

Introduction

Spokes in principle supports the proposed tram project, but we are extremely concerned at key aspects of these proposals which, if implemented, would be detrimental to cycling in this important part of Edinburgh and which fail to maximise the opportunities that exist to strengthen not just the cycling infrastructure but the whole ambience and 'place value' of the corridor. In short, this would be yet another major project which was out of line with the Council's declared transport policies and targets as set out in the Council's own Local Transport Strategy.

The plans as presented fall into exactly the same trap as the original tram project, and we are extremely disappointed that lessons have not been learned. They are hard and fast plans for a tramline into which everything else such as walking, cycling, bus, shopping, etc then has to be fitted as best can be done. The council should be designing not a tram corridor but a transport corridor, of course with the tram as a major feature, and which also is integrally designed with a series of people-friendly places for local activity including local shopping.

The development of this new transport corridor will be a major project and bring about a vast amount of change, so every opportunity should be taken to maximise the benefit from the project. The focus of the project must be widened to include an active travel corridor and to improve the public realm along the whole of the route, making it into an enjoyable area for people to be, and not simply a space to pass through.

Great work has already been done on Leith Walk to change the priority towards people and space and the community has benefited as a result. Remarkably, the present plan reverses much of this work in the north section of the Walk. Instead, the present conditions need to be continued and further enhanced and spread along the whole of the route from Picardy Place to Newhaven. This must include measures to reduce the dependency on private cars, making public transport and active travel the more attractive options.

If this did not become a project for people and place, not only would it be a huge missed opportunity but it would fail to satisfy the City of Edinburgh Council's own Local Transport Strategy policies and targets for: reducing car use (both commuting and all-trips), reducing pollution; reducing congestion; dramatically increasing cycling numbers; improving public health; making Edinburgh a more liveable city; etc

Spokes has already submitted an initial response that described our serious concerns with some key parts of the proposed design. This Full Response supersedes that response, noting further areas of concern and commenting on some of the detail aspects of the design.

We also have some recommendations for helping the project to achieve the aims that we have outlined above.

Recommendations

R1 A nominated cycling/active travel champion and technical expert to be added to the project team.

R2 Revisit overall design brief such that it:

a) aims to achieve modal change to active travel

b) incorporates top quality, inspirational active travel provision (see Standards)

R3 The tram corridor within the Tram Act is very narrow. However, the wider project, beyond the specific tram aspects, need not adhere to this restriction and the scope should be widened to allow room for high quality cycle and pedestrian facilities along the whole route.

R4 Working Groups should be established to include council officers, local residents, and active travel organisations to progress the various elements of the project design

Concerns

Spokes has serious concerns with key parts of the design proposed in the consultation and has some initial comments on some of the details of the design. We shall outline the key points and then comment on specific locations.

C1 Proposed increase of current 2 traffic lanes to 4 lanes from Pilrig Street to the foot of the walk

C2 Proposed continuous kerbed median strip with pedestrian deterrent paving from Picardy Place to the foot of the walk

C3 The location of the tram stops and the design of the platforms

C4 The lack of dedicated cycle provision between Pilrig Street and the Foot of the Walk

C5 The lack of appropriate (and in some places lack of any) cycle provision from Constitution Street to Newhaven Terminal

C6 The lack of suitable connectivity to the North Edinburgh Path Network and East/West active travel routes

C7 Construction Period

C1 Increased number of traffic lanes from Pilrig Street to the foot of the walk.

The increase in the number of traffic lanes squeezes pedestrian and cycle space intolerably, - in particular, leaving no space for safe cycle lanes. The proposed cycle lanes that are shared with loading and parking facilities are wholly unsuitable and do not provide for cycling by all ages and abilities. Alternative designs should be considered, that retain the existing 2 lanes of traffic and segregate the cycleways.

The 18-month closure during the construction phase will enable many drivers to become accustomed to using a different transport mode or route and they will also have the new tram travel opportunity once construction is complete. The Council should therefore restrict private cars in this section perhaps by implementing a bus gate, or at the least during the

peak period, to give tram and bus priority and by reducing the permeability to motor traffic of appropriate side streets. We also note that cars were banned totally in Shandwick Place in the first tram project. Surely the Council is not moving backwards on its traffic reduction targets in this further project!

C2 Kerbed median strip from Picardy Place to the foot of the walk

The median strip reduces available space for cycleways and significantly restricts turning and crossing movements for cyclists and pedestrians. Suitable provision needs to be made so that cyclists can access all of the side streets and cross from east to west.

The median strip should be removed and poles installed on build-outs between car bays, or on the footway edge and/or cables could be hung from buildings.

Failing this, gaps should be left in the median strip for cyclists to enter or leave all of the side streets, not just those at the existing signalised junctions. This could be combined with the provision of additional signalised and/or zebra crossings (for cyclists and pedestrians) and for dual provision for cyclists and pedestrians at signalised crossings associated with the tram stops.

We also note that having two traffic lanes instead of four, together with car restrictions, removal of the median strip, segregated cycleways and wider footways, makes it possible for pedestrians to cross the road at any point – or perhaps at very frequent zebra crossings. Such a solution would contribute not just to a far more pleasant pedestrian and cyclist environment, but to local shopping and the local economy.

C3 The location of the tram stops and the design of the platforms

- a) We propose that the Trams to Newhaven project changes the platform design of the Picardy Place stop to parallel platforms, such that passengers can board/disembark from trams coming from Leith directly onto the central island. **This change needs to be fed into the Edinburgh St. James project to future-proof the redesign of Picardy Place.** (See Sheet 14 Detailed Comments). This will be:
- more convenient for passengers
 - would ease congestion at the northbound platform crossings
 - give opportunities to re-align the track (Keeping the tracks adjacent adds significantly to cycle safety and also reduces wear on the tracks through the need for fewer curves.)
 - give opportunities to improve safety at the Broughton Street junction crossings
 - give future flexibility to be served additionally by buses as the bus-tram network evolves.

b) The proposed location of the stop at the Foot of the Walk (being at the start of Constitution Street) significantly constrains the design of safe cycle routes in the area. Relocating the stop to the bottom of Leith Walk would provide opportunities to include cycling facilities on Constitution Street and create a better pedestrian environment. The additional space at the foot of the walk offers much greater potential for bus/tram interchange and a more people and place focussed design. (See Sheet 8 Detailed Comments)

C4 Lack of dedicated cycle provision between Pilrig Street and the foot of the walk

The current cycling proposals here are dangerous and completely unacceptable. They are also a retrograde step to current provision.

Segregated cycle facilities must be provided along the tram route from Pilrig Street to the foot of the walk. These should be at road level and separated by kerbs and a minimum of 500mm buffer strip from traffic. This would be facilitated by the additional space created by the proposals in C1 and C2 above. (See also Area Wide Comments and Sheets 9 to 11 Detailed Comments)

C5 The lack of cycle provision (apart from ASZs) along Constitution Street and Ocean Drive

The opportunity should be taken to provide safe and convenient cycle facilities along Constitution Street, Ocean Way, Ocean Drive and Melrose Drive. These should be “hard” segregated.

Moving the tram stop out of Constitution Street would allow continuation of the cycle facilities into Constitution Street. The alternative via Newkirkgate would be difficult to implement eg given the current free movement of pedestrians and the physical constraints in Newkirkgate. The alternatives at east and west are completely inappropriate, requiring additional turning manoeuvres on and off busy roads, and detours along cobbled streets. It would be laughable to suggest that the many new cyclists, young and old, needed to fulfill Council targets would be attracted by such 'facilities' – and indeed some existing cyclists are likely to be deterred and others to use illegal options. These alternatives are discussed further in our Detailed Comments - Sheets 8 and 9.

Further north, opportunities need to be investigated including cycling facilities on the rest of Constitution Street. Space should also be available along Ocean Way, Ocean Drive (potentially with a new cycle bridge) and Melville Drive through to the Hawthornvale Cycle Path (part of the North Edinburgh Path Network) and Western Harbour. This could include a link via the Victoria Swing Bridge and Rennie's Isle through to Victoria Quay to link with a route along the South side of the Scottish Government Offices.

C6 The lack of suitable connectivity to the North Edinburgh Path Network (NEPN) and East/West active travel routes

Spokes feel strongly that more emphasis needs to be put on the connectivity of cycle facilities along the tram corridor with neighbouring existing and proposed cycle routes. In particular, the connection to the NEPN at Lindsay Road is seen as critical for access to/from the Tram stop and for residents of Western Harbour and neighbouring developments.

Connections to the evolving Portobello to Crammond route are also seen as key, especially given proposed developments of the Port area to the East.

C7 Construction Period

Spokes is extremely concerned about the impact on cycling during the construction period, especially during the closures on Leith Walk. Safe and separate cycling facilities as have been provided during works on Leith Street are absolutely essential during the construction period on Leith Walk. Diversion of cyclists will also disadvantage local businesses, when the Council should be doing all it can to encourage local shopping, particularly during the tram works.

