

Leith Improvement Programme

Finance and Resources Committee

31 July 2012

1 Purpose of report

- 1.1 This report outlines street improvements to the tram route along Leith Walk and Constitution Street and describes how the public utility works, carriageway resurfacing, footway and environmental improvements and artworks will be delivered. It also seeks approval to award the tender for Public Utility works to this route.

2 Summary

- 2.1 Following the decision to terminate the current tram line at York Place, the completion of partially undertaken utility work and remedial works is required in Leith Walk and Constitution Street to enable the delivery of carriageway, footway and environmental improvements.
- 2.2 Carriageway resurfacing, including associated improvements to traffic signals and road junctions, will be carried out under separate contract. These works will follow the utility works and be phased with them to reduce disruption and the duration of works in a cost effective manner.
- 2.3 While carriageway resurfacing works are carried out, improvements to footways and environmental works will also be completed.
- 2.4 Public artwork, that was temporarily removed to allow tram construction, will be reinstated.
- 2.5 To complement these physical works, service improvements are also to be implemented. A dedicated street cleaning resource is being allocated to the area from July 2012. An audit of trade waste bins is currently being undertaken to identify owners, confirm appropriate waste arrangements and repair or replace damaged bins.

3 Main report

Public utility works

- 3.1 As part of the tram project, public utility diversions and alterations were carried out under the Multi Utilities Diversion Framework Agreement (MUDFA) contract. The bulk of the utility works in Leith Walk and Constitution Street were completed under that contract in advance of the tram infrastructure works. However some of the works were not completed at that time with a view to returning to complete under the follow-on tram infrastructure contract.
- 3.2 The works that were not carried out as part of the original MUDFA contract include the completion of manholes that were partially constructed (awaiting the main works to follow) and remedial works to statutory utilities assets, which are predominately related to Scottish Water apparatus.
- 3.3 Following the Council decision, in September 2011, to terminate the current line 1a at York Place, the Transport Infrastructure and Environment Committee approved a programme of Remediation and Reinstatement works for Leith Walk/Constitution Street at its meeting of 29 November 2011.
- 3.4 Approximately 2/3rds of the work has been defined, but 1/3rd remains to be scoped and agreed with the relevant Statutory Utility. This will be done as soon as the contractor is appointed and exploratory work carried out. It is proposed that once the additional scope is confirmed and agreed it would be instructed to the successful tenderer and there is a pricing mechanism in the contract for this.
- 3.5 Four contractors met the pre-qualification criteria and tenders for the utility works were invited on 11 May 2012. One tenderer (Farrans Construction Ltd) then withdrew from the process and three tenders were returned on 8 June 2012.
- 3.6 Tenders were assessed on the basis of quality and cost with 60% weighting being allocated to quality and 40% to cost. The quality bids were assessed independently of the financial bids. The following scoring was achieved: Graham Construction Ltd 144.6 points, McKenzie Construction Ltd 118.3 points and McNicholas Construction (Holdings) Ltd 148.1 points.
- 3.7 The combined assessment of quality and cost shows that the tender for the sum of £683,873.87 submitted by McNicholas Construction (Holdings) Ltd represents Best Value and is the most economically advantageous.
- 3.8 In accordance with Standing Orders, contract security in the form of a Parent Company Guarantee will be provided by the successful tenderer.

Carriageway resurfacing

- 3.9 Carriageway resurfacing will commence in phases as the public utility works are completed and will include the following main areas of work.
- Resurfacing Leith Walk and Constitution Street, from Picardy Place roundabout up to and including the Bernard Street junction, to give a minimum design life of 7-10 years. All areas will receive a new road surface.
 - Reinstating the central island of London Road roundabout (soft landscaping) and the traffic islands on all approaches.
 - Upgrading the signalised junctions at Annandale Street, McDonald Road, Pilrig Street, Great Junction Street, Queen Charlotte Street and Bernard Street.
 - Upgrading the pedestrian crossings at the Playhouse Theatre, London Road at Blenheim Place, Elm Row and Jane Street.
 - Reinstating previously removed pedestrian refuge islands on the northern half of Leith Walk where there is no central reserve.

