**LCCC Tram Questions for *written* response by CEC tram team**

**Sections (with linked plans):**

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| **LCCC Section 1: London Rd/Gayfield Sq - McDonald Road** |
| **Taskforce members for this section: Anna, Harald** |
| ***Questions about construction phase***[Phase\_1\_\_\_Albert\_Street\_\_\_Elm\_Row](https://drive.google.com/open?id=1vjPX9A_m-ULcwjTfxe0Q63nGBWlnmESW)1. **How will the present bus interchange at Elm Row be replicated during construction?**
* **The bus interchange will remain in place with some interchange stops on London Road. Ongoing discussions will be required with Lothian Buses in regards to their operational requirements.**
1. **How many communal bins are in this section at the moment? How many bins, and where, will there be during construction?**
* **There will no reduction in waste services during construction. The precise locations of bins during construction will be communicated well ahead of work taking place.**
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| ***Questions about final layout plans***Landscape Proposals:[Landscape\_Proposals\_13\_McDonald\_Rd\_to\_Gayfield\_Sq](https://drive.google.com/open?id=1uZtDQxHdXISN3kmR99S4DZeaDc-DwX9t) and [Landscape\_Proposals\_14\_Gayfield\_Sq\_to\_Picardy\_Pl](https://drive.google.com/open?id=14KhpfnxyqUHiI-yJfs1q9QY_YA9rW_0U)Traffic regulation order proposals: [13.\_McDonald\_Road\_\_\_Gayfield\_Square](https://drive.google.com/open?id=1k8nZfdYo4Dqn3DMzGOnL3IQVjkdc47LQ) and [14.\_Gayfield\_Square\_\_\_Picardy\_Place](https://drive.google.com/open?id=17AWyL6FRAt2X_PUUc142o5i1cghhaH88)1. **With the majority of Elm Row shops (north of Montgomery) on the east side, why are the parking and loading bays on the west side (Haddington Place), forcing shoppers and suppliers to cross the central reservation?**
* **The loading and parking has not been put on the citybound side of Leith Walk to facilitate a right hand turn from Leith Walk into Annandale Street.**
1. **Cycle lanes are drawn at sharp and inconsistent angles around bins, some bus stops and at Montgomery Street. Is this deliberate or was this overlooked when preparing tender drawings?**
* **This is an error in the drafting of the drawings. The cycle lanes will be designed in a similar vein to those installed between McDonald Road and Pilrig Street,**
1. **Why are the existing trees on Elm Row to be cut down and replaced?**
* **It’s necessary because their current position does not fit with the proposed new public realm. They will be replaced like for like. The size and proportion of tree pits will stay the same.**
* Is the wide and long central reservation necessary? Can it be removed to allow for parking and loading on east side? Can the pavement width be reduced on either side to allow for parking on east side?

The central reserve at this location acts as a taper approaching the tram stop. The width of this is dictated by the width of the tram stop. The central reserve in this location also sites the central OLE poles.  * The area where the proposed clock sculpture is to go (where the pigeons used to be) is marked as a shared space for bikes and pedestrians as far as I can see. This may be an issue for short sighted pedestrians or blind people. What detail are they proposing here for all users considering this will be a very busy crossing point for all traffic?

The detail of material finishes will be dealt with through the contractors detailed design stage.* The cycle lanes look to me, as if they will become loading bays during loading bay times. I feel that cyclists will be in and out of parked vans/cars.

Within this section, there is a dedicated segregated cycleway which is not impacted by parking and loading.* Is there another option for cyclists at all? This will be a very busy route (could the cyclists not have lanes either side of the trams - in the middle of the road?) - a thought?

See above.* Also could the planners clarify traffic direction at the end of Montgomery street? It looks like the road is to be narrowed a great deal so what is going to happen here for car users?