Standards:

Consistently high standards of cycle-friendly infrastructure need to be implemented, including:

S1 Cycleways

The default should be segregated cycleways along the entire route. One-way cycleways on each side of the road are our preferred option, but 2-way cycleways might be an acceptable compromise eg on the Ocean sections. Segregated cycleways should not turn into shared pavements at junctions and crossings. Edinburgh Council "Street Design Guidance" should be followed, eg for segregated cycleways:

<http://www.edinburgh.gov.uk/downloads/file/10576/c4 - segregated cycle tracks - hard segregation>

"High Flow" and "Desirable" recommendations should be used rather than "minimum" eg 2m+ and 1.75m for one-way hard-segregated cycleways.

S2 Side streets:

- Cycleways should have Priority over side streets - dependant on type of cycleway and where not signal controlled
- Entrances should be narrowed. Quiet streets should be single lane for entry and exit (without blocking main road)
- Decrease/tighten corner radii

S3 Cycle crossings:

- Should be signal controlled "parallel" with pedestrian crossings
- Shared space to be avoided
- Where no alternative to shared pavement, needs to be clearly demarcated and access to join carriageway clearly indicated
- Cycle crossings of tram tracks should be at an angle of at least 60degrees and a minimum of 45degrees. 45-60 degrees should be used only where there is no practical way of making it 60 degrees.

S4 Turning:

- 2-stage right turns across tram tracks - not shared pavement

S5 Cycle Parking

Cycle parking should be provided at all tram stops for a reasonable number of cyclists, especially at the Newhaven Terminus where a significant amount of parking will be required and suitable shelter and security features should be included.

S6 Carriageway - general traffic lane width

On roads with segregated cycle provision, traffic lanes nonetheless should be wide enough (min 4.5m) that cyclists who choose or need to cycle on the road can be safely overtaken by other vehicles.

S7 Track position

Tram tracks should be 1.75 metres from the kerbline in order to leave space for people who choose or need to cycle on the road.

Area Wide comments:

A1 Leith Walk

(Note that “Leith Walk” is generally used in our response to describe the whole of the route from Picardy Place to the Foot of the Walk.)

One-way hard-segregated cycleways should be provided for the length of Leith Walk from London Road to the Foot of the Walk.

Increasing from 2 to 4 traffic lanes is out of step with Council LTS policies and targets substantially to cut private motor traffic, and will paint Edinburgh in an extremely poor light compared to Glasgow which is *cutting* traffic lanes from 4 to 2 on major inner city roads such as Sauchiehall Street, so as to benefit walking, cycling, shopping and 'place' value.

Even with present traffic levels, two traffic lanes in each direction are not necessary - one lane in each direction works now so it should work just as well when trams are running. (One tram every eight minutes or so shouldn't make that much difference to the amount of traffic. Trams load more quickly than buses, and are presumably subject to the same 20mph speed limit as other traffic.) Then there would be just a tram/traffic lane and possibly some adjacent loading bays, leaving plenty of room for segregated cycle lanes. The introduction of the tram should not mean extra traffic as it should result in fewer cars and buses.

The street width is generally sufficiently wide to accommodate footways, cycleways, some loading/unloading bays, some short-term parking bays (if deemed essential) and 2 lanes of tram/traffic.

The median strip needs to be removed to provide easier access across Leith Walk and to make better use of the space. The current proposals would make it impossible to cycle from the city centre via Leith Walk to any of the east-side streets north of Brunswick Road.

Access and permeability of side streets to general traffic should be reviewed with a view to reducing the amount of traffic on Leith Walk and the turning movements across foot and cycle-ways.

A2 Melrose Drive and Ocean Drive - Sheets 2 to 6

Segregated cycleways should be provided along the whole length of the tramway (a “cycle tramway”) from adjacent to the Newhaven tram-stop, along Melrose Drive and Ocean Drive to the roundabout with Ocean Way.

This route is part of Quiet Route 14 that currently is in some places signed along designated areas of shared pavement, in some places very inconspicuously. This large development area will eventually have many residents who will need to be able to get around conveniently and safely by bike. Shared pavement is not a suitable solution for the growth that will occur in cycling numbers.

The space set aside for the tram corridor is insufficiently wide to accommodate high quality active travel facilities and therefore additional width should be used for this purpose where needed. Additionally, local developments should take account of active travel needs and connections into the tram cycleway.

The opportunity should be taken to add to the Portobello to Cramond Promenade route, and allowance made for the future when many leisure cyclists will be using this route.

Where there is insufficient space, alternative solutions should be provided, for example:

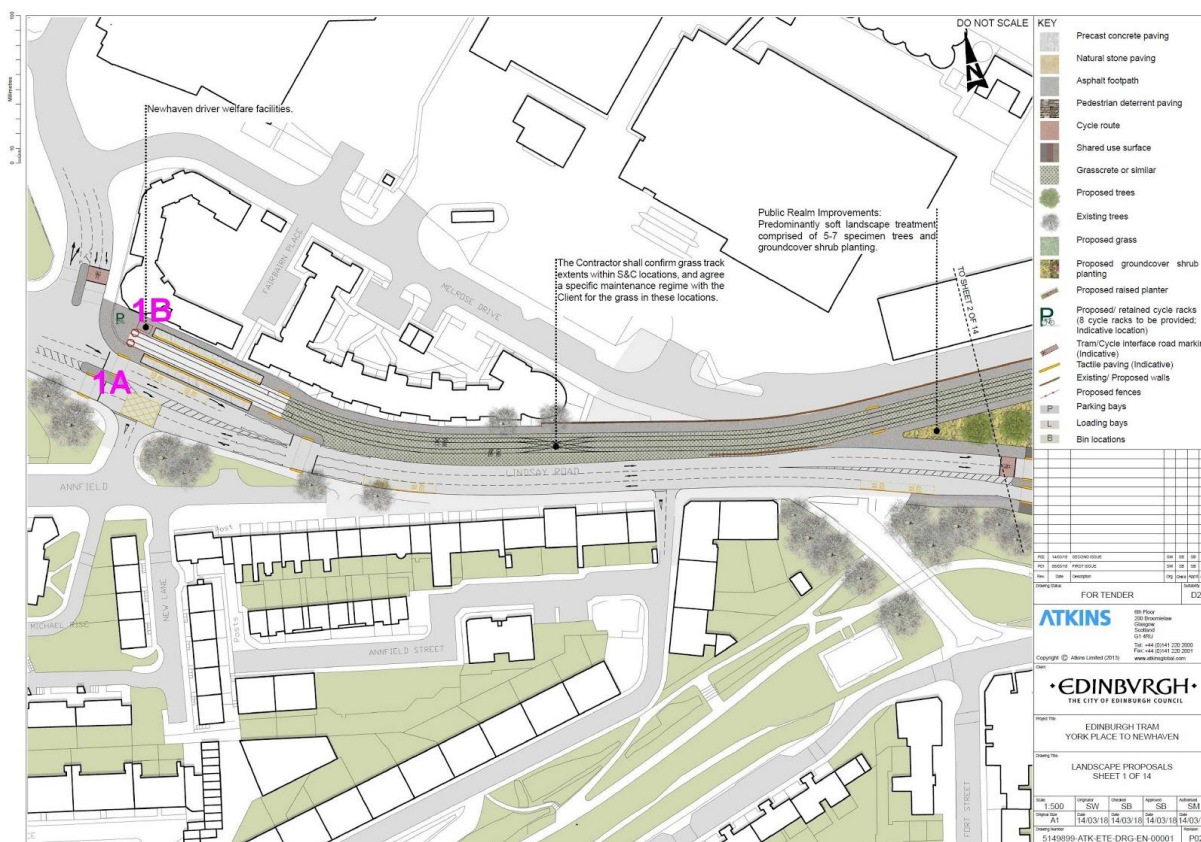
- a separate bridge across the Water of Leith and the Victoria Quay Basin entrance
- an alternative route for those passing through the area, via Victoria Swing Bridge to Victoria Quay and beyond (notwithstanding that local residents will still need to cycle the direct route along Ocean Drive).

Detailed comments on scheme as proposed in consultation.

Spokes has identified many concerns re the proposed cycle facilities and we suggest opportunities for cycle provision at many locations. This list is not exhaustive, but is intended to form a basis for discussion with the project team and we expect to add further points over time.

NOTE 1: Comments are mainly based on TRO drawings. Landscape drawings have generally been used to show locations.

NOTE 2: Spokes received paper copies of the TRO drawings that we used as a basis for our response. However these drawings were not the final versions that were made available online as part of the consultation. There may therefore be some errors or omissions in our comments as a result.



1A Sheet 1 Lindsay Road

Presuming that right turns into Sandpiper Drive are permitted (there is no right turn marking shown), an advanced stop line and early cyclist release should be added to the junction to assist cyclists turning right into Sandpiper Drive. There is currently a delayed right turn phase at this junction.