Footway and environmental improvements

- 3.10 Footway and environmental improvements will be carried out in phases and in conjunction with the carriageway resurfacing.
- 3.11 Footway works will include replacing sections of paving that are damaged or have incorrect coloured paving.
- 3.12 Environmental improvements have been highlighted by the community and include de-cluttering, additional soft landscaping, tree planting in containers and existing tree pits, improved provision for cyclists, seating and revised waste bin locations and arrangements.
- 3.13 A dedicated street cleansing resource is being allocated to the area and will include both mechanical and barrowbeat operations. This will begin in July 2012.
- 3.14 Stakeholder events held on 16 and 17 July 2012 were attended by local businesses, residents, organisations, cyclists, local media and faith groups. They provided feedback on additional environmental improvements and the programming of works (see appendix 2). Environmental improvement options will be priced and the community's aspirations and views will be taken into account to suit the funding available. Stakeholders will be updated as prices become available.
- 3.15 A detailed communications plan will also be developed to ensure those affected are kept fully informed as works progress.

Public artworks

- 3.16 The Sherlock Holmes statue, London Road Clock and Pigeons will be reinstated in conjunction with the other works. The location of these will be discussed with stakeholders.
- 3.17 The memorial to Thomas Peck Hunter VC that was located outside Ocean Terminal will also be reinstated. Discussions are ongoing with the land owner and the Royal Marines with a view to reinstating it by the end of August 2012.

Programme and works phasing

- 3.18 In tendering for the public utility works, the winning contractor will have priced the work based on having up to three areas open for work at any time and no delays caused by other contractors working in or near the same areas.
- 3.19 Approximately 2/3rds of the utility work has been defined, but 1/3rd remains to be scoped and agreed with the relevant Statutory Utility. At this stage it is therefore not possible to create a tightly defined programme but it is planned for this to be agreed within the next two months.
- 3.20 Carriageway resurfacing and environmental improvements will therefore be instructed under a framework contract to give maximum flexibility and these will follow after utilities works have been completed in an area. It will also allow some flexibility in design variation as agreed with stakeholders.
- 3.21 Initial proposals are that utility works will commence in Constitution Street in September 2012 and be completed in December 2012. Utility works in Leith Walk are expected to be completed by the end of March 2013.
- 3.22 Carriageway resurfacing and environmental improvements will then start in January 2013 and be completed to Constitution Street in April 2013.
- 3.23 It is planned that works to Leith Walk and Constitution Street involving public utilities, carriageway resurfacing, footway and environmental improvements and installation of artwork will be completed by Christmas 2013. However there will be some works around Picardy Place that cannot be completed until after the York Place tram works are finished; these have a programmed end date of September 2013.
- 3.24 Feedback from the stakeholder events on 16 and 17 July 2012, confirm the need for programming and phasing of works to be developed with stakeholders, once a utilities contractor is appointed.
- 3.25 It is intended that the utility works will be managed by the tram team and improvement works by Services for Communities.

4 Financial Implications

- 4.1 The known scope of works, as tendered, for proposed utility works north of York Place is contained in the Tram Project budget. Additional scope, to be agreed with the Statutory Utilities, will be instructed, funded and managed by the Tram Project as additional work once that scope is clearly defined.
- 4.2 Following the outcome of mediation, as approved by the Council, a budget of £3.2m was identified from efficiencies within the approved SfC capital programme. This was intended to fund the cost of roadworks. However, there is clearly strong stakeholder preference for a much wider scheme of environmental improvements and a further budget of £2.3m is requested for this purpose. Subject to Committee approval, this can be funded using headroom investment from within the Tram budget which arises as a result of other costs having been funded from the revenue surplus of the Council's General account for 2011-12. This brings the total budget for the Leith Improvement Budget to £5.5m and this will be managed by Services for Communities.

5 Equalities Impact

- 5.1 Improving the footways, pedestrian crossing points and signalised junctions, as well as de-cluttering the streets, will make it easier and safer for pedestrians, especially those with mobility issues, to move about.

6 Environmental Impact

- 6.1 The utility works and road/footway works will be planned to ensure the traffic impact is mitigated so far as is possible whilst allowing the road and footway works to progress in tandem with the utility works, where practicable.
- 6.2 Completion of these works will provide a more appealing and sustainable environment, encouraging walking and cycling and supporting the economic vibrancy of Leith.

