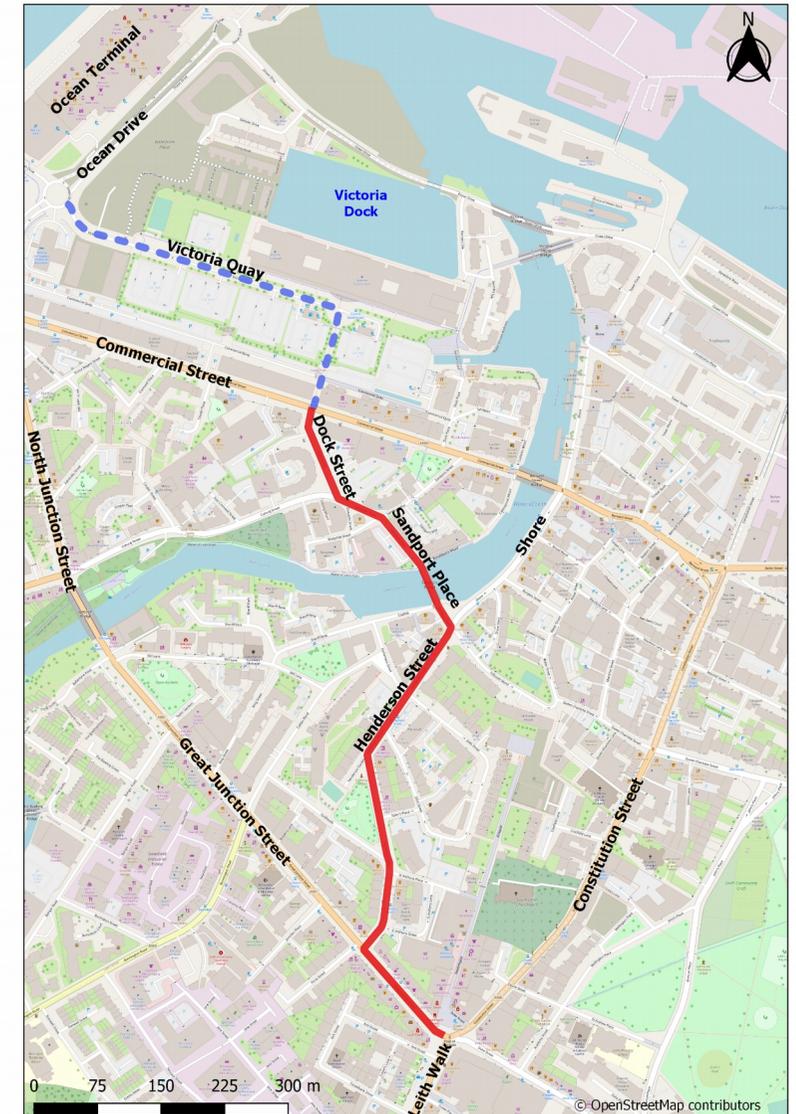




Part 1: Foot of the Walk to Ocean Terminal walking and cycling route improvements

Spokes response to online survey 5.3.21

Concept designs have been produced for the cycle link from the Foot of the Walk to Ocean Terminal, which will complement the adjacent Trams to Newhaven project. It will help promote active travel and support sustainable transport choices for those living and travelling through this area, enabling people to walk and cycle for everyday journeys.



Q1 To what extent do you support the aim of improving conditions for people walking Leith?

Strongly support

Could you briefly explain your view?

Q2 To what extent do you support the aim of improving conditions for people cycling in Leith?

Strongly support

Could you briefly explain your view?

Q2 Leith is very poorly served in terms of support for cycling and yet there is great demand for cycling for commuting to work, shopping and leisure. The FotW to OT Appraisal document produced by Aecom for the Stakeholder Workshop on the 18th September 2019 and associated work shows the Key Active Travel movements and suggested additional routes. The area is heavily trafficked and many of the road surfaces are unsuitable for cycling. The existing 2 routes (Water of Leith 75 and Quiet Route 10) are heavily used and with the increased usage during the Covid pandemic it has become difficult to socially distance. The tram extension along Constitution Street has introduced an additional barrier to cycling. We hope that the Leith Connections/the Low Traffic Neighbourhood will hope to resolve these issues.