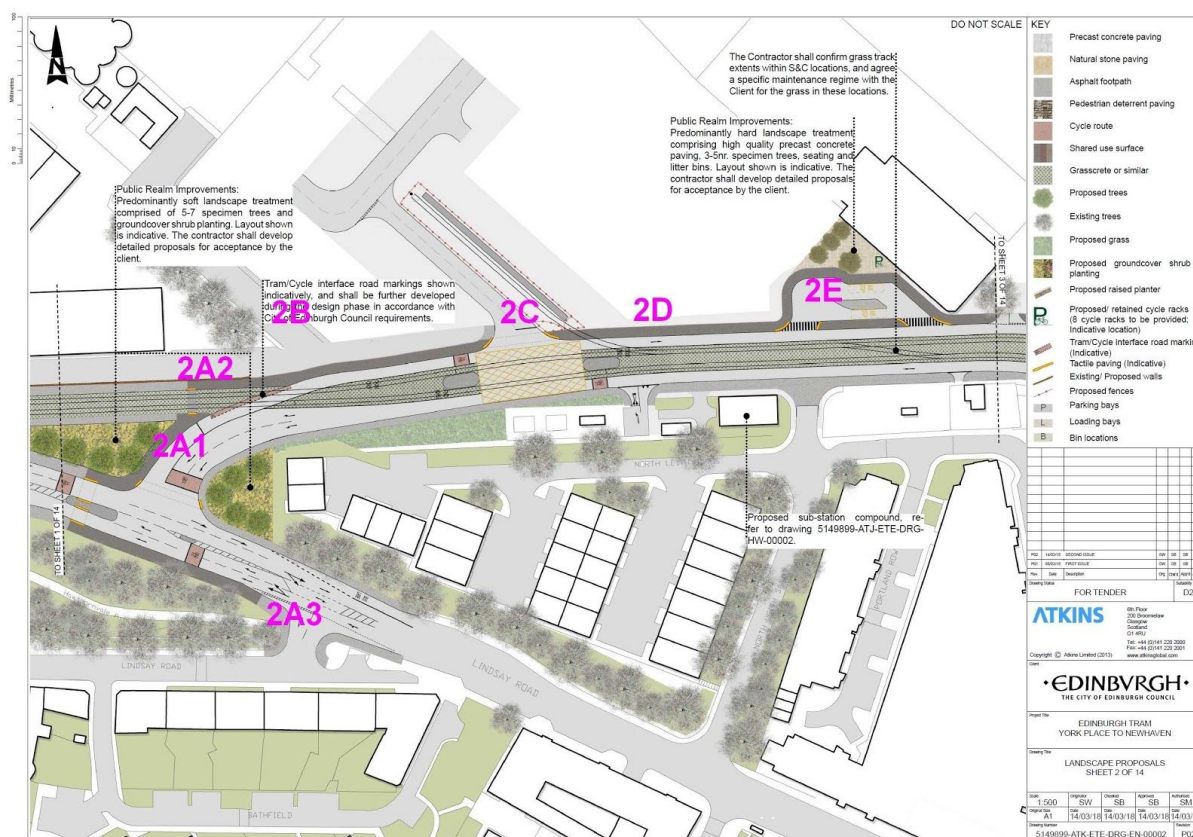
If the right turn is to be banned, then alternative cyclist facilities should be provided.

There is likely to be growing demand for cycle facilities from the new developments in Western Harbour. Appropriate facilities should be provided for them to access the cycle network to the South (linking up with the North Edinburgh Path Network) and to homes and businesses in the surrounding areas.

Cycle facilities to the East and West should also be considered with space being taken if necessary from the 3 traffic lanes that are being retained on Lindsay Road.

1B Sheet 1 Lindsay Road

It's good to see that cycle parking is to be provided at the tram stop, however, cyclists will need to be able to get to the parking via suitable facilities and will also be arriving with their bikes on the tram. Cycle parking should provide for a significant number of cyclists at this key terminus with suitable shelter and security features.

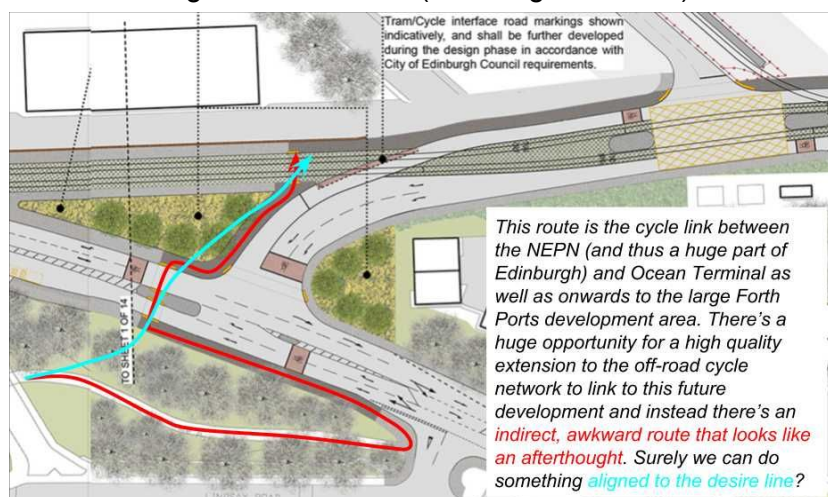


2A Sheet 2 Melrose Drive - Junction with Lindsay Road and Hawthornvale Path

Spokes is concerned that this new road will encourage increased traffic into the area. Is its introduction required for some essential reason?

This will area will become a key cycling thoroughfare between the North Edinburgh Path Network (NEPN) and future Forth Port developments (as well as access to other areas to the East). A cycle-friendly connection is therefore of critical importance.

Spokes preferred arrangement would be for a tunnel under Lindsay Road, connecting the cycleways on the North and South sides of the road and giving easy access to and from the North Edinburgh Path Network. (See diagram below)



Alternatively, a ramp that goes straight up to Lindsay Road would be preferable to the proposed awkward, indirect routing along the footways.

We have the following comments on the proposed arrangements:

2A1 The proposed connection incorporate paths, waiting areas and crossings are not sufficiently wide enough, including along the South side of Lindsay Road.

2A2 The proposed tram crossing should be unsignalised unless there are safety concerns.

2A3 The turn onto the Hawthornvale cycleway needs to be widened to a convenient angle for cyclists.

2B Sheet 2 Melrose Drive link to Sandpiper Drive

A cycle link needs to be provided to the continuation of Melrose Drive for cyclists heading to Asda and Western Harbour via Sandpiper Drive.

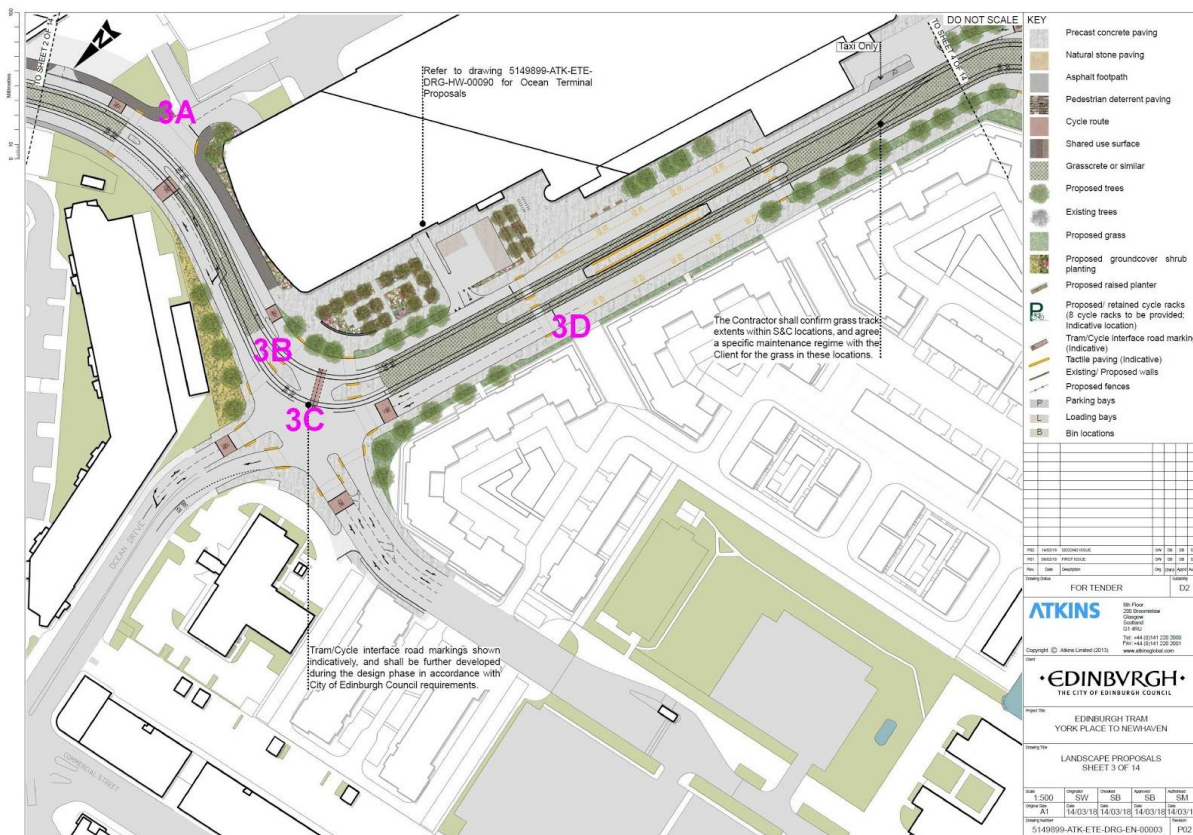
2C Sheet 2 - Melrose Drive - tram siding

Cyclists need to be able to be able to cross the tram tracks at a safe angle and with signalised controls as appropriate.