7 Conclusions

- 7.1 The completion of these works will bring a conclusion to the utility works associated with the trams project on Leith Walk and deliver a significant improvement for all people living, working, visiting or studying in Leith.

8 Recommendations

8.1 It is recommended that the Committee:

- a) notes the content of the report;
- b) accepts the tender in the sum of £683,873.87 submitted by McNicholas Construction (Holdings) Ltd and confirms their appointment for the Public Utility works; and
- c) agrees a budget of £2.3m for environmental improvements, funded from within the Tram budget; and
- d) agrees that the prioritising of environmental improvements and phasing of works will be progressed taking account of stakeholder views.

Mark Turley
Director of Services for Communities

Appendices	<ol style="list-style-type: none">1 Carriageway resurfacing works – summary scope2 Leith Improvement Programme - Stakeholder events summary3 Stakeholder Completed question / comment forms, as submitted4 Stakeholder Anonymous comments on the provided post-its
Contact/tel/Email	Ian Buchanan Tel: 529 7524 e-mail: ian.buchanan@edinburgh.gov.uk
Wards affected	Ward 12 – Leith Walk Ward 13 - Leith
Single Outcome Agreement	Supports Edinburgh’s Single Outcome Agreement - Edinburgh’s communities are safer and have improved physical and social fabric
Background Papers	None

Appendix 1

Carriageway resurfacing works – summary scope

1. Resurfacing the whole of Leith Walk and Constitution Street, from Picardy Place roundabout to Bernard Street, to give a minimum design life of 7-10 years. All areas will receive a new road surface. Most areas will receive a more comprehensive treatment.
2. Surfacing with red chippings in all bus and cycle lanes. New road markings throughout.
3. Reinstating the central island of London Road roundabout (soft landscaping) and the traffic islands on all approaches.
4. Upgrading the signalised junctions at Annandale Street, McDonald Road, Pilrig Street, Great Junction Street, Queen Charlotte Street and Bernard Street.
5. Upgrading the pedestrian crossings at the Playhouse Theatre, London Road at Blenheim Place, Elm Row and Jane Street.
6. Reinstating previously removed pedestrian refuge islands on the northern half of Leith Walk where there is no central reserve.
7. Reinstating entry treatments at side road junctions.
8. Reinstating previously removed footway buildouts at junctions and parking lay-bys.
9. The existing central reserve on the southern half of Leith Walk will not be replaced.

Leith Improvement Programme - Stakeholder events summary report

Introduction

1. To gauge support for the additional environmental improvements being proposed as part of the Leith Improvement Programme, two drop-in events were held in McDonald Road Library, on the afternoon / evening of 16 July and morning of 17 July.
2. Invitations were sent to 423 people by email, all local businesses along Leith Walk and Constitution Street were leafleted, posters placed in local shop windows and the event promoted online and through social media. 60 people signed (although more attended the events in total), including local businesses, residents, organisations, cyclists, local media and faith groups. 35 people completed comment / question forms, many used post-it notes to feed back, and in-depth conversations were held with a number of attendees who wished to discuss specific issues.
3. The feedback gathered at the stakeholder events is clearly in line with information already gathered about the needs, aspirations and concerns of the local communities and businesses for Leith Walk, through other local consultation events. These have been carried out by community groups, and local views gathered by the City Centre and Leith team and Leith Neighbourhood Partnership over the past year.
4. This summary report pulls together feedback from the two July events for noting within the context of the proposed improvements in the report. It also highlights where particular issues of concern have been raised by local businesses, for which a co-ordinated response from the Council is required.

Feedback on proposals from local people and groups

5. Local people and groups are very welcoming of the additional environmental elements of the Leith Improvement Programme, with clear areas of consensus around key issues of safety for pedestrian and cyclists and overall environmental quality of the streetscape. Individuals' comments are outlined in the table below.
6. There was very strong consensus from local cyclists and others at the events for a segregated cycle lane along Leith Walk. This is corroborated by community led consultations. Some cyclists at the event were seeking a 'rethink' about managing traffic, pedestrian and cyclists interests on Leith Walk, articulating a clear desire to use the Leith Improvement Programme as an opportunity for the 're-think'. Emails received from cyclists as follow up comments to the event have cited studies and overseas examples as potential models. Although this view was put forward by many cyclists attending the event, a smaller number were comfortable using bus lanes and welcomed an improved road surface.