The junction of Montgomery Street/Leith Walk becomes one way in an easterly direction (towards Easter Road). |
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| **LCCC Section 2: McDonald Road - Middlefield & Middlefield - Pilrig St** |
| **Taskforce members for this section Roberto, Jeremy** |
| ***Questions about construction phase*** [Phase\_1\_\_\_Albert\_Street\_\_\_Elm\_Row](https://drive.google.com/open?id=1vjPX9A_m-ULcwjTfxe0Q63nGBWlnmESW) and [Phase\_1\_\_\_Steads\_Place\_\_\_Albert\_Street](https://drive.google.com/open?id=1Awxfv3whhUJWbXDWxR68hASyeNM_VSJa)1. **Where are the loading bays for the three supermarkets during construction? How will smaller grocers who require daily restocking be served?**
* **Deliveries will be facilitated through the use of our proposed logistics hubs shown on the traffic management drawings.**
1. **Will the Shrub Place site contractor, whose site is shown as vacant on your plans, be required access from Leith Walk during tram construction? How exactly will this be managed?** **Who will be responsible for any delays that may arise from potential conflicts between tram and site contractor’s priorities?**
* **We have been in dialogue with the developers and the works at Shrub Place on the frontage of Leith Walk are due to be complete by Summer 2018. This means no impact on our construction sequencing.**
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| ***Questions about final layout plans*** Landscape Proposals: [Landscape\_Proposals\_12\_Middlefield\_to\_McDonald\_Rd](https://drive.google.com/open?id=10iMsa18uov6Vyq0GK_x_KU0FkKorq4-M) and [Landscape\_Proposals\_11\_Pilrig\_St\_to\_Middlefield](https://drive.google.com/open?id=1--4mg3Ang3e8uaGDeYGbbZEVRq10tIF6)Traffic regulation order proposals: [12.\_Middlefield\_\_\_McDonald\_Road](https://drive.google.com/open?id=18jmmP2HmSroHrfrDu7tA-7BuiNySNjwc) and [11.\_Pilrig\_Street\_\_\_Middlefield](https://drive.google.com/open?id=1a8DcHLtCqu67VKmsURR6mVUB2RYczyFk)1. **There are no pedestrian crossings at Albert St and Middlefield? Can this be described as pedestrian friendly? How will bicycles travelling west from Easter Rd along Albert Street get into Pilrig Street?**
* **The issue of pedestrian movements across Leith Walk is a key theme coming out the consultation and will be looked at following consultation closing at the end of April.**
1. **The advanced bike stop line at McDonald Rd is shown across tram tracks? Is this deliberate or was this overlooked when preparing tender drawings?**
* **This lane operates as a general traffic lane for turning right into McDonald Road and as such the ASL has been put in place (assumed for more confident cyclists). It should be noted that the current two-stage turn will also be retained.**
1. **Where are the communal bins at Scotmid and Middlefield? How will Scotmid logistics be managed?**
* **Scotmid will have to utilise the loading bays allocated on the plans for post construction logistics.**
* There is insufficient pavement widths around some communal bins - is this pedestrian friendly design?
	+ The current proposal considers a number of constraints resulting in some localised pinch points.
* Bicycle turns across tracks at < 60 degrees? (sheet 11, 12); why not trial corner islands at junctions (prevents left hooks, slows down turning traffic and bikes, improves visibility)? (sheet 11, 12); 90 degree cycle tracks bends around parking bays and communal bins? (sheet 11, 12)
