

From a north Edinburgh resident

Sent: 31 October 2017 20:48

To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>

Subject: RSO/[17/13 Leith Street](#), Greenside Row, Calton Road

I object to the traffic order RSO/17/13 (concerning Leith Street, Greenside Row, and Calton Road).

The grounds for my objection are:

1. The order increases the danger and risks of collision for both people on foot and people on cycles.

1.1 The sections on the east side of Leith Street (from Greenside Place to Greenside Row, and from Greenside Row to Calton Road) appear to be shared between pedestrian and cycle use, with no grade separation or segregation. This will lead to confusion and conflict between pedestrians and cycles.

1.2 The section from Greenside Place to Greenside Row has a cycle track running between footways. Notwithstanding point 1.1 (where the whole area appears shared), this configuration will make the space even more dangerous as pedestrians cross between the two portions of footway over the cycle track.

1.3 The north and south corners of Greenside Row have been designed as entirely shared space. That section of the current footway is always very busy (especially during festival periods) and it is extremely dangerous to have pedestrians and cycles mixing at that point. Additionally, the crowding and frustration generated at this junction will lead to both pedestrians and cycles attempting to cross the road when motorised vehicles are turning into Greenside Row.

1.4 The proposal at the Calton Road junction is so bizarre that the design here should be torn up. There is no option for cycles to continue from the cycle track southwards up Leith Street to Waterloo Place. Is it assumed that all cycles will go down Calton Road? The footway is divided by the cycle track creating danger where pedestrians cross the cycle track. There is no indication that this junction will be signalised - it should be.

2. The provision for pedestrians has been reduced.

2.1 At the Greenside Row junction there is no area exclusively for pedestrians; it is all given over to shared space. This is a very congested area already and presumably the development of the St James Quarter will exacerbate the congestion.

2.2 The Calton Road junction has effectively had pedestrian space removed because of potential conflict with cycles, which are also trying to use the space.

3. Inadequate provision for cycles.

3.1 There is no provision for cycles south of Calton Road on either side of Leith Street.

3.2 There is no provision for cycles at all on the west side of Leith Street.

3.3 The cycle track as designed on the east side of Leith Street North of Calton Road appears to be bi-directional. This is inadequate. The width is not as specified in Transport Scotland's "Cycling by Design" for bi-directional tracks; the cycling space is not segregated, creating conflict with pedestrians; the treatment at junctions has conflict with pedestrians designed in.

3.4 Notwithstanding the need to have cycle tracks on both sides of Leith Street, there is no safe way for cycles coming down Leith Street from Waterloo Place to cross over to access the cycle track on the east side of the northern section of Leith Street.

3.5 There is no safe way for cycles to continue south on Leith Street from the cycle track that ends at Calton Road.

4. The design as a whole fails to address the City of Edinburgh Council's own stated principles, namely to prioritise active travel and public transport, and to incentivise a reduction in motorised vehicles. The design should accommodate provision for cycles on both sides of Leith Street for its whole length and it should be separate from pedestrian footways. The treatment at junctions should be seriously reassessed to prevent conflict and danger and make adequate provision for pedestrians and cycles. The only realistic way to achieve this would be to remove space from the carriageway, and that would be in line with Council policy and principles.