7. Local people's feedback shows a desire for more frequent crossing points and safer crossing conditions, to make the area more pedestrian friendly and make getting across the street to use different local businesses easier. There were requests for a 20mph restriction as there are certain points along Leith Walk where especially south bound traffic moved very fast, making crossing feel unsafe. It was also viewed by some that crossing difficulties were exacerbated by double parking, specifically by food delivery vehicles.
8. There was a strong wish to improve the way large, on-street waste bins are placed, and for recycling facilities. There was strong support for additional greenery along Leith Walk, to make it look more like it used to, although this would have to be considered in terms of any future plans to extend the tram line to Leith in the future. There was generally positive support for an extension of the tramline to Leith, coupled with scepticism about the likelihood of this actually ever happening.
9. There was support for making or enhancing specific areas along the pavement where 'people can gather', for example around the Pilrig Street intersection.
10. A number of additional elements have been flagged up by individuals for consideration as part of the programme; these are summarised in the table at the end of this summary report.

Feedback on proposals from local businesses

11. Feedback from local small businesses showed there is a great deal of concern about how the proposed works are carried out (although they acknowledge the need for the work) and doubt that the impact from the Leith Improvement Programme on businesses can be kept to a minimum.
12. There is an apparent lack of trust in the Council, stemming from the way stakeholder engagement and updates had been provided around works to date in the area, with comments around a lack of transparency. Businesses do not see the Leith Improvement Programme as being distinct from previous tram related issues.
13. The feedback from businesses can be summarised as follows:
 - the impact of previous works on business profits is still acutely felt; the current economic climate is further impacting upon the Leith businesses. Some local small businesses feel they are operating without sufficient reserve to sustain any further impact to profits.
 - Business owners asked whether the Council would consider the works as 'tram works', paving the way for rate relief during the works period. Local businesses feel this is appropriate, as the tram project gave rise to the need for the utilities and resurfacing elements of the Leith Improvement programme.

- Traders also want the Leith Improvement Programme works to be considered as 'Tram works' in order that they should comply with the Construction Code of Practice (CCoP), in terms of periods of notification for works and consultation on TTROs commencing.
- Some businesses on Leith Walk that rely on shoppers from across the city have reported they have already noticed a dip in takings since the Broughton Street / York Place Temporary Traffic Regulation Order (TTRO) was put in place on Saturday 14 July.
- Local businesses asked to be specifically consulted, and to have input on the timing, phasing and management of worksites during the Leith Improvement Programme. Business owners raised two cautionary points regarding influencing the timing and management of works. Firstly, they felt that taking a 'get it done quickly' approach, whilst cost effective for Council budgets, could have a more significant negative impact on local shopping and therefore their preference would be for a longer, slower project that caused less disruption with smaller worksites.
- Secondly, traders are concerned that work starting prior to the Christmas period could be extremely damaging. Even if they are suspended over the Christmas period, traders are concerned that the perception that the area is 'closed' (streets are closed) will be a psychological barrier that keeps shoppers from beyond Leith away. There was a specific request for work on Constitution St not to commence until the natural business lull in January – March 2013. One trader noted that pre Christmas trading period takings (from the last week in November until the end of the year) can represent a significant proportion of annual business profits, thus 'balancing' the rest of the year's takings.
- Traders asked about the possibility of being provided with support through 'open for business' signage on railings.
- Traders were concerned about disability access / drop-off for disabled customers to business premises during the work, lack of loading space.
- Most local businesses felt that face to face updates and leaflets through the door were extremely useful ways of notifying them of updates.

Feedback on process of consulting and informing public

14. There was a clear demand from people for much greater openness and transparency about the Leith Improvement Programme, how it relates to (and does not ignore) legacy issues of the tram works in Leith, available public information on what the Council is doing to put these right, with information on budgets disclosed publicly.
15. All people who attended the events spent significant time carefully considering the proposals and speaking to Council officers. The vast majority were very careful to give specific and meaningful input and feedback. The events have proved very useful in gauging the strong level of support for additional elements of the programme, and identifying where improvements can be made in the way that stakeholder communications, feedback and engagement are managed.

