improved by c.300mm but there are constraints in road space at this location due to the horizontal and vertical alignment of the street, existing building lines, the need for two traffic lanes heading south and vehicle tracking. Two traffic lanes are required to cater separately for vehicles, particularly buses, heading from Leith Street to Princes Street or North Bridge and to avoid causing significant congestion at the southern end of Leith Street.. As noted in 3.1 above, the primary purpose of the cycleway is to provide a connection from Leith Walk/Picardy Place to Waverley Station. The Council's preferred route for cyclists heading south across the city from Picardy Place will be via York Place and St Andrew Square.
- 6.3 A number of concerns were raised in relation to the provision of shared space at the Greenside Row junction giving rise to potential conflict between pedestrians and cyclists. In addition, the Reporter has asked the Council to describe how a segregated cycleway would have compromised footway widths and the pedestrian crossing provision across Leith Street north of the junction. The Reporter has also asked why the proposed cycle track changes direction on approach to the Calton Road junction, requiring pedestrians to cross the cycleway.
- 6.4 To prioritise conditions for pedestrians, all pedestrian crossings operate simultaneously. This means that pedestrians are signalled to cross Leith St and Greenside Row at the same time. Cyclists are also simultaneously signalled across Greenside Row. If the cycleway had been segregated through the junction, it would have been necessary to either:
- a) install an informal zebra crossing of the cycleway at the point where it crossed the pedestrian crossing of Leith St (option a); or
  - b) change the signalling so that the pedestrian crossing of Leith St operated at a different time in the signal cycle to the crossing of Greenside Row (option b).
- 6.5 In other locations where the Council has adopted option (a), it has provided a pedestrian refuge around 2m wide between the cycleway and the carriageway kerb. Doing this at Greenside Row

would have led to an unacceptably narrow footway between the cycleway and building, with pedestrians likely to routinely use the cycleway, resulting in high levels of conflict.

- 6.6 Adopting option (b) would have resulted in poorer pedestrian provision (the Council seeks to provide ‘all stop’ pedestrian phases where possible for pedestrian convenience and enhanced safety) and a significant reduction in the overall capacity of the junction, with potentially considerable impacts on delays to all traffic, which here includes large numbers of buses.
- 6.7 Having shared pedestrian/cycle space on the immediate approaches to the Greenside Row junction will encourage cyclists and pedestrians to mix at low speed and sends a clear message to cyclists that they are entering an area in which they can expect to have to give way to pedestrians. To provide additional context, on Leith Street current pedestrian flows are many times more than the cycle flow, and passenger numbers at the adjacent floating bus stop will be high too.
- 6.8 The decision was taken to adopt this design approach to avoid the compromise in footway widths involved in option (a), or negative impacts on both pedestrian crossing provision and delays to public transport that would have resulted from option (b).
- 6.9 As has been highlighted the principal function of the cycle route up Leith Street is to provide access to Waverley Station via Calton Road, although provision has been made for southbound cyclists to rejoin the carriageway before the Calton Road junction. To respond to this, and to allow pedestrians using Leith St to follow their desire line as closely as possible through the Calton Rd junction, the cycle route has been deflected to align with Calton Road, with the necessary pedestrian crossing provided. This realignment also creates the space to provide an appropriate sized pedestrian refuge for the crossing of Calton Rd.
- 6.10 Concerns were also raised that road safety will be reduced due to the corner radii at the Leith St/Greenside Row junction being too great, encouraging vehicles to corner at speed. In response, the Council highlights that the new kerb line significantly improves footway width from 4.4m to 8.52m to the north of Greenside Row, and from 4.49m to 6.18m to the south of Greenside Row. The reason for the corner radii as built is that design for the junction has also had to take account of “swept path analysis” for vehicles requiring to use Greenside Row, which is used as a service road for a number of commercial, retail, leisure, hospitality and entertainment venues as well as the entrance and exit for an underground car park. The radii as designed accommodate the swept path of the necessary large vehicles, for example ensuring that a large vehicle turning left into Greenside Row can clear traffic queuing at the traffic signals to leave the street on to Leith St.
- 6.11 In summary, the design of the junctions complies with all relevant UK standards including DMRB Standards (Design Manual for Roads and Bridges) and, for the traffic signal equipment, TOPAS (Traffic Open Products and Specifications) registered products.