2D Shared use not appropriate - should be segregated as stated in the area-wide comments (See Area Wide Comments A1).

2E Sheet 2 Melrose Drive - Bus/Coach stop

The bus/coach stopping area needs to be re-designed to allow direct, safe transit by cycles. The stop is presumed to be infrequently used and therefore pedestrians and cyclists should have priority across the access points. If a floating bus-stop arrangement is required, then the cyclepath should have a more straightforward route than indicated and be clearly demarcated from the pedestrian areas. It should be made clear to road and cycle/footway users who has priority and the direction of approach of vehicles (eg if vehicles are turning right into the stop).



3A Melrose Drive junction with access road to rear (West) of Ocean Terminal

A safe crossing for cyclists needs to be provided with signals as appropriate.

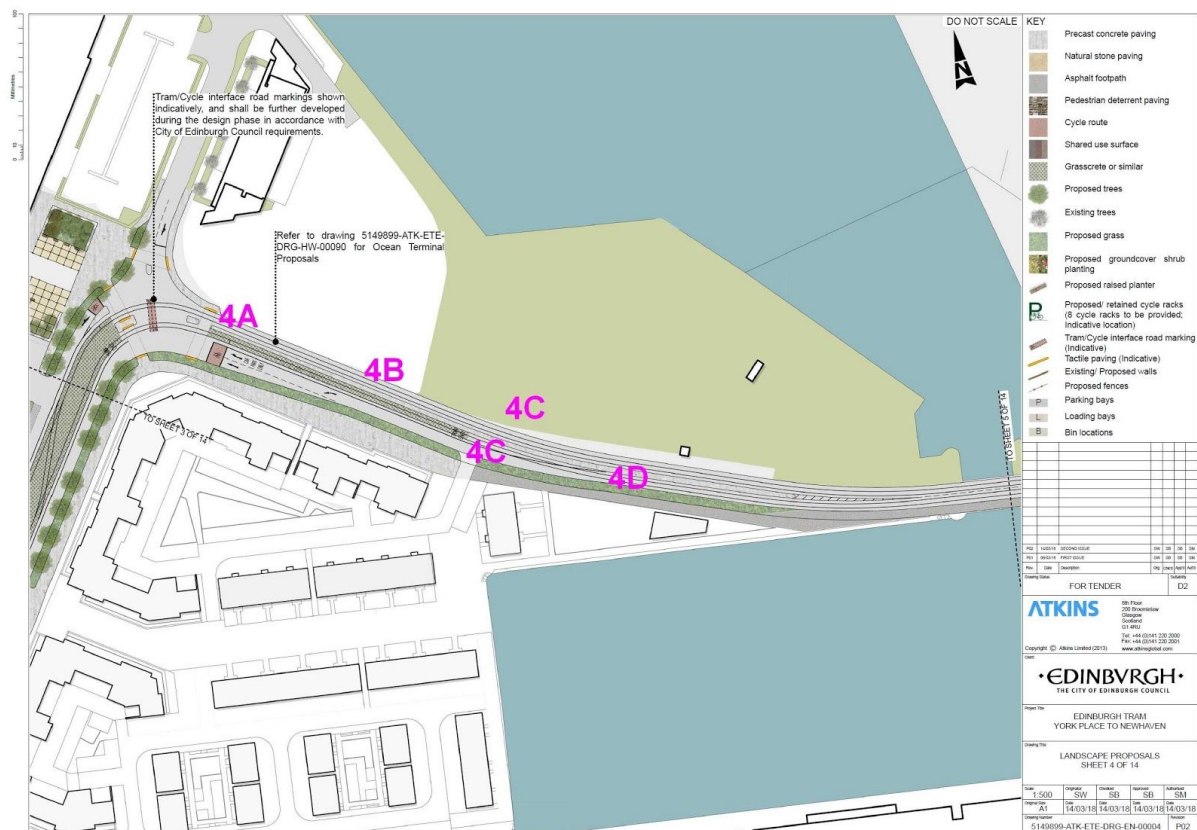
3B This crossing should be a Toucan with access for cyclists from Commercial Street.

3C New crossroad junction - Ocean Drive with Melrose Drive and Ocean Boulevard

The new crossroad junction should provide safe angles for cyclists to cross, with early release at the signals. Links need to be provided to cycleways coming from Melrose and Ocean Drives.

3D Ocean Drive main carriageway alongside Ocean Terminal

A new segregated bi-directional cycleway should be provided on the East side of the road, across from Ocean Terminal, whilst retaining access to the cycle parking.



4 Ocean Drive (North) to Rennie's Isle

As stated in Area Wide Comments A1, segregated cycling provision needs to be included in this section. This is critical to providing a coherent cycle link between the NEPN and the Forth Ports development area.

4A Ocean Drive (North) to Rennie's Isle - Median Strip

Why is a median strip required here? It will form a barrier to free movement of pedestrians and cyclists and potentially takes up space that could be used for cycling facilities.

4B Ocean Drive (North) to Rennie's Isle - Carriageway width

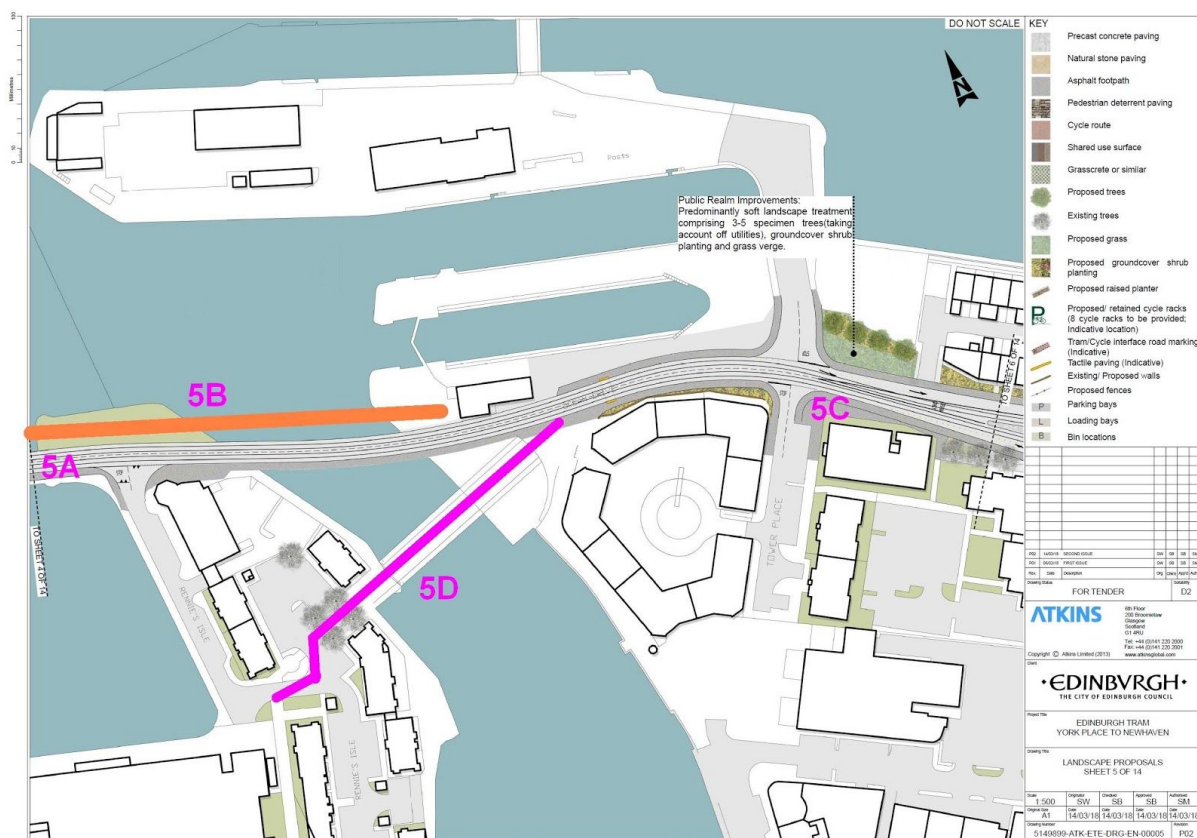
This section appears only sufficiently wide for the tramway, with little room between the rails and the kerb for people to cycle safely on the road. The traffic lanes should be widened to make sufficient room for cyclists - at least 1.5m.