Follow up actions

16. These comments will be placed online and responses have been sent to all attendees who left contact details.

Appendix 3

Stakeholder Completed question / comment forms, as submitted

Stakeholder Drop-In Events, McDonald Road Library 16/17 July 2012

respondent 1	Is segregated cycle lane possible? - better lanes
	As a cycle commuter - issues with loading/double parking and not being enforced times. This pushes me out into traffic as I can't cycle in lane.
	I do not use LW on commute home - route too dangerous coming down Leith St onto Picardy roundabout. Three lanes of traffic not room for me to safely cross the roundabout to head down into LW.
	Heading north up LW at Elm row there is a double sized bus stop, as a cyclist I'm pushed out into the traffic.
	Heading from roundabout at London Rd past Playhouse, traffic goes into 3 lanes - no room for a bike. I previously shouted at a cyclist who attempted to squeeze into the lanes between 2 lorries.
	Only heard about this meeting via Twitter
respondent 2	Where will the questions and answers from this event be published in full?
	What are the detailed costs for Remedial work for dangerous utility works?
	What are the detailed costs for Reinstatement of roads to a pre-tram state?
	What are the detailed costs for Improvements to public realm?
	Is the remedial work for the dangerous utility works being funded by the Edinburgh Tram Project?
	What proportion of the planned work is attributable to remedial works as a result of shoddy MUDFA work?
	Please forward electronic copy of the 'proposed scope of works' schematic.
	Please set out explicitly the source of all monies to be used in LW works.
	How many side-entry manholes will have to be replaced as a result of the sub-standard work by Carillion and their locations on a map?
respondent 3	Can you let me know where bins are going to be located?
	My Charity shop/Training Centre is at 87 Leith Walk. Our trainees are people with learning disabilities and need access from the mini bus.

	Can we have a disabled parking area? (87 LW)
	What will be put in place during pavement/resurfacing works to allow access for our client group?
	What arrangements can be made for the minibus to drop service users off at the stop?
respondent 4	Can individual streets be identified better, ie Haddington Place?
	Could we have underground bin storage?
	Stone planters for central reserve?
	Hanging baskets/banners?
	Can we have more banners and/or signage on LW defining the areas, eg Elm Row, Haddington Place?
	Sponsored by business
	Allow parking
	Necessity for continuity of communications (one person if possible) and notice of what's coming up.
respondent 5	Why can't we have the trees replanted that were taken up for the trams which no are not coming?
	Reinstate pavements
	Regular street cleaning
respondent 6	Work is due to start on Constitution St in Autumn 2012 but our part of the street (after the traffic lights on Bernard St) is being ignored - why?
respondent 7	What is the compatibility of this initiative with the Leith Plan?
	Why just LW? There are other areas of Leith which require attention.
respondent 8	How does this tie in with Leith Community Plan?
	Surely road resurfacing and pavement improvements are simply to be expected as part of on-going maintenance.
respondent 9	Will submit comments online
respondent 10	Will there be a light controlled pedestrian crossing at the top end of Constitution Street between New Kirkgate and Foot o' the Walk?
respondent 11	Cycle lane?
	If a permanent bike lane not possible - could make temporary segregated lane using soft bollards.
	Can we make street less of a scary speedy street - whole street - 20 mph limit?

	Only needs to be on one side and only one lane wide is still enough for 2-way bikes!
	Too much hassle to cross the road.
	Concerned LW will be reinstated as it previously was
	Segregated cycle lane
	Traffic lights instead of roundabout
	Zebra crossings
	Change road surface around crossing
	Remove fencing
	Reinstate trees
	Turn derelict land into parkland
	Prioritise pavements over traffic lanes
	Traffic calming
respondent 12	Over the years friends have said they like the mix of shops on LW but they don't tend to go there - it's not pleasant strolling about as it's all too car-dominated and also very difficult to cross the street safely.
	Reduce the dominance of the car - LW is a neighbourhood not a through road.
	More greenery
	Public seating
	Public toilets
	Bike parking
	Wider pavements to allow for outside café seating
	Slow down traffic
	I regularly cycle LW and it always feels very dangerous. I suggest a model from New York where the cycle lane runs alongside the pavement, then there's parking, then the road.