	+ The two locations in this section where cyclists cross the tracks have been designed with infrastructure to allow cyclists to cross the track safely namely the 2 stage right turn at McDonald Road and the Toucan crossing at Pilrig Street.
* Why bike lane instead of bike track across T junction? (sheet 11)
	+ To facilitate the ability for cyclists to join the Leith Walk cycle route from adjoining streets.
* Parking bay and loading bays and bus stops on bike lane? (sheet 11, 12)
	+ The issue of the cycle route North of Pilrig Street is a key theme from consultation and is currently being reviewed.
* Why are cycle-paths intermittent? How is cycle traffic to negotiate parking, loading bays and bus stops in this section?
	+ As abov.
* Will Iona Street be open to (two-way) cycle traffic?
* Yes.
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| **LCCC Section 3: Pilrig St - Steads Place** |
| **Taskforce members for this section Jeremy, Sheila** |
| ***Questions about construction phase***[Phase\_1\_\_\_Steads\_Place\_\_\_Albert\_Street](https://drive.google.com/open?id=1Awxfv3whhUJWbXDWxR68hASyeNM_VSJa)1. **How will traffic from/to Balfour and Arthur Street exiting onto Pilrig Street be managed? What measures will be taken to minimise noise and air pollution arising from queuing traffic?**
	* **Access to Balfour/Arthur Street will be maintained during the works onto Leith Walk. There is no envisaged additional traffic load expected as a result of this however ongoing monitoring will be put in place.**
2. **What are the loading arrangements for Scotmid?**
	* **As above.**
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| ***Questions about final layout plans***Landscape Proposals: [Landscape\_Proposals\_10\_Steads\_Place\_to\_Pilrig\_St](https://drive.google.com/open?id=101MHz6ulhjLPsWQVDjJ7_ATsyZDE8JVb)Traffic regulation order proposals: [10.\_Steads\_Place\_\_\_Pilrig\_Street](https://drive.google.com/open?id=1sklIS7InOgK_ImZeh0lb1-6PsyhEkTpb)1. **Why will be the trees on Balfour Street and north of Smith Place be removed?**
	1. **No trees are assumed to be removed at these locations.**
2. **Why is the pedestrian crossing at Smith Place being removed? Where will be the nearest crossing point?**
	1. **The issue of pedestrian movements across Leith Walk is a key theme coming out the consultation and will be looked at following consultation closing at the end of April.**
3. **Whose priority will it be on the pavement at the exit between Springfield Street and Steads Place? Whose priority will it be on the pavement at Orchardfield Lane?**
	1. **These will be continuous footways.**
4. **Why are the loading and parking bays in Dalmeny Street (serving Leith Walk) not systematically replicated in all side streets?**
	1. **Parking and loading can be looked at in this regard.**
5. **There are 4 communal bins between Iona and Dalmeny Street - is this deemed to be over-provision, as in other comparable sections there are fewer?**
	1. **Waste services provision has been calculated with the waste services team based on demand in specific areas.**
6. Parking bay and loading bays and bus stop on bike lane? (sheet 10)
	1. The issue of the cycle route North of Pilrig Street is a key theme from consultation and is currently being reviewed.
7. Why are cycle-paths intermittent?

