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**Consultation Update: Consultation Responses and Next Steps****Trams to Newhaven****City of Edinburgh Council**

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We Asked	You Said	We Did
<p>We asked... your thoughts on the layout of the proposals for Leith Walk</p>	<p>You said... the lack of segregated cycling provision for the entire length of the street was a missed opportunity.</p> <p>You also told us that provision for parking and loading was unsuitable.</p>	<p>We did... a segregated cycleway will run the entire length of Leith Walk and will form part of the final design proposals.</p> <p>Provision for parking and loading has also been updated to ensure an appropriate number of spaces available. Loading bays will now be located at strategic points to ensure an equality of access for all businesses.</p>
<p>We asked... should the section of Leith Walk beyond Pilrig Street to Foot of the Walk consist of four running lanes or two? Under the four-lane proposal we suggested that the nearside lane be used for traffic during peak times only, switching to parking and loading during off peak hours.</p>	<p>You said... two running lanes would be preferred to allow for additional space to be provided for pedestrians, cyclists, parking and loading. You told us the four running lane option, with the nearside lanes switching from running lane to parking/loading in the peak/off peak would be problematic and difficult to enforce.</p>	<p>We did... the designs have been updated to include two running lanes from Pilrig Street to Foot of the Walk with improved provision for pedestrians, cyclists and parking and loading. Parking and loading provision will be available during both peak and off-peak hours.</p>
<p>We asked... you about the location of the proposed tram stops and whether you agreed that these were in the best possible place.</p>	<p>You said... the majority of tram stops on the route are in the right place.</p> <p>One stop caused you some concern – Balfour Street. As this was located across the junction of Balfour Street - which is a one way in, one way out street – you told us it would very difficult to get into and out of the street.</p> <p>You also asked us to look at the potential for moving the</p>	<p>We did... the Balfour Street stop has been moved by approximately 60 metres to the south of the originally proposed location and away from the junction of Balfour Street itself</p> <p>The team have investigated the potential for moving the Foot of the Walk stop, however, due to the level of traffic movements in that area from multiple directions, it was not practical to move</p>

	Foot of the Walk stop from Constitution Street and on to Leith Walk.	the stop. This was backed up with data from an independent transport modelling expert that demonstrated a stop at the bottom of Leith Walk would have a serious and detrimental effect on congestion in the area and beyond.
We asked... about permeability and crossing points on Leith Walk.	You said... with the introduction of the central reservation and reduction in crossing points, Leith Walk would be a more difficult street to traverse than it is today.	We did... the central reservation has been widened to accommodate a safe refuge/crossing point for those who wish to cross the road away from crossing points. We have also introduced further controlled and unofficial crossing points along the length of the street to ensure permeability remains.
We asked... about the principle of a ban on right-hand turns from non-signalised junctions onto Leith Walk.	You said... the lack of ability to turn right from many streets on Leith Walk would lead to unnecessarily long diversions to get to your destination.	We did... an additional three signalised junctions at Albert Street, Balfour Street and Manderston Street have been introduced to allow right-turns to be made from these streets onto Leith Walk.
We asked... about the layout of Constitution Street and the associated removal of all parking and loading from the Southern-end of the street.	You said... the complete removal of parking and loading could have a detrimental effect on your day to day lives, with deliveries being difficult and services not being able to easily access your properties.	We did... following a workshop with residents and businesses on Constitution Street we used that feedback to devise a principle that will allow some parking and loading to take place on the southern-end of Constitution Street. We will present this new option alongside the original design to allow residents to understand the options available for this stretch of the street.
We asked... your opinions on our initial plans for supporting business during construction	You said... the project should prioritise measures that will help to ensure the viability of local business.	We did... following a review of feedback received and a study of best practice from around the world we have updated our business support measures to ensure the highest level of support

		possible. This means investment in short-term measures that will ensure the vibrancy and vitality of the area during construction. We will also invest in some legacy measures that will continue to benefit the local area once construction completes.
We asked... your thoughts on our proposals for the management of diversions and overall principle of a one-dig approach for construction.	You said... you were concerned that the traffic management would not work effectively.	We did... traffic management plans will be updated once the final tender bids are received. Once a contractor has been selected we will update you further on what the overall approach to traffic management will look like. The team are confident, however, that the traffic management plan and proposed 'one-dig' policy remain the most efficient and least disruptive way of delivering this project.
We asked... your thoughts on the public realm design proposal for Elm Row,	<p>You said... you liked the idea of opening up the space with the removal of the railings in the centre.</p> <p>However, many of you questioned the need for a two-way cycleway through the middle of the space at the expense of space for people to dwell.</p> <p>Many of you also raised the issue of tree removal from the area, citing a preference for us to maintain those trees if it was possible to do so,</p>	<p>We did... we held a workshop with a group of residents, community councils, business and interest groups. From this a new and improved design for Elm Row emerged with a focus on creating an open and inviting space for all.</p> <p>The cycleway through Elm Row will now form a single lane, with those heading north bound using a segregated cycleway on the Gayfield Square side.</p> <p>All trees currently on Elm Row will be maintained where possible. The new public realm designed will be built around those existing trees.</p>
We asked... about the proposals for the area around Newhaven terminus.	You said... the connections between the stop and the North Edinburgh cycle	We did... A new connection path has been proposed between the existing path and the new crossing facility on Lindsay Road providing

	<p>network at Hawthornvale Path could be improved.</p> <p>You suggested that the bus stops in the area could be better located to provide a better interchange between bus and tram.</p> <p>You also asked why the stop was located where it is and why we were not taking the line to Granton.</p>	<p>direct accessibility for cyclists and pedestrians. This should make it much easier to get from the N Edinburgh cycle network to the new cycleway infrastructure on Lindsay Road/Melrose Drive.</p> <p>The bus stop on the same side of the street at the tram terminus will be located adjacent to the tram stop. The bus stop on the opposite side of the street (and some 20m away from the tram stop) cannot be moved closer without the need to eat into green space around Anchorfield. We know from speaking to residents that the loss of this green space would not be acceptable.</p> <p>The proposal for taking Edinburgh Trams to Granton and beyond is outlined within the city's Local Development Plan. It remains the city's long-term aspiration to extend the line to Granton and on to Roseburn, creating a suburban Northern loop.</p>
<p>We asked... your thoughts on the proposed stop at Picardy Place.</p>	<p>You said... Can you leave the stop at York Place, which is only a short distance from the proposed stop at Picardy Place?</p> <p>You also asked if it would be possible to have an additional south-side platform to allow people to alight and disembark onto the new Picardy Place central island.</p>	<p>We did... the stop at York Place was always intended to be a temporary stop. The platform at York Place sits directly on top of the city-bound line and so we need to move this to somewhere close by where there is ample space to allow for two sets of tracks and a platform.</p> <p>On the design of the new stop at Picardy Place – an additional south-side platform will be introduced for those coming to or from the direction of Edinburgh St James.</p>