4C Ocean Drive (North) to Rennie's Isle - New developments

Cycling access needs to be provided to/from the new developments to the North and South. These developments should bring a lot more active travellers to the area and developers should provide suitable facilities within their developments.

4D Ocean Drive (North) to Rennie's Isle - Shared use cycleway

A shared use cycleway is not appropriate at this location, given the expected number of active travellers that will be moving into and passing through the area. A 2-way cycleway on one side of the tramway may be sufficient if sufficient crossing points are provided.



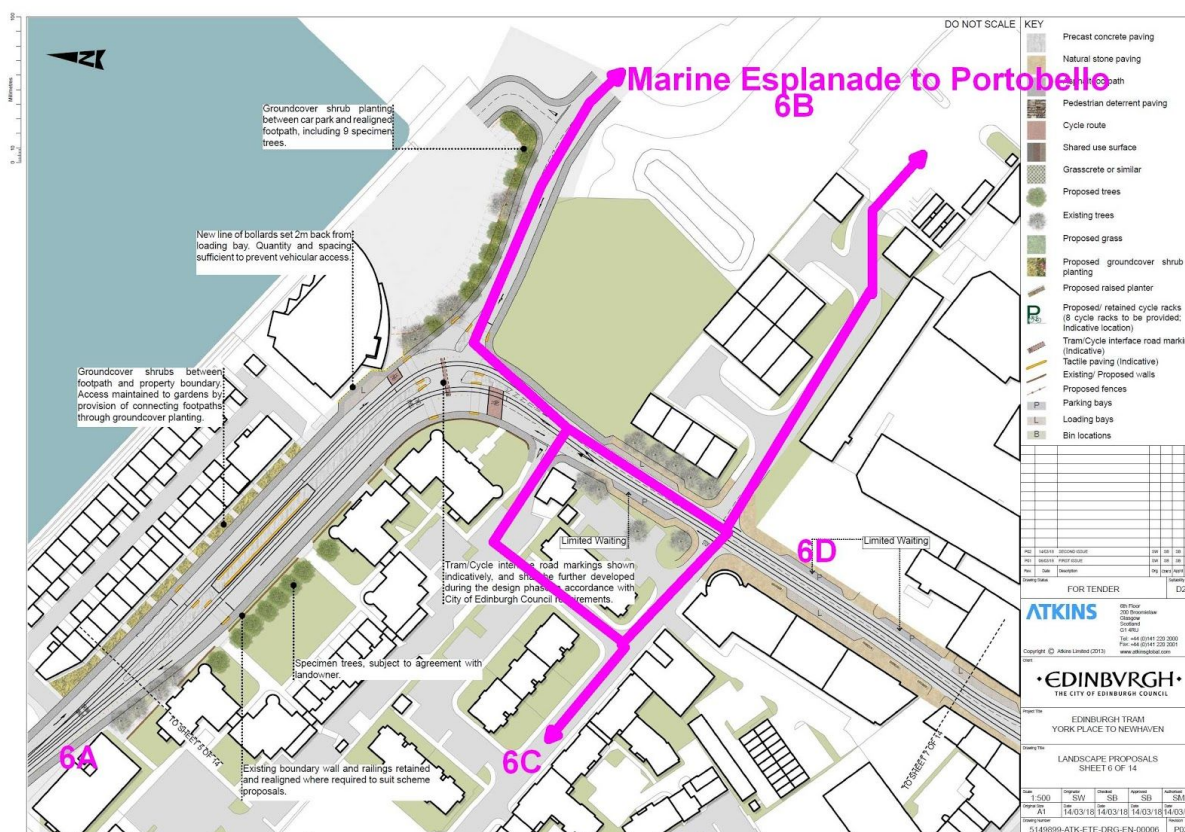
5 Ocean Drive (North) - Rennie's Isle to East of Tower Place

5A The tramway continues to take up much of the carriageway (as in 4) with little space for cyclists. As in 4, the carriageway should be widened or segregated/shared paths provided for cyclists.

5B Tower Place Bridge is particularly narrow and the addition of an iconic cycling bridge would make for a good solution for joining up segregated cycleways along the North side of Ocean Drive

5C The proposed junction at Tower Place, narrows considerably for Westbound users. Cyclists wishing to turn into Tower Place, should be given the option of joining the wide footway on the corner to make the left turn and continue through to The Shore.

5D Alternative/Additional Proposal - consideration should be given to providing a pedestrian and cycling crossing over the Victoria Swing Bridge to Rennie's Isle, providing a cycle and pedestrian link through Rennie's Isle to Victoria Quay, for access to the Scottish Government Offices and via the lane (that would require some resurfacing to form a suitable cycleway) along the back of Commercial Street and via a new crossing through to Ocean Terminal. (Victoria Quay is closed to through traffic, being the car parking for the Scottish Government Offices.) This would also form a useful link for cyclists south to "The Shore" as a destination, plus connections through to Warriston - Leith cycle path needs creating/improvement.

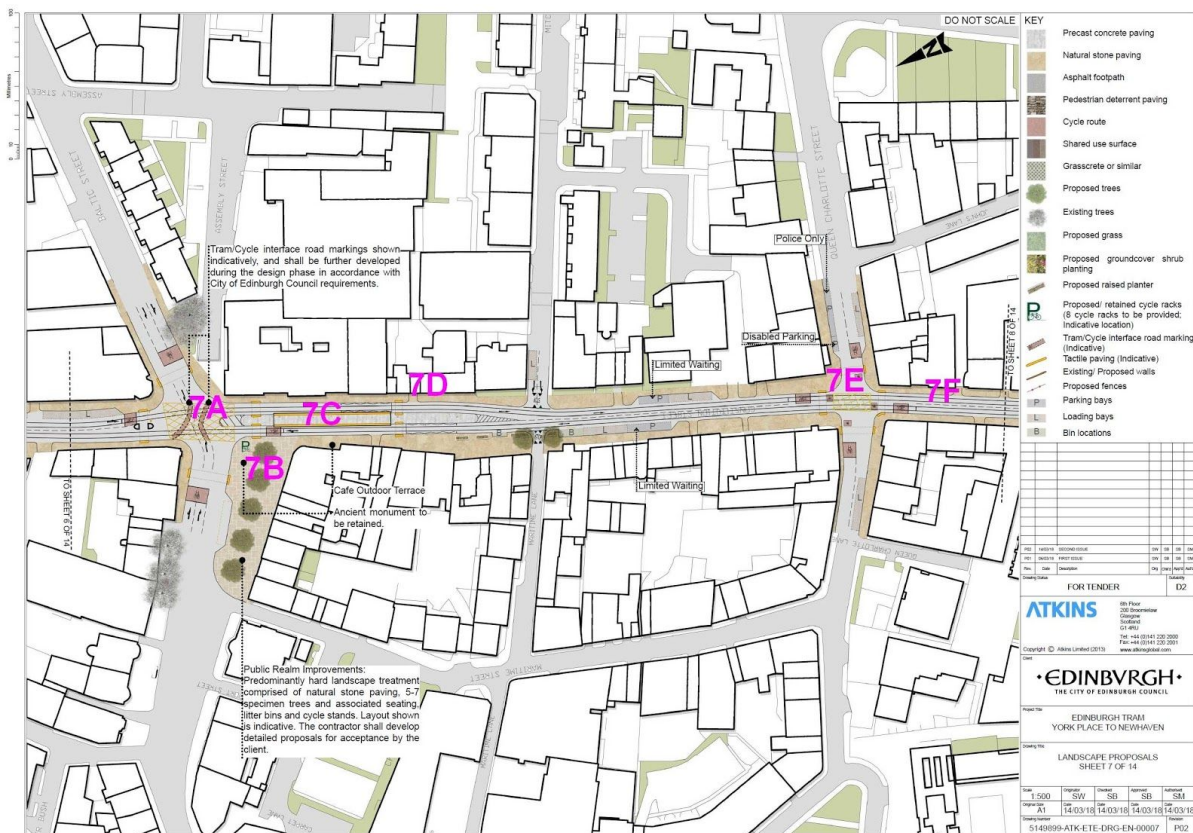


6 Ocean Drive to Constitution Street North

6A Westbound on Ocean Drive, two lanes (one with tramlines, one without) merge into one lane with tramlines. Will there be room for safe cycling (1.5m between kerb and rails)?