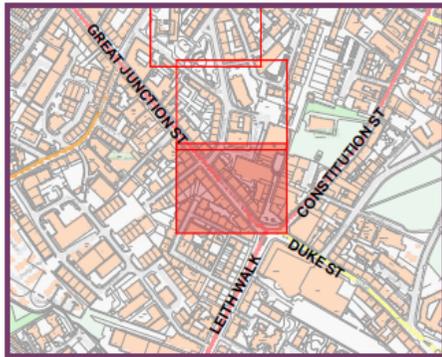
Q3 To what extent do you support/ oppose the proposal for a cycle track that is separated from pedestrian and motor traffic along the proposed route from Foot of the Walk to Ocean Terminal?

Strongly support

Could you briefly explain your view?

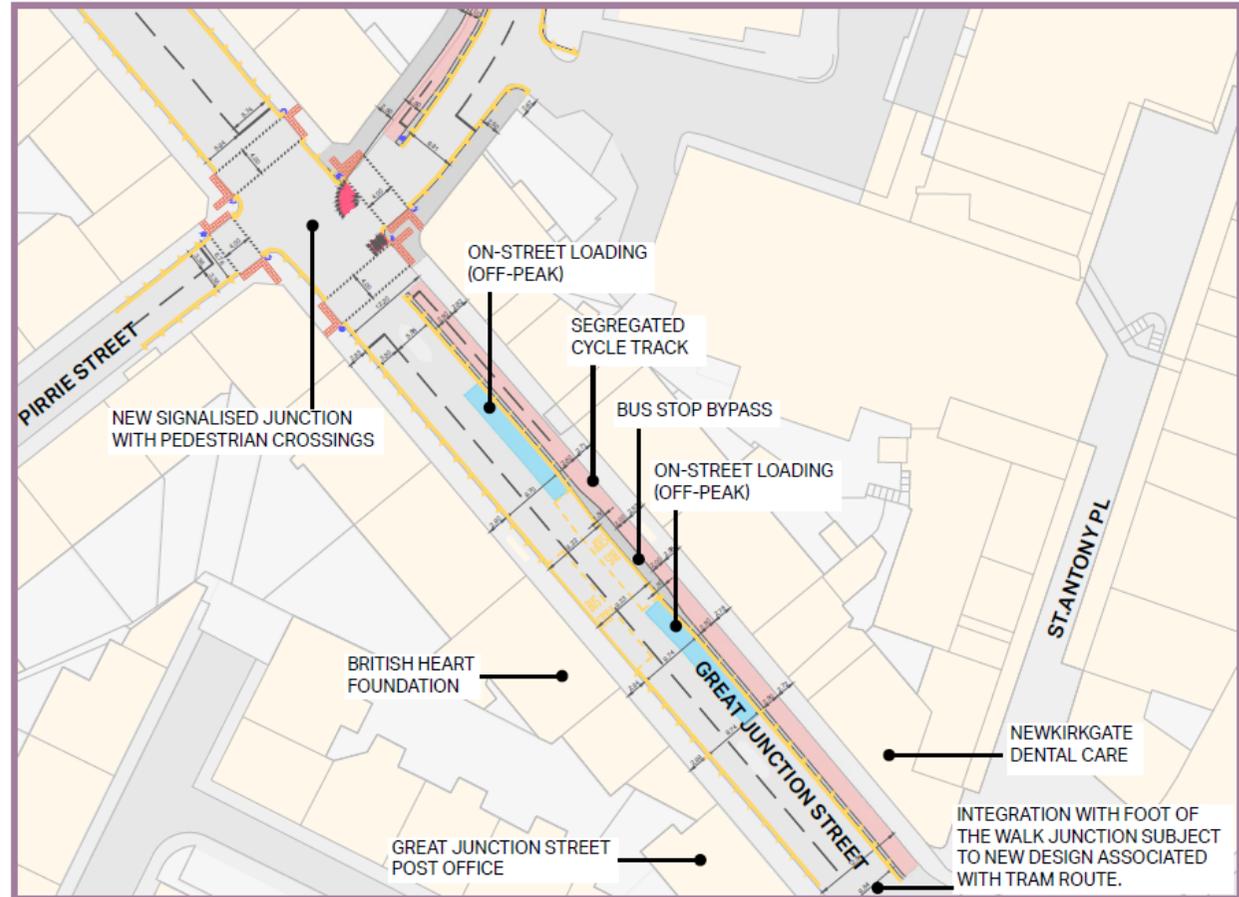
Q3 Segregated cycle ways are being implemented in Leith Walk as part of the Trams to Newhaven programme. This is a key route bringing large numbers of cyclists between Leith and the City Centre. There are major destinations, including the Kirkgate, The Shore, Victoria Quay, Ocean Terminal and general East/West cycling along the coast - all of which need to be linked up to the South of the City. This route should serve all of these destinations. There are difficult junctions along the route, as well as traffic and obstruction and risk from parked vehicle parking, so a safe, segregated cycle route is essential to cater for cycling for all ages and abilities. Segregation is also required for consistency with the Leith Walk route.