## **7. OBJECTIONS – LOSS OF FOOTWAY**

- 7.1 A number of objections argued that the footway width provided is not sufficient, is not in accordance with relevant guidance and/or that there has been a loss of footway width.
- 7.2 Generally, footway widths are improved along the full length of Leith Street, on both sides, with the average width increasing by 32% from 3.48m to 4.59m. Footway widths generally exceed 3m for a retail/high street (strategic and secondary) footway in accordance with the Edinburgh Street Design Guidance (the “**Street Design Guidance**”), which forms part of the wider Edinburgh Design Guidance. The Council has enclosed a drawing (ESJ-SWE-Z1-XXX-DR-



TR-SK0134 Rev 02) titled 'Average Footway Widths – Leith Street' produced by SWECO, which shows the additional footway provided as a result of the Works and sets out the footway widths along the length of Leith Street on both sides. Photographs have also been enclosed to provide an indication of the previous footway provision and the footway provision provided as a result of the Works.

- 7.3 The Council acknowledges that the minimum width of 2.5m set out in the Street Design Guidance is not met at the east kerb line at the junction with Waterloo Place or the south kerb line at Greenside Row. At Waterloo Place, the existing footway has been improved by c.300mm but there are constraints in road space at this location due to the horizontal and vertical alignment of the street, existing building lines, the need for two traffic lanes heading south and vehicle tracking. Two traffic lanes are required to cater separately for vehicles, particularly buses, heading from Leith Street to Princes Street or North Bridge and to avoid causing significant congestion at the southern end of Leith Street.
- 7.4 On Greenside Row, the existing eastern footway of 2.33m has been retained but there are no active frontages at this location therefore the Council considers that the Street Design Guidance for local Industrial Employment streets, which sets a minimum of 2.0m, is applicable at this location.

## **8. OBJECTIONS – CYCLEWAY NOT OF SUFFICIENT WIDTH**

- 8.1 Objections were raised that the cycleway width is inadequate and is not in accordance with Transport Scotland's Cycling by Design publication.
- 8.2 The cycleway width is generally 2.5m, reducing locally to 2.0m at the floating bus stop. Both Cycling by Design, published in 2011, and the relevant factsheet of the Council's Street Design Guidance (ESDG), published in 2017 recommend an absolute minimum width for a 2-way cycleway of 2.0m. The latter recommends a desirable minimum of 2.5m, the former a desirable minimum width of 3m.
- 8.3 The ESDG includes guidance on cycleway and footway widths at floating bus stops (based on practice elsewhere in the UK and continental Europe) which the facility on Leith St complies with; Cycling by Design doesn't include guidance on 2-way cycleways at bus stops and its guidance on 1-way facilities is less comprehensive and less prescriptive than the ESDG. The ESDG also recommends that on streets where pedestrian flows are higher than cycle flows, the footway width should generally be greater than the cycleway. On Leith Street current pedestrian flows are many times the cycle flow, and passenger numbers at the floating bus stop are very high. Even if cycle flows grow substantially they are likely to remain significantly less than pedestrian numbers in this location. In this context, it was considered reasonable to adopt the cycleway widths that have been constructed.

## **9. OBJECTIONS – CALTON ROAD JUNCTION**

- 9.1 Concerns were raised in objections that there would be a risk to pedestrians and cyclists from vehicles turning into Calton Road and from vehicles exiting the Edinburgh St James car park across from the Calton Road junction. In response, the Council notes that a new signalised junction will be created at Calton Road whereby there will be a series of individual signal stages where all other movements will be prevented when the exit from Edinburgh St James is at green. All pedestrian movements will also take place in a single phase.
- 9.2 Some objectors were also concerned about risks arising from vehicles heading from Calton Road northbound into Leith Street. There will now be a prohibited right turn from Calton Road

into Leith Street, which was not previously required due to the existence of the central reservation which has now been removed. Vehicles will still be able to turn left from Calton Road into Leith Street.

- 9.3 Queries were also raised about provision for cyclists heading northbound from Calton Road. The Council has made provision for additional signage/markings at this junction to allow cyclists to join the cycleway from the advanced stop line at this junction.

## **10. OBJECTIONS – ‘FLOATING BUS STOP’**

- 10.1 Representations were submitted raising concerns about the introduction of a ‘floating bus stop’ which would require those alighting from a bus to cross the cycleway to reach the footway. It was suggested that the Council should await the outcome of monitoring of a similar arrangement introduced on Leith Walk before promoting this arrangement as part of the Works.
- 10.2 The use of such bus stops is common in countries with extensive cycling infrastructure and is consistent with Cycling by Design published by Transport Scotland and the Edinburgh Street Design Guidance. The Council has already introduced a similar arrangement on Leith Walk and has been monitoring the impact of its operation.