6B/6C Safe cycle provision needs to be provided for cyclists to head out of the "Inset A" road from the new development to the North East. The entire area to the East should eventually be redeveloped and provide a promenade cycleway link to Marine Esplanade and on to Portobello (6B). There should at least be room for cyclists to get to Tower Street Lane/Constitution Place and through to Tower Street to the West (6C) but ideally we would want to be able to get to Tower Street should it become a through route past the new developments north of Salamander Street.

6D Segregated cycling facilities needed along Ocean Way/ Constitution Street. Parallel alternatives should also be considered.



7 Constitution Street to Queen Charlotte Street

7A 2-stage right turns should be provided at Bernard St junction.

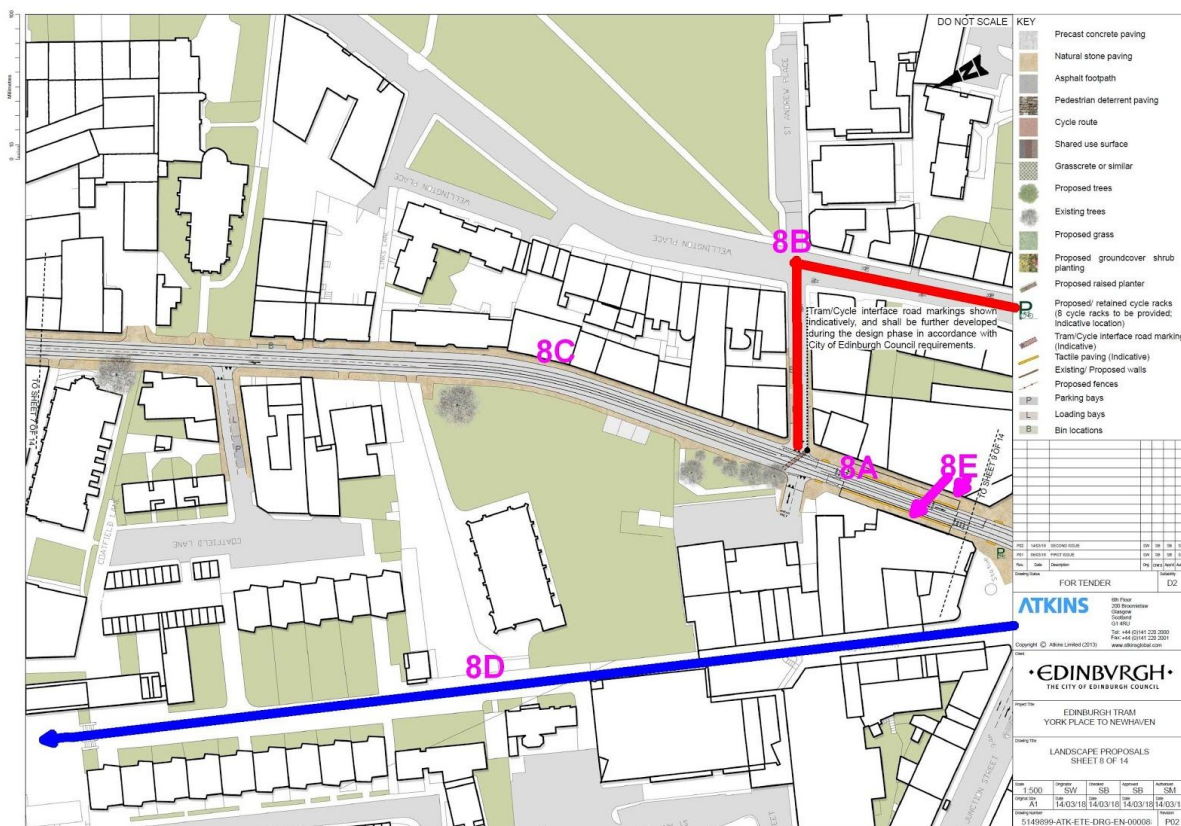
7B The extended public realm at Bernard St should allow for cycle access from Constitution Street through to Bernard Street.

7C Tram stop at junction would appear to block motor traffic heading from the Bernard Street/Baltic Street junction south into Constitution Street. Will the traffic lights have filters that will stop left or right turns when a tram is in the stop?

7D Segregated cycle facilities need to be provided and parallel alternatives considered. Space should be available as the existing roadway mostly supports at least 2 lanes of traffic in addition to parked vehicle.

7E The junction arrangement at Queen Charlotte Street needs redesigning to allow for safe cycling. The ASZs and the 2-stage bike boxes are dangerously situated in the middle of the tram tracks and the tracks appear to be only 1m from the kerb which is insufficient space for cyclists to ride safely.

7F There appears to be no median strip on Constitution Street. How will the tram wires be suspended and can the same approach be taken on Leith Walk?



8 Sheet 8 Constitution Street to Laurie Street

8A Spokes proposes that the tram-stop is moved to the foot of Leith Walk. This is a large open area that would provide free access for pedestrians and create a more appealing “place” than could be achieved in the constricted area at the start of Constitution Street. It would also make for a better tram/bus interchange and easier crossing for pedestrians. The space relinquished would allow space for segregated cycling on Constitution Street (where there is currently room for parked vehicles and 2 lanes of traffic) and avoid the need for the proposed alternative route via Academy and Laurie Street (8B in red).

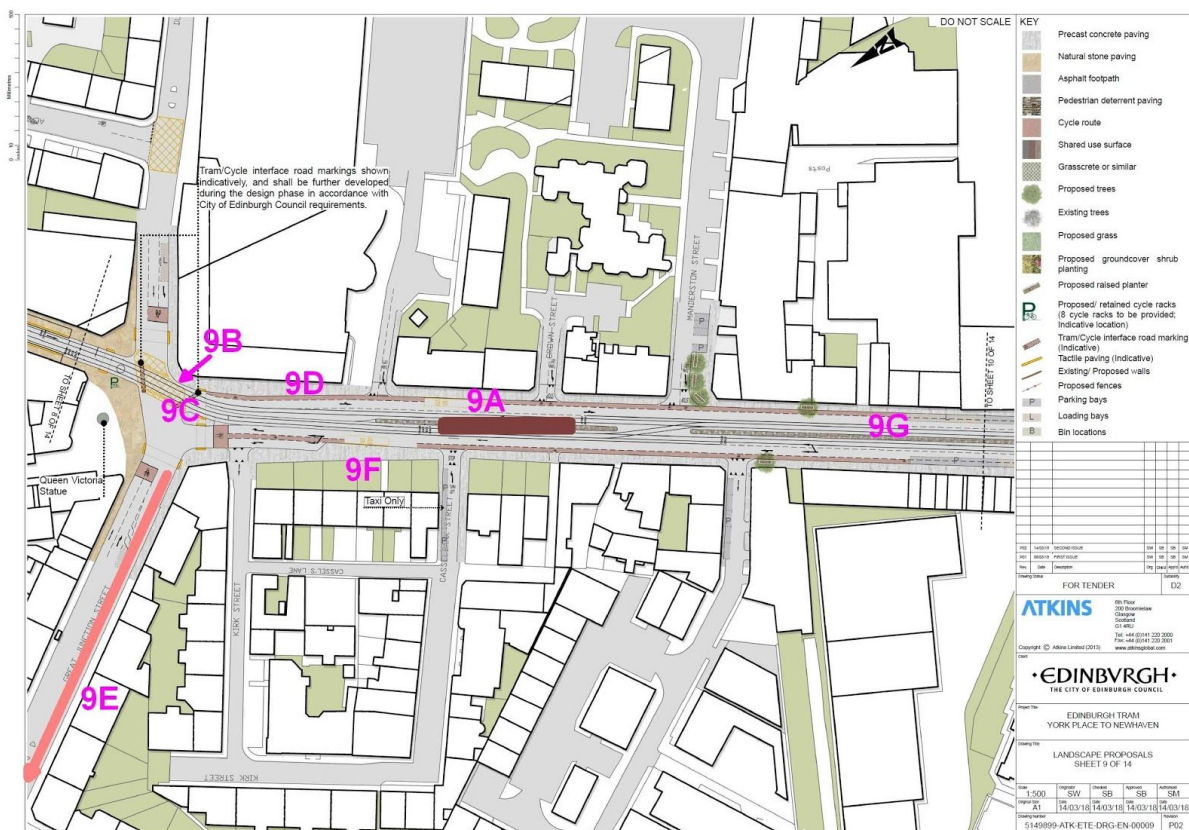
8B The alternative cycle route via Laurie Street and Academy Street is not suitable for all ages and abilities of cyclists. It is a detour, it adds more turnings, the surface is cobbled and there is a lot of parking in what would be the cycleway. Southbound cyclists would have an unsignalised crossing of busy Duke Street whilst Northbound ones will have to make the awkward crossing at Duke Street (see Sheet 9) and make 2 unnecessary crossing of the tram tracks..

8C Segregated cycling provision should be included along the length of Constitution Street.

8D Cycle access through NewKirkgate, a historic main through-route from the Foot of the Walk, should be carefully investigated, although we appreciate there are some difficulties to overcome.