1. CONCEPT DESIGN - GREAT JUNCTION STREET



KEY

-  NEW KERB LINE
-  CONTROLLED CROSSING TACTILE PAVING
-  UNCONTROLLED CROSSING TACTILE PAVING
-  CORDUROY TACTILE PAVING
-  TRAFFIC SIGNAL POLE
-  NEW ROAD MARKINGS (WHITE)
-  NEW ROAD MARKINGS (YELLOW)
-  CYCLEWAY
-  FOOTWAY / SEGREGATION ISLAND
-  INDICATIVE LOADING AREA



Great Junction Street

GQ1 GQ1: Overall, to what extent do you support the proposed changes on Great Junction Street?

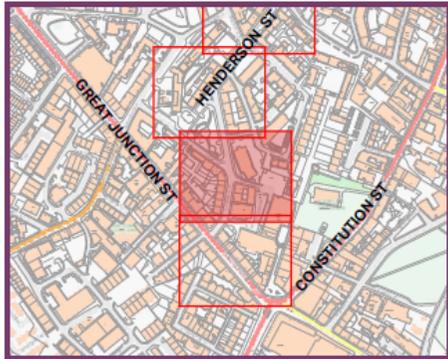
Strongly support

Could you briefly explain your view?

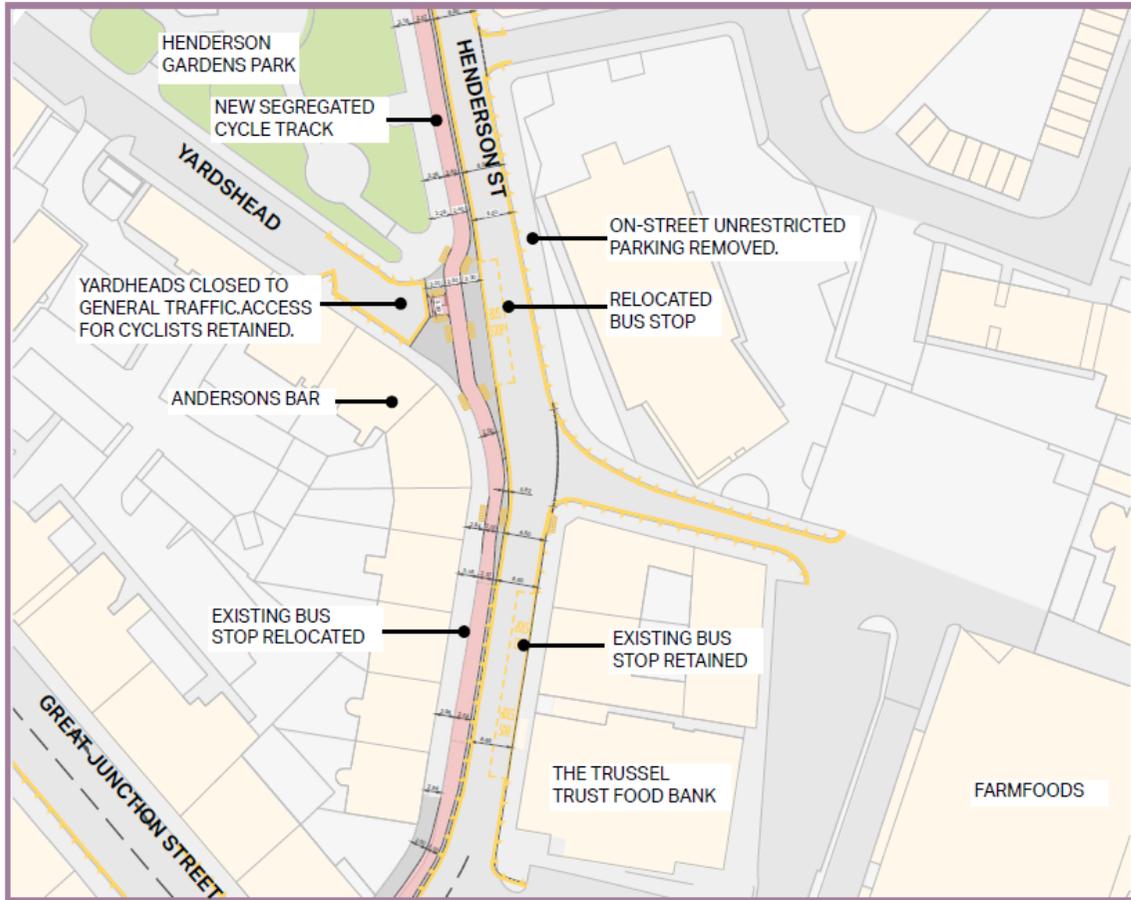
GQ1 The area is very busy with motor traffic and loading and unloading with no safe space for cycling and little room for pedestrians.

GQ2	GQ2: To what extent do you support the de-cluttering footways on Great Junction Street?
	Strongly support
	Could you briefly explain your view?
GQ3	GQ3: To what extent do you support the resurfacing of footways on Great Junction Street?
	Strongly support
	Could you briefly explain your view?
GQ4	GQ4: To what extent do you support/ oppose the proposal for a cycle track that is separated from pedestrian and motor traffic along Great Junction Street?
	Strongly support
	Could you briefly explain your view?
	GQ4 A safe connection is essential from the Foot of the Walk to Henderson Street. It is not clear from the proposal how cycle provision will continue across the junction to Henderson St nor how cyclists will be able to continue westwards along Gt Junction St or join the cycleway from the West. These manoeuvres need to be accommodated in a safe and intuitive manner. The cycleway needs to be of sufficient width to accommodate cargo and adapted bikes and to allow cyclists to pass one another.

