

Mr Dave du Feu
SPOKES
St. Martins Community Resource Centre
232 Dalry Road

Edinburgh
EH11 2JG

Date 22 November 2013

Your ref

Our ref LW/TRO/SPOKES/Nov13

Dear Mr du Feu

Leith Walk Traffic Regulation Order (TRO)

Thank you for your letter dated 31.10.13 on behalf of SPOKES in response to the request from the Council for statutory consultees to submit initial comments regarding the proposed TRO for the Pilrig Street to Foot of the Walk section of Leith Walk.

The Council welcomes the input from SPOKES on the provision of segregated cycle facilities and their design, the design of the Foot of the Walk junction, coloured road/lane surfacing, 20mph speed limit zone, additional cycle parking provision, and the points made in relation to side road entries and junctions. Many of these are not directly related to the TRO itself but all comments will be considered by the Leith Programme designers.

Cycle lane design

The proposals for cycle lanes on this section of Leith Walk do not form part of the TRO, as advisory rather than mandatory cycle lanes are proposed. Table 5.1 of Transport Scotland's design guide Cycling by Design advises that mandatory cycle lanes "cannot be used where other vehicles are permitted to cross the lane (e.g. side road entrances, parking and loading bays and adjacent narrow lanes)" so the scope for mandatory cycle lanes within the proposals for this section of Leith Walk is limited. A segregation zone will be provided between parking bays and any adjacent cycle lane. Regular repeater cycle logos will also be provided, particularly at potential points of vehicle/cycle interaction.

Foot of the Walk junction

Proposals for the Foot of the Walk junction are not on the TRO plans because the junction is outwith the area covered by the TRO. The proposals for the junction still being developed and are likely to be the subject of a future TRO. The possibility of introducing a bus gate at Constitution Street is amongst the options being investigated.

Ian Buchanan, Neighbourhood Manager, Services for Communities

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Improving facilities for pedestrians and cyclists will be a key objective for the design but traffic flow and air quality impacts, both at the junction itself and in surrounding streets, will also have to be taken into account.

Coloured Surfacing

The proposals for cycle lanes on this section of Leith Walk do not form part of the TRO. The method used to provide colour in the cycle lanes will be in line with the practice in use throughout the city.

20mph zone

The proposals for Leith Walk will be implemented in several phases, over the next two years or so. The TRO only covers the first phase of these works, from Duke Street to Pilrig Street. Designs for improvements to the Foot of the Walk junction and the remainder of Leith Walk are still being developed and are likely to be the subject of future TROs. It would not therefore be appropriate to alter the speed limit on Leith Walk at this stage.

Additional cycle parking provision

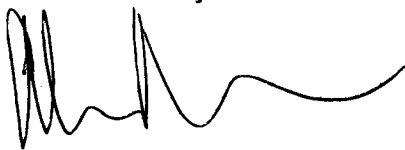
The proposals for cycle parking bays on the road form part of the TRO and are shown on the plans. We are considering the possibility of providing additional parking facilities on the footways which do not require a TRO.

Side road entries and junctions

The issues raised will be considered in furthering the detailed design of the scheme.

Once again, thank you for your input.

Yours sincerely



pp Ian Buchanan
Neighbourhood Manager
City Centre Leith Neighbourhood Team