8E Another though not highly recommended option would be to allow cycling behind the tram stop walkway, should it remain on Constitution Street. There appears to be sufficient space but examination of more detailed designs would be required.

8F Further cycle links to eg to The Shore and Ocean Terminal should also be explored, for example via Great Junction Street and Henderson Street (see 9E)



9 Sheet 9 Foot of the Walk to Jane St

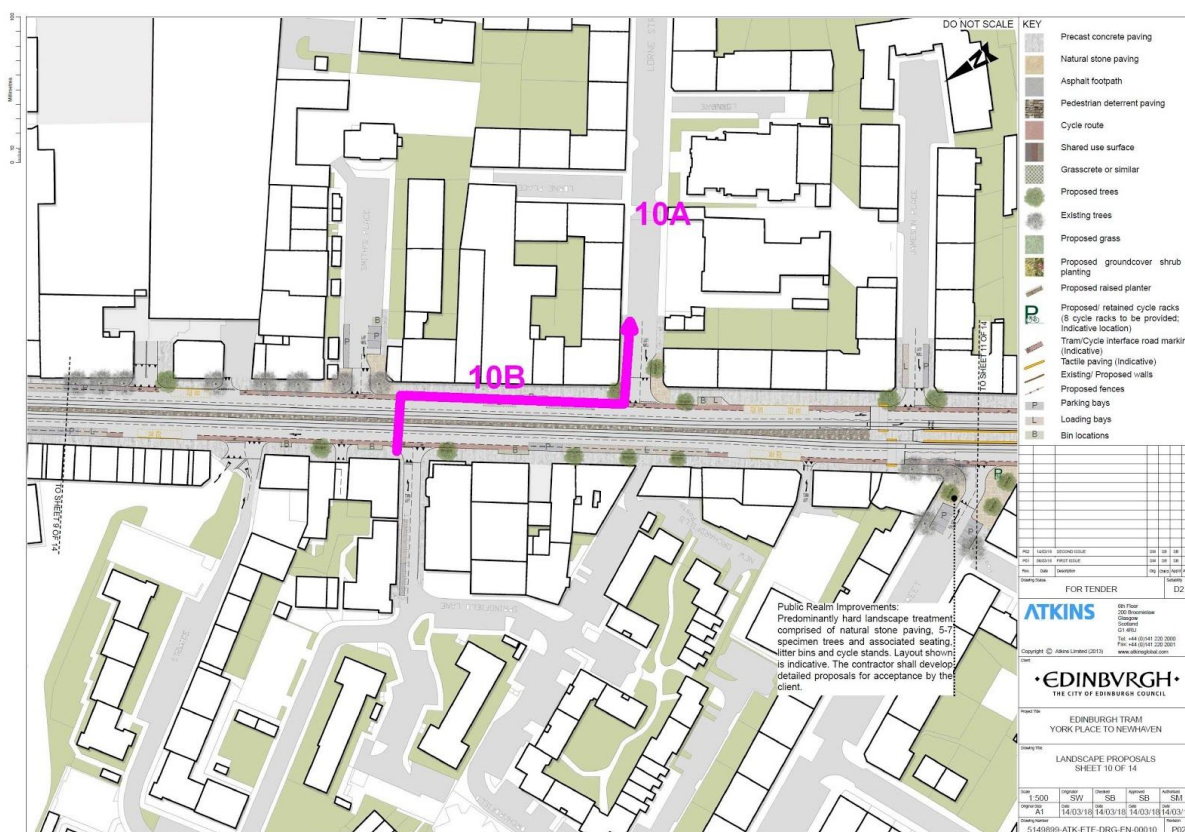
9A Spokes proposes (see 8A) that the tram stop is moved from Constitution Street to the Foot of the Walk (indicative location shown) and cycling infrastructure be provided on Constitution Street.

9B Tram tracks too close to kerb - no room for cyclists turning left from Duke Street.

9C Safe cycle crossings need to be provided at the junction of Leith Walk with Great Junction and Duke Streets. 2-stage crossings should be considered for some turns. There is an awkward angle for cyclists turning right from Leith Walk across the tracks into Duke Street - especially if the tracks are slewed enough to allow room for cyclists turning left from Duke Street into Leith Walk.

9D Dual one-way segregated cycleways should be provided for the length of Leith Walk. Parking/loading in on-road cycle lanes on Leith Walk render them unusable for cyclists of all ages and abilities and will force cyclists too close to the tram lines. **This layout is building in very severe danger - the Council is fully aware that many tramline cycle crashes occur when a cyclist wishing to travel parallel to the lines is forced into them by traffic pressures, such as vehicles moving out from the kerb.** The proposals are a significant reduction in the quality of the existing cycling facilities and public realm. Space could be provided by retaining the existing 2 traffic lanes and not increasing to 4 lanes as proposed. Additional space could be taken from the gardens on the West side (9F) that are used for storing bins - this may also free up space for the relocated tram-stop. Further space would also come from removing the median strip (9G). (See Area-wide comments A2 Leith Walk)

9E Consideration should be given to implementing some segregated cycleways on Great Junction Street, at least as far and connecting to Henderson Street, for access through to The Shore and other destinations to the North.



10 Sheet 10 Leith Walk to Balfour Street and tram-stop

No specific comments. Area-wide comments A2 Leith Walk apply, some examples being:

10A Lorne Street could be truncated/ made non-permeable to through motor traffic.

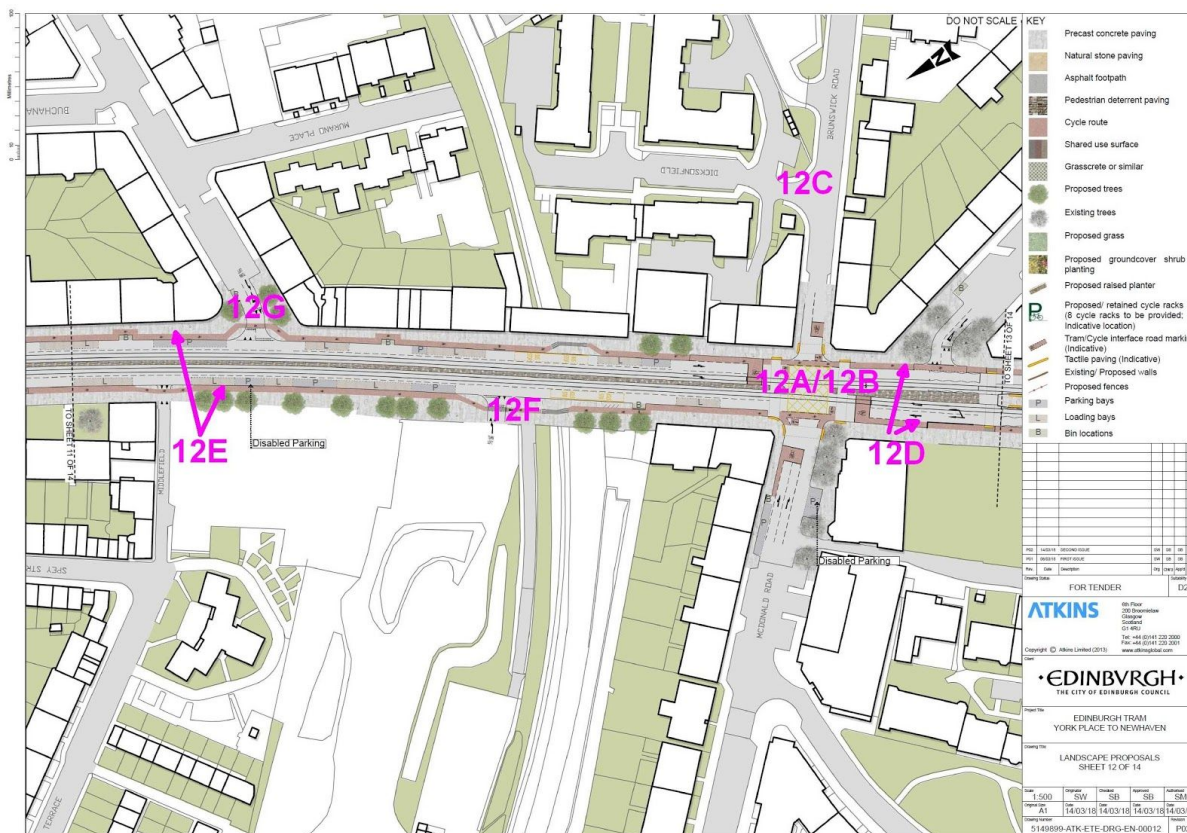
10B The area should be permeable to people on bikes, with connections between streets on the West and East sides of the Walk (eg Steads Place to Lorne Street), incorporating safe crossings of the tram tracks. The current proposals would make it impossible to cycle from the city centre via Leith Walk to any of the east-side streets north of Brunswick Road.