## **11. OBJECTIONS – LEITH STREET SHOULD BE RESTRICTED TO BUSES, CYCLES AND PEDESTRIANS**

- 11.1 A number of representations argued that Leith Street should be restricted to buses, cycles and pedestrians on the basis that the recent closure of Leith Street demonstrated that the city centre traffic can manage without access to Leith Street.
- 11.2 Leith Street is an important north-south route across the city, one of only three such routes through the city centre. While the Council intends to limit the vehicular use of one of the three routes to buses, taxis and cyclists, the Council has identified in the Edinburgh City Centre Transformation Proposed Strategy (the “**City Centre Transformation**”) its preference to close The Mound to assist with delivery of the ‘Meadows-George Street, Streets for People’ project. This initiative proposes major public realm and pedestrian improvements as well as a segregated cycleway.
- 11.3 The proposal to restrict the use of Leith St has been debated by the Council. On 25 January 2018, the Council’s Transport & Environment Committee considered and rejected an amendment to a motion in the following terms:

*“To agree to consider a draft order proposal at the next meeting of Transport and Environment Committee to prohibit all vehicles with the exception of cycles, buses, taxis and emergency vehicles, on Leith Street between Waterloo Place and Calton Road, pending the outcome of the City Centre Transformation project recommendations; and agreed that the revised road layout on Leith Street should include a segregated cycle route southbound as a minimum, and preferably both ways, between the revised Picardy Place junction and Waterloo Place.”*

- 11.4 To provide additional context to this decision, during the recent closure of Leith Street to enable the Works to be carried out, diversions via London Road, Waterloo Place and a temporary gyratory system in and around Abbeyhill were put in place. The temporary diversions were implemented under a Temporary Traffic Regulation Order (TTRO), so prior to implementation

there was no formal consultation. The objective was to minimise the disruption as far as practicable, accepting that it would not be eliminated.

- 11.5 While this arrangement worked satisfactorily in desktop traffic modelling exercise, the actual physical constraints of the roads meant it proved to be difficult to implement on the ground. The exercise predicted that the temporary diversion route would be busy but the actual physical configuration resulted in the traffic management negatively impacting the predicted traffic flows.
- 11.6 The Council received numerous complaints about heavy traffic and congestion, from both local residents and visitors from further afield. Having implemented the temporary solution the Council's considered opinion it is not realistic or viable option on a permanent basis.

## **12. OBJECTIONS – NORTHBOUND ACCESS TO CYCLEWAY**

- 12.1 Objections also raised concerns that there was no provision for northbound access to the cycleway for cyclists heading north along Leith Street. As noted above, the primary purpose of the cycleway is not to provide connections to the southern end of Leith Street. Cyclists heading northbound on Leith Street will need to use the carriageway and then join the cycleway at the toucan crossing at John Lewis at the northern end of Leith Street, which crossing forms part of the Picardy Place works.

## **13. OBJECTIONS – LACK OF PRIORITY FOR PEDESTRIANS AND CYCLISTS FROM ROADS OFF LEITH STREET**

- 13.1 Representations also submitted that there has been a lack of proper priority given to cyclists and pedestrians wishing to cross the minor roads off Leith Street. The Council does not accept this.
- 13.2 New crossings are to be provided at the Greenside Row junction, the Calton Road junction, the Edinburgh St James service yard exit and the Edinburgh St James car park entrance. This will be in addition to the retention of existing crossings at Waterloo Place, Greenside Row and Calton Road. The existing Calton Road crossing will also become signalised upon completion.

## **14. OBJECTIONS – SHIFT TOWARDS PROMOTING VEHICULAR TRAFFIC**

- 14.1 A number of parties have submitted that the Works represent a shift towards promoting vehicular traffic rather than active travel options. The Council does not accept this submission.
- 14.2 As a result of the Works, the existing carriageway will be significantly reduced in width while, as noted above, footway widths will be improved. The Works will also involve the introduction of a two-way cycleway which will significantly improve facilities by providing connections to Waverley Station, CCWEL, the Leith Programme works and the QuietRoutes network and the National Cycle Network.
- 14.3 The Council is also prohibiting vehicles turning left from Leith Street into Waterloo Place, which has allowed the footway at this location to be redesigned to significantly improve widths for pedestrians on this corner.

## **15. OBJECTIONS – ACCESS TO/FROM JAMES CRAIG WALK**

- 15.1 Another issue raised in representations is that there needs to be improved connections with James Craig Walk which is identified as a key pedestrian and cycle route. While James Craig Walk is not relevant to the Redetermination Order, there will be a dropped kerb at the south end of Leith Street, allowing northbound cyclists to join James Craig Walk. Southbound cyclists

will be able to join James Craig Walk by either using the advanced stop line at the Waterloo Place junction or by using the 24 hour route that is to be provided through Edinburgh St James, via Little King Street, as part of the public assets under the GAM Agreement.