	Big statements are made about the importance of cycling but when actual detailed plans are drawn up cycling (and often pedestrian) are given much lower priority than other traffic. It's as if the Transport Dept are in the Dark Ages; as if the great examples of Integrated Transport Systems from Europe and worldwide don't exist. For the immediate future cycling needs to be PRIORITISED, a major change in thinking is needed.
respondent 13	Could we have cycle lanes?
	Could we have markets?
	Use derelict buildings/land as car parks once a week?
	Please improve appearance and safety at foot of LW/Constitution St - not safe for pedestrians at best of times and especially late at night. Very dark by graveyard.
	Dog waste dispensers
	Trampoline (as Copenhagen)
	Overall - very positive to have this consultation and to see big turnout!
respondent 14	Recently parking was temporarily halted in Assembly St. Cones went out 6 days before the no parking was to be enforced. Parking always a premium - please try to make stoppages more timely!
	What will happen to the buses during this work?
	Will there be overnight working?
respondent 15	How long with it take?
	Will these plans increase parking?
	Will we get dedicated motorcycle parking?
respondent 16	Will there be any cycle facilities at the London Rd/Elm Row junction, particularly important for southbound (uphill) cyclists?
respondent 17	How will LW be made safer for cyclists?
respondent 18	Will recycling facilities be provided for the public?
respondent 19	What of the proposed 'Vision for LW', the Green Bridge etc?

	Would it be possible to construct a footpath/footbridge across railway line to connect Albert Street area and Montgomery Street?
	Where will there be details, week by week, warnings of work planned?
	I use LW nearly every day.
respondent 20	Will cycle lanes, if not separated from the road, be double yellow lined? Otherwise drivers will simply park on the cycle lanes.
	Can we have a 20 mph speed limit for traffic?
	Ensure cycle lanes are joined up from one block to the next across junctions and across bus lanes/stops - we need a continuous path down LW.
	Install phased traffic lights for cycles to start slightly ahead of other traffic.
respondent 21	When we request cycle lanes we mean proper dedicated cycle lanes - will this be accommodated?
	Will CEC put more pressure on businesses to keep waste inside buildings and not in public realm?
	Improvements in waste management planned for!
respondent 22	More greenery?
	Hanging baskets?
	Big tubs/barrels?
	Ensure one way sign (Mitchell St) visible to drivers?
	Low speed limits on Constitution St?
	Are you planning to have more recycling bins?
	I looked at the plan on the board and there's very little greenery
	Enlist residents to look after/water/feed greenery
	Ask if distilleries would donate old barrels - residents weed
	Mitchell St is a one way street but I was nearly knocked over by a car going the wrong way whose driver claimed he hadn't seen the signs.

	Move from Stirling where provision of recycling bins numerous.
respondent 23	What do you propose in terms of trees/landscaping on Constitution St?
	Street in need of greenery
respondent 24	Have you any plans to improve Shrubhill eyesore?
	How will you improve bin storage, without reducing the number of bins?
respondent 25	Can the old/dead bike frame that has been abandoned be removed from bike racks at the corner of Balfour St/LW?
	Bike was locked and abandoned 6 months ago. It is an eyesore.
respondent 26	Will cycle lanes be on both sides of LW - N and S?
	Will cycle lanes be segregated/partitioned from traffic like other European cities?
	How do you plan to make LW roundabouts safer for cyclists?
respondent 27	Can the Council help secure land/a space that a Farmers' Market can be set up on?
	The Community Council would be happy to help organise
respondent 28	Can the bins be better maintained?
	Bins secured to street furniture?
	Planting - something of interest to focus on?
respondent 29	Will there be rate relief if work is related to tram?
	End date?
	Will work sites be off during Christmas period?
	Last week of Nov to last week of year is busiest time. Overall - better to start post Christmas to minimise loss of revenue and give us more consultation time. Works would have a knock on effect and send revellers away from Leith.
	Need to be informed of exact timescales
respondent 30	Loss of opportunist business