Area-wide comments apply (See Area Wide Comments A2 Leith Walk)

11B Drivers tend to cut the corner when turning left into Pilrig Street, endangering cyclists making the same manoeuvre. Cyclists turning left into Pilrig Street need protection (eg a kerb) from vehicles cutting the corner. Consideration needs to be given to reducing this danger by adjusting corner radii, physical protection or other methods as appropriate.

11C 2-stage right turns are needed to allow cyclists to turn right across the tracks safely. This should include the ability for cyclists to turn into Iona Street from Leith Walk (South) without needing to use shared space. (This should negate the need for the problematic shared space in 11A.)

11D Shared space on the Leith Walk pavements either side of Iona Street will cause conflict. All that is needed is a cycle entrance into Iona Street and the rest left as footway (like the "existing" arrangement, but without the car exit).



12 Sheet 12 Leith Walk to Brunswick Street

12A 2-stage turn cycle waiting areas need enlarging, repositioning into or closer to the cycle lanes on Leith Walk and surface signage is needed to lead cyclists into them, particularly those on Leith Walk. The left turn cycle lanes should be kerb-protected rather than just surface-coloured.

12B Advanced release timings should be extended (5 seconds rather than 3?)

12C Brunswick Road forms part of cycling Quiet Route 20. Measures need to be taken to protect this as a quiet route and to avoid the risk of rat running by traffic from the East as this is the only right turn onto Leith Walk from that direction if the London Road right turn is banned as proposed (see 14F).

12D The new cycleways to the South should be at-grade and kerb-separated from the footways and 500mm from the carriageways.

12E Tactile separation of pavement cycleway is not adequate and should be replaced with height and kerb separation from footway and min 500mm safety strip from road.

12F The design of the floating bus stop shelter and its display panels is not optimal. People queue across the cycleway and display panels obscure the view of approaching cyclists from pedestrians (and vice versa).

12G At Albert Street, the cycle crossing is not set far enough back for large vehicles turning into Albert Street to stop without blocking Leith Walk. Consider setting the crossing further in or providing for vehicles to stop on Leith Walk. Cyclists seem nervous to use the crossing as it stands and sight lines, surface indications/driver warnings should be investigated to ensure that cyclists have and are given priority.

kerb-separated as we propose for the length of Leith Walk.

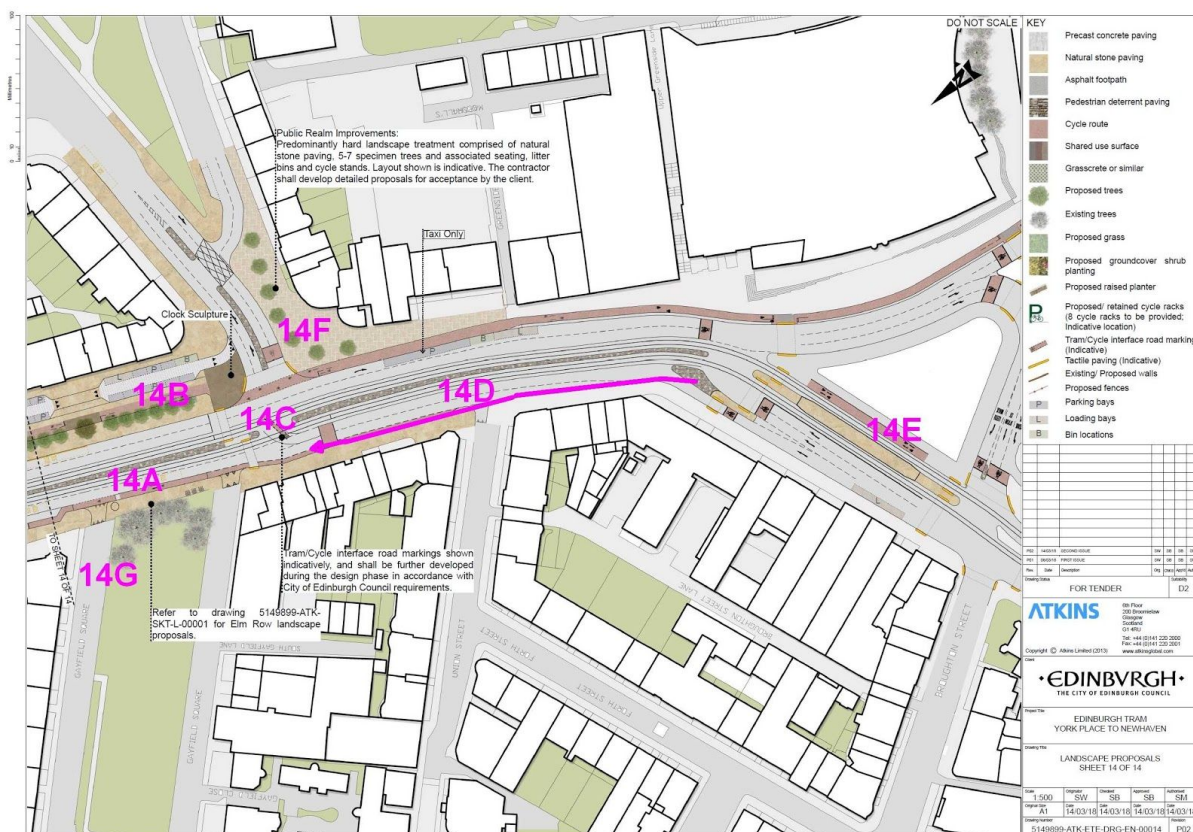
13B The Annandale Street junction design seems to continue the Leith Walk Programme proposals and it appears that the cycleways on Leith Walk are on the pavement and that cyclists will need to cycle on the pavement in order to make 2-stage turns at the junction. The cycleways should be instead be treated as being part of the road, though kerb-separated, and cyclists should have separate space for crossing without needing to use shared pavement, similar to the junction arrangement at McDonald Road.

13C There is a convoluted, seemingly conflicting and unprotected route proposed for cyclists crossing from Montgomery Street to Annandale Street/Leith Walk. This needs to be redesigned to solve these problems.

13D Cycle crossings should generally be on the inside of the junction and pedestrians to the outside, the opposite of what is shown.

13F Spokes believes that the 2-way segregated cycleway from Leith Street/Picardy Place should become 1-way segregated cycleways as early as possible - probably at the London Road junction. Spokes does support the continuation of the 2-way cycleway from Leith Street/Picardy Place as far as Montgomery Street, but this must be in addition to a northbound segregated on-road cycleway from London Road. We are not supportive of the place-making proposals and feel that a more appropriate design should be sought that retains the cycleway (See comments on Sheet14.)

13G The cycleway makes difficult 90-degree turns around this bin. We assume that this won't be the case in practice, particularly given our proposal for redesigned kerb-separated cycleways..



14 to Picardy Place

14A The northbound cycleway from the London Road junction should be kerb-separated.

14B The Landscaping/cycleway proposals for Elm Row are not supported by Spokes. Further more detailed discussion is required pending decisions about the London Road junction and the link to a Northbound cycleway. However, we agree that a bidirectional cycleway should to Montgomery Street should be retained

14C There should be parallel cycle and pedestrian crossings across Leith Walk at London Road/Antigua Street. Pedestrians and cyclists should not be required to share the pavement at Elm Row in order to cross.

14D A segregated cycleway is needed to connect from the island at the North-East corner of Picardy Place northbound to Leith Walk/London Road junction.

14E Picardy Place is shown as “Edinburgh St.James Project” on the TRO drawing however Spokes understands that the design of the tram platform is part of this project. We propose that the Trams to Newhaven project changes the platform design to parallel platforms, such that passengers can board/disembark from trams coming from Leith directly onto the central island. This will be:

- more convenient for passengers
- would ease congestion at the northbound platform crossings
- give opportunities to re-align the track (Keeping the tracks adjacent not only adds to cycle safety but reduces wear on the tracks through the additional curves needed.)
- give opportunities to improve safety at the Broughton Street junction crossings
- give future flexibility to be served additionally by buses as the bus-tram network evolves.
- 14F The TRO drawings show that the right turn out of London Road will be

banned. Spokes is concerned that this will lead to rat-running in particular on Brunswick Road, the next northward place where people can join Leith Walk. Brunswick Road is the only place where motorists will be able to turn right towards the Foot of the Walk. Brunswick Road forms a popular part of cycle Quiet Route 14 and we are against any increased traffic pressure on this road.

Also London Road needs segregated cycleways. Provision should be made when reconfiguring this junction for connection to future segregated cycleways with lead-in/lead out lanes.

14G The median strip will prevent traffic from turning right out of Gayfield Square. We are concerned that this will lead to traffic problems in the area.

Martin McDonnell
Spokes Planning Group
mcdbristol116@gmail.com

Link to consultation website page...
<https://consultationhub.edinburgh.gov.uk/sfc/tramstonewhaven/>
Further project information ...
<http://www.edinburgh.gov.uk/tramstonewhaven/>