## 16. CONCLUSIONS

- 16.1 As noted above, the delivery of Edinburgh St James is a long-term objective of the Council and has strong policy support, particularly through the LDP and the Development Brief. While Edinburgh St James is a retail-led development, the LDP and the Development Brief provide that improving the urban environment is an important part of the project. The Reporter who considered the compulsory purchase order for Edinburgh St James concluded that the project “*is strongly in the public interest and is supported by national and development plan policy*” and stated the following in relation to the public realm improvements:

*“An important element of the St James Quarter proposals is the associated enhancements to the public realm, which would improve facilities for pedestrians and cyclists on Leith Street, York Place/ Elder Street and St James Walk, and improve the environment around Little King Street and Cathedral Lane”.*

- 16.2 Before the Works were implemented Leith Street was a poorly designed road, not serving the needs of pedestrians, cyclists and bus passengers. Leith Street was a dual carriageway with split levels and a central reservation, and difficult for pedestrians to cross. The pavements were narrow generating conflict between passing pedestrians and those boarding, alighting or waiting for buses. There was limited provision for cyclists.
- 16.3 The Works result in a high quality urban environment which significantly and demonstrably improves the facilities for pedestrians, through widened footways and improved crossings, and cyclists, through the provision of a segregated cycleway which will provide access to Waverley Station and the wider cycling network being developed by the Council. Bus passengers will also benefit from plentiful, modern bus stops and the maintenance of this key north-south route across the city. This high quality environment has been achieved while improving facilities for pedestrians, cyclists and public transport users, in accordance with the Street Design Guidance. The improved cycle connections will also assist in achieving national, regional and local objectives of increasing active and sustainable travel, particularly with a view to tackling climate change and improving the health of the population.
- 16.4 The configuration of the Works also generates an opportunity of integrating all these facilities with the new tram stop in Picardy Place, creating a transportation hub at a gateway into the Edinburgh New Town.
- 16.5 The Redetermination Order, together with the TRO that the Council has already approved, are required to deliver the improvements to the public realm as part of the Edinburgh St James project, a long-term objective of the Council which is strongly in the public interest.
- 16.6 The Council is also satisfied that the design of the Works is in accordance with relevant design guidance, including Cycling by Design and the Street Design Guidance. As is the Council’s standard approach with Redetermination Orders, TROs and other similar orders, the Council will monitor implementation of the Works upon completion and opening to enable the Council to consider whether any adjustments are required to the Works.

## LIST OF DOCUMENTS

Document No.	Document Title
CEC 1.	The City of Edinburgh Council (Calton Road, Greenside Row, Leith Street and, Waterloo Place, Edinburgh) (Redetermination of Means of Exercise of Public Right of Passage) Order 201_ RSO/17/13 <a href="https://www.dpea.scotland.gov.uk/Document.aspx?id=564970">[https://www.dpea.scotland.gov.uk/Document.aspx?id=564970]</a>
CEC 2.	Statement of Reasons <a href="https://www.dpea.scotland.gov.uk/Document.aspx?id=564971">[https://www.dpea.scotland.gov.uk/Document.aspx?id=564971]</a>
CEC 3.	Order Plans <a href="https://www.dpea.scotland.gov.uk/Document.aspx?id=564977">[https://www.dpea.scotland.gov.uk/Document.aspx?id=564977]</a>
CEC 4.	Leith Street Proposed External Works Layout Overall View <a href="https://www.dpea.scotland.gov.uk/Document.aspx?id=564976">[https://www.dpea.scotland.gov.uk/Document.aspx?id=564976]</a>
CEC 5.	Copy of advert in The Gazette 3 October 2017
CEC 6.	Copy of advert in The Gazette 17 November 2017
CEC 7.	Copy of advert in Scotsman 21 November 2017 <a href="https://www.dpea.scotland.gov.uk/Document.aspx?id=564975">[https://www.dpea.scotland.gov.uk/Document.aspx?id=564975]</a>
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CEC 14.	Report St James Quarter – Update on Progress – The City of Edinburgh Council, 10 March 2016 [ <a href="https://www.dpea.scotland.gov.uk/Document.aspx?id=599973">https://www.dpea.scotland.gov.uk/Document.aspx?id=599973</a> ]
CEC 15.	CPO-EDB-005 The St James Quarter, Edinburgh (Number Two) Compulsory Purchase Order 2014, Reporter’s Report, dated 5 February 2016 [ <a href="https://www.dpea.scotland.gov.uk/Document.aspx?id=599975">https://www.dpea.scotland.gov.uk/Document.aspx?id=599975</a> ]
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CEC 24.	Edinburgh Local Development Plan, November 2016 [ <a href="#">Edinburgh_Local_Development_Plan.pdf</a> ]

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CEC 25.	Outer House Decision - Ms Elizabeth Fairley and Mr Iain Lowdean 28 June 2019
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CEC 29.	Minute - The City of Edinburgh Council, Transport and Environment Committee, 25 January 2018
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CEC 31.	Map Showing Leith Street Cycle Links
CEC 32.	Leith Street Photographs
CEC 33.	National Transport Strategy, January 2016
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