	Timing - potential of works to affect them at key times - eg, Christmas and Valentine's Day
	Parking for customers?
	Access for key clients - eg Funeral Directors with large vehicles?
	Access for loading/unloading cars/vans?
	Lack of information about the programme
	Dust, dirt and disruption (just invested in new shop front with our THI programme)
	Appear disrespectful carrying funeral wreaths etc along street to funeral car.
	Make up large flower arrangements which could be damaged if carrying considerable distance.
	Need to give strong message out that businesses are still open.
respondent 31	Bus shelter currently in front of premises, client find it difficult to locate store. Can it be move to another location? There is an ideal location a few yards away.
	Trees at junction with Smith Lane on either side of the road also block the view. Could they be moved back/replaced with other greenery?
	Sort out housing bins - at least have uniformity of position and type of bin used
	Get rid of foot holders for bins
	Investigate advertising on bins
	Pizza Hut park their bikes on the pavement - this shouldn't be allowed.
	Shrub Hill - what pressure can council/public put on owners to do something about this property?
respondent 32	Cycle lanes - it's all well and good having cycle lanes on LW but what happens when you get to the roundabout at London Road.
respondent 33	Would like a statement on the timing of TROs for LW.
	Can we look at keeping one lane open instead of closing sections of road?
respondent 34	Works to LW will be an inconvenience for businesses. Will drive trade away.
	Closing sections of Constitution St is likely to have a significant impact on businesses.
	Can the speed limit signs near Dudley Gardens onto Newhaven Road be reviewed?

	Are there any plans to extend the pavement or put a crossing in on Newhaven Rd between Stanley Road and Park Place - the pavement just ends.
	The Newhaven Road junction is not good for cyclists as it is not light regulated - Can this be changed?
	The junction when coming along Annandale St and turning right onto LW is dangerous for cyclists. The lighting timings have recently been changed making this worse.
	The 20 mph near Dudley Gardens onto Newhaven Road has confusing signage with a 30 mph sign on the sections, effectively releasing drivers from the 20 mph.
	Can we have Jane Street as two way for cyclists to avoid the need for a long diversion?
respondent 35	We should have a website with all comments, objections, suggestions and ideas.

Appendix 4

Stakeholder Anonymous comments on the provided post-its

Themes	Public
Waste	More control of commercial waste bins – integrated into landscaped domestic bin areas. Not current haphazard manner outside shops and takeaways.
	Bins attached to resilient and well designed anchor points / stores. Integrate refuse into street architecture. Current bins messy, move about and prone to vandals turning over.
	Future provision for business recycling and food waste, litter?
	Can we have dog poo bins / multi use litter bins and by laws to enforce poop scooping please? Supply bags dispensers.
	Streamline recycling provision – currently complex and varies across city – one universal recycling bin which Council then sorts.
	I support placing of items for recycling in one bin and then the Council sorting out, Current system too complicated
Transport	Segregated cycle route should be a priority – combining taxis, buses, and cycles in one lane dangerous
	Better cycle facilities at the London Road junction
	Dedicated cycle lanes – away from parking spaces
	Separate cycle traffic lights – which go green earlier
	Improved parking
	Clamp down on out of hours double parking in bus lanes e.g. outside xxx (<i>business name supplied</i>)
	Cycle lanes – yes – but out from parking spaces please
Environment	Would be brilliant if trees were planted – help improve local air quality as well as other benefits
	Reduction of street signage, barriers, traffic lights
	Road improvements
	Design away roundabouts where possible - not pedestrian or cycle friendly
	Demolish Shrubhill House – public health safety measure – sow grass, make simple park.
	Provide public toilets
	'Green bridge'

	I don't want the 'green bridge' – overlooks property
	There is almost no landscaping on the plan so far - are you still making your minds up?
Miscellaneous	Which businesses are you going to close?
	Footbridge and footpath across railway line connecting Albert Street and points below it to the Montgomery Street area. Usable for bicycles too.
	Double budget?
	How do you get involved in decision making process?
	Huge problem re dog fouling – why does no one ever see dog wardens? is any dog owner ever fined?
	Why only allowed to influence environmental elements?
	For 'completing' read 're-doing dangerous utilities works by Carillion'
	No feedback forms to capture public input. Question forms only.
	What about derelict space in Haddington Place where garage used to be?
	Could the Council provide the Leith Central Community Council monthly progress reports during the duration of works? This will keep the Community Council engaged and maybe generate some voluntary works on aesthetic improvements
	No one from Edinburgh Trams Project here
	Road improvements a big YES. What about claiming the Shrubhill building site back as a new green space? Waste of space now.
	Agree with additional works proposed. Need to prioritise pedestrians, cycles, buses, not other traffic. Wider pavements, recycling facilities.