

30th April 2021

WEL/TRO/RSO/042

Dear Mr Mann,

Thank you for submitting a representation to the Public Advertising for the recent orders. We are treating your representation as an objection to both the Traffic Regulation Orders (TRO/20/25, 26, 27, 28A and 29) and an objection to the Redetermination Orders (RSO/20/05, 06, 07 and 08) on the basis of concerns with the scope of the project.

Please find below response to the points you have raised;

Drum Brae North

The current scope and budget of the project does not include changes at the Queensferry Road junction and upgrading the crossing of Drum Brae North at Craigmount Way. We will pass on your suggestions to the Council's Active Travel team to consider in any future programmes. At the junction of Drum Brae North at Craigmount Avenue North I can confirm the project includes a new traffic island to protect right turning cyclists traveling south.

Maybury Drive

I can confirm we will consider your suggested changes to Maybury Drive and investigate the provision of cycle lanes further.

Links to Gyle Centre

As you note, a standard zebra crossing is proposed at the Gyle access road. The paths in the Gyle land are undetermined and further changes required to make these safe and suitable for shared use cycling is not currently within the scope or budget of the project. We will investigate the potential for future proofing the design to allow upgrade in future if cycle links are improved.

Crossing South Gyle Broadway

The upgraded crossing proposals are part of a separate QR9 improvement project and these are being delivered independent of the WEL scheme. The proposals are shown indicatively at this point. We will pass on your comments to the QR9 project team to consider.

Junctions off South Gyle Crescent

I can confirm that traffic surveys and a risk-based approach was undertaken to determine the layout and priority of the side road junctions on South Gyle Crescent and Bankhead Avenue. With the number of side road junctions the aim is to provide continuity and priority to pedestrians and cyclists where safe and feasible. Where higher vehicle volumes and levels of HGV were recorded, the cycle lanes are set back to mitigate risk of conflict and help improve vehicle visibility at the crossing point. This is also the recommended layout

for two-way cycle tracks in higher volume side roads as per the Edinburgh Street Design Guidance.

South Gyle Access

The proposed layout at South Gyle Access is the best balance which can be made within the available space without significant detrimental impact on public transport and associated journey times through the junction.

Wester Hailes Road

Unfortunately, the current scope and budget for the project does not include the on-road link to Gillespie Crossroads; cycle lanes on Lanark Road; or a fully accessible ramp at the Water of Leith. Alternative off-road route and improvements are being made in Clovenstone Parks to link Wester Hailes/ Canal to Lanark Road. Further, a new wheeling ramp is proposed at the steps to the Water of Leith path to provide a level of improvement to the current situation.

We hope that you find the above response assists in addressing your concerns. If you wish to withdraw your objection based on this response, please contact me within 10 days from the date of this letter.

We will report all outstanding objections, letters of support and changes made to the design following objections received to the meeting of the Transport and Environment Committee at 10am on 17/06/2021. The Committee Report documents will be available from 11/06/21, and the meeting itself can be viewed online here:

<http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order and the Redetermination Order for the project.

However, as there have been several objections to specific aspects of the Redetermination Order, the council will require to seek input from the Scottish Government who will determine the outcome of the order before proceeding. As your representation contains an objection to a specific aspect of the Redetermination Order, should you wish for this objection to be maintained you may be contacted by a representative of the Scottish Government, and it is possible that a public hearing will be required.

If we do not hear from you within 10 days from the date of this letter, we will assume that you would like your objection to be maintained.

Should you require any further information on the WEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please respond to this letter.

Yours Sincerely

Martyn Lings

Active Travel Senior Project Manager