As above. |
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| **LCCC Section 4: Steads Place - Foot o' The Walk/Constitution Street** |
| **Taskforce members for this section Charlotte, Bruce** |
| ***Questions about construction phase***[Phase\_1\_\_\_Constitution\_Street\_\_\_Steads\_Place](https://drive.google.com/open?id=1Wrvnel8UZ7sIFafAvdVLNYA945sIcRFs)1. **During phase 1, the area between Crown Place and the entrance Constitution Street appears to be managed differently from the rest of Leith Walk. Please explain how construction will be managed here?**
	* **This is a result of the phasing of the works to allow traffic flow during the 1st phase. The section between Crown Place and FoW will be carried out in a following phase.**

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| ***Questions about final layout plans***Landscape proposals: [Landscape\_Proposals\_9\_Foot\_of\_Walk\_to\_Steads\_Pl](https://drive.google.com/open?id=1NfHMtl2W55Bbun7Ula_rmK_55BqSqD9n)Traffic Regulation Order Proposals: [9.\_Foot\_of\_the\_Walk\_\_\_Steads\_Place](https://drive.google.com/open?id=1Qc_aGF9SuoVCLzNs-rPst6jQ6U2-F7mC)1. **I calculate the distance between stops at Balfour St and Constitution St to be 1km. Why are there only pedestrian crossings at the Foot of the Wlak junction and nothing in between?**
	1. **The issue of pedestrian movements across Leith Walk is a key theme coming out the consultation and will be looked at following consultation closing at the end of April.**
2. **How will cyclists be prevented from entering Constitution St from Leith Walk? What is the alternative route for cyclist?**
	* **There will be no preventative measures put in place other than signage.**
3. **With most of the route having a central ‘barrier’, will this not promote two-way cycling on both lanes, for which there isn’t room?**
	* **There will be no preventative measures put in place other than signage.**
4. The position of the track ‘crossover’ at Manderston invites cyclists (and others?) to cross dangerously; can it be moved?
	* The location of the crossover will be reviewed dependant on consultation feedback.
5. Cyclists should have a safe way of turning right out of east side streets that gets them onto the west side of Leith Walk safely. How can this be achieved?
	* Under current proposals and safety guidance no right turns will be permitted out of non-signalised junctions.
6. Will there be surface markings (better still, a clearly marked lane) guiding cyclists turning right from Gt Junction St to Leith Walk, and for cyclists carrying on from Gt Junction St into Duke St?
	* This can be considered and developed through the contractors detailed design process.
7. Will there be clearly marked cycle filter-lanes both for turning right from Leith Walk into Duke St (currently planned), and for turning left from Leith Walk into Gt Junction St (not currently planned)?
	* Advanced cycle lanes at this junction are currently shown on the proposed plans
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| **General: governance/design philosophy**  |
| **Taskforce members for this section Harald, Jack** |
| ***Questions about construction phase***1. **How many bus stops are there currently on Leith Walk (Duke St to London Rd)? How many will there be during construction south bound?**
	* **Bus provision on Leith Walk is currently being developed through discussions with Lothian buses**
2. **How will north bound buses be routed? Where will the stops be? Will existing bus stops be upgraded to cope with the increased traffic?**
	* **As above**
3. **How will increased pollution and noise on north bound diversion routes (and side streets) be ameliorated?**
	* **We are in dialogue with the Council’s scientific services team in regards to appropriate monitoring**
* All plans (landscape, TRO and TM) can be downloaded from the Trams to Newhaven website. Not all plans are on the Consultation Hub site and this is related to restrictions on file sizes that can be uploaded. A link is provided at the start of the online consultation to encourage people to visit the site to find out more information than can be found on Consultation Hub.
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| ***Questions about final layout plans***1. **What is the average distance between on-street tram stops (Haymarket to Bernard Street)? What is the distance between Picardy, McDonald, Balfour, Constitution Street stops? How does this compare to existing bus stop distances?**
	1. **The average distance between stops is between 500m and 750m. Bus Stop average distances are 250m.**
2. **Given the damage done to conventional gully grates by buses and other heavy vehicles and the poor drainage around down-hill build-outs, will** [**kerb drains**](https://assets.marshalls.co.uk/dam-svc/AssetStore/Marshalls-Beany-Block-Standard-Grey-9444.jpg?Hero=true&MaxHeight=364&MaxWidth=996&UseOriginalIfNoHero=false) **be used on Leith Walk?**
	1. **This will be considered during the contractors detailed design stage.**
3. **How is design quality monitored: are the tram stops situated at the densest population points? Are there schedules showing populations within 100/200/500m from each bus and tram stop? Are there schedules showing distances between pedestrian crossings and predicted use?**
	1. **The stop locations have been considered based on a number of factors including population density.**
4. **Does the business case assume the trams traveling at 20mph?**

**Yes.**1. **What are the pollution and noise levels now? What are the predicted outcomes after completion? How was this modelled?**
	1. **We are in dialogue with the Council’s scientific services team in regards to appropriate monitoring.**
2. **In Oxford Street, London, loading bays are part of the pavement. They were clearly labelled as such and have a different surface (cobbles) and function as pavement when not used as loading bays. Where could this be used on Leith Walk?**
	1. **This could be considered following consultation.**
3. **Will the contracts and quality control schedules be published so citizens can see that quality is monitored and enforced? How (long) will post-contract quality be enforced?**
	1. **There is a level of commercial sensitivity around live contracts and the level of information to be published will have to be considered in this regard. It is, however, our policy is to make public all information related to the project where we are able to do so.**
4. **Has consideration been given to alternate entry and exit only on side streets (New York style) to achieve a simpler, easier to read and use design?**
	1. **This could be considered following consultation.**
5. **Given that there is a an 11m wide corridor for the “swept path”, has consideration been given to an asymmetric street layout, eg trams and a bi-directional cycle lane on one side, motor traffic on the other side?**
	1. **No, this is mainly due to the utility diversions carried out to date.**
6. **The tram enquiry will almost certainly recommend the involvement of Transport Scotland’s skills in infrastructure projects of this scale. Have they been asked to join the Project Board?**
	1. **No, any outputs from the Public Inquiry will be considered by the project.**
7. Has consideration been given to a ‘down-hill’ cycle-lane (west side of road) on the carriageway (so cyclists will not speed into pedestrians), while the ‘up-hill’ (east) cycle-lane is on-pavement, so motor vehicles will not be “inconvenienced” by cyclists?
	1. This could be considered following consultation.
8. Will there be proper Integrated and”through” ticketing?
	1. Ticketing is expected to be as per the current operations.
9. Nature of the trees. In the ground? In pots? It seems like many current trees (in the ground) will be removed and replaced by trees in planters - that is not acceptable.
	1. Trees along the route will be dealt with in various ways including ground planting and within planters
10. Bus stops. Difficult to see unless using a big screen. Currently marked in yellow, would like to see them clearer on the plans.
11. We will endeavour to make bus stops more easily identifiable when we devise the updated plans.Pedestrian deterrent paving - unacceptable. 3 years ago Leith Walk was supposed to become a boulevard. A road that is easy to cross is good for local businesses.
	1. The issue of pedestrian movements across Leith Walk is a key theme coming out the consultation and will be looked at following consultation closing at the end of April.
12. Pedestrian deterrent paving - Impact on disabled.
	1. The issue of pedestrian movements across Leith Walk is a key theme coming out the consultation and will be looked at following consultation closing at the end of April.
13. (both items even more important as several pedestrian crossing have been removed)
14. Will Greenways Parking continue? (allow 1 hour free parking)
	* It is expected that a similar approach will be taken on Leith Walk as you see today.
15. Why are they only inviting comments on the individual stops?
	* We are inviting comments on all aspects of the project. See point above about the choice of landscape plans to display on Consultation Hub. Additionally, much feedback on all other parts of the route have been gathered at public and business information events.
16. Cycle-lanes should be compulsory when on road (indicated with solid lines), not advisory (indicated with dashed lines)
	1. This could be considered following consultation.
17. Due to lack of enforcement business currently have problems with using loading bays, will there be enough enforcement to make the new design work?
	* Enforcement will be discussed with the parking enforcement team.
18. The design has been developed with through movement as the priority not in developing a street that is a destination - was there any input from the Leith Walk area in this decision?
	1. This could be considered following consultation.
19. Picardy Place and Leith Walk cycle lanes do not connect sensibly, did the Tram project have any input into the Picardy Place plans?
	* The two projects have integrated their designs to ensure consistency.
20. Why are tram and motor traffic are prioritised over more vulnerable road users?
	* No priority has been given except for public transport lane in peak hours.
21. Has there been any investigation into the safety implications of bringing cycle traffic onto the road, then off the road then on again, and how does this meet with the councils ambitions for an East-West cycle corridor?
	* The Council’s active travel team will be involved in the post consultation review to consider the link with the E-W cycle infrastructure
22. Could a two lane only design be considered?This would allow plenty of space (all along Leith Walk) for pedestrians, cycling path, parking, bus pull-in and landscaping. Traffic would need to follow tram. This would keep all traffic speeds low and enable loading/unloading/visitors/shoppers all to have easy access.
	1. This could be considered following consultation.
23. Portland, Oregon, USA has done considerable work with bicycle and pedestrian route design and implementation. Could some of their ideas be relevant to Edinburgh? [ftp.odot.state.or.us/techserv/roadway/web\_drawings/HDM/Appendix\_N\_BikePedDesignGuide\_Web.pdf](http://ftp.odot.state.or.us/techserv/roadway/web_drawings/HDM/Appendix_N_BikePedDesignGuide_Web.pdf)
	1. This could be considered following consultation.
24. Consultation issues (i) all maps should be on consultation, as well as on ‘trams to newhaven’ website; (ii) Why does consultation only ask about landscaping around proposed tram stops, not the whole proposed route? (iii) Why not consult on what the route should be, or better still, use a co-design process that may instill trust in both the proposals and the way they will be implemented? (iv) traffic management proposal maps are at too small a resolution (legend illegible)

 Please see points above. Following this consultation, we will carry out some reflective research to consider what we could do better. The outcomes of this research will be published in September 2018. |