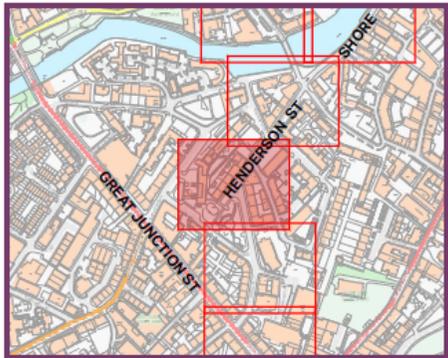
2. CONCEPT DESIGN - HENDERSON STREET



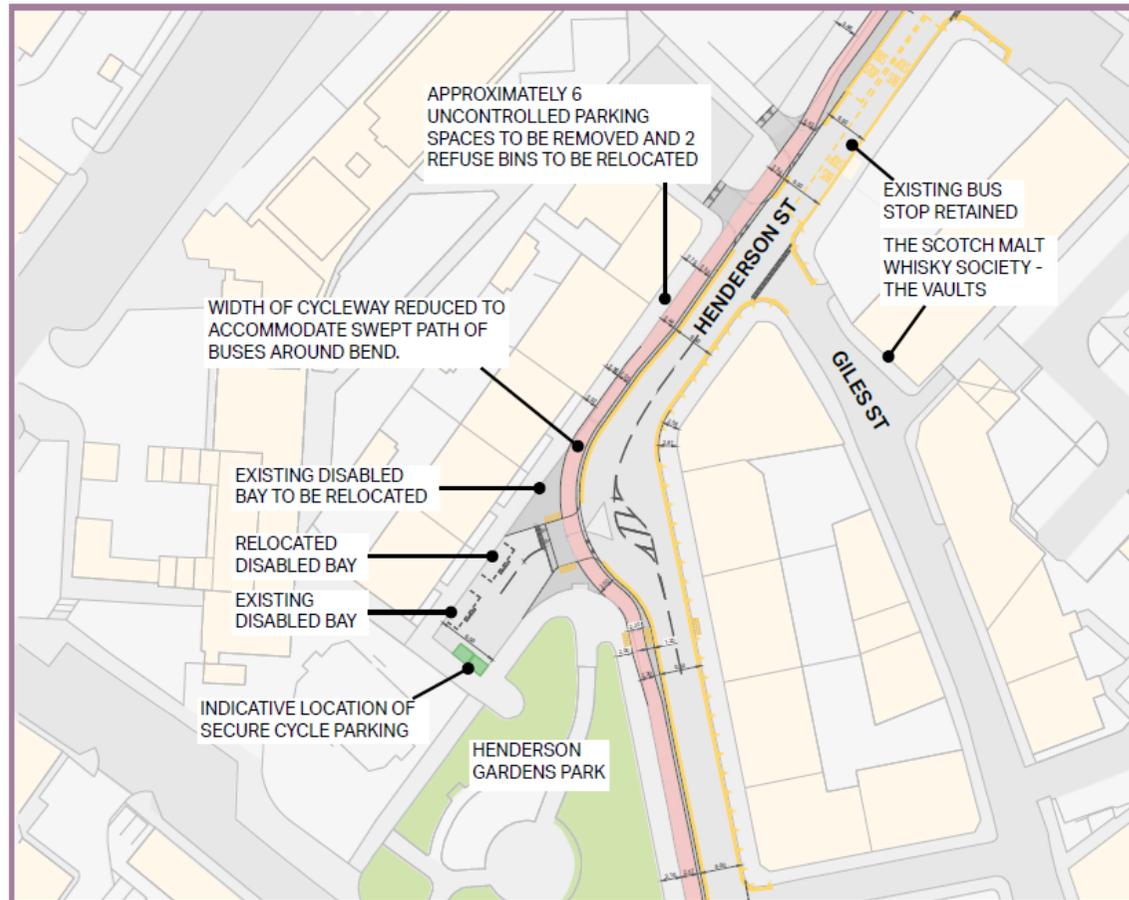
- KEY**
- NEW KERB LINE
 - ▤ CONTROLLED CROSSING TACTILE PAVING
 - ▥ UNCONTROLLED CROSSING TACTILE PAVING
 - ▧ CORDUROY TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▭ CYCLEWAY
 - ▭ FOOTWAY / SEGREGATION ISLAND



3. CONCEPT DESIGN - HENDERSON GARDENS



- KEY**
- NEW KERB LINE
 - ▤ CONTROLLED CROSSING TACTILE PAVING
 - ▤ UNCONTROLLED CROSSING TACTILE PAVING
 - ▤ CORDUROY TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▭ CYCLEWAY
 - ▭ FOOTWAY / SEGREGATION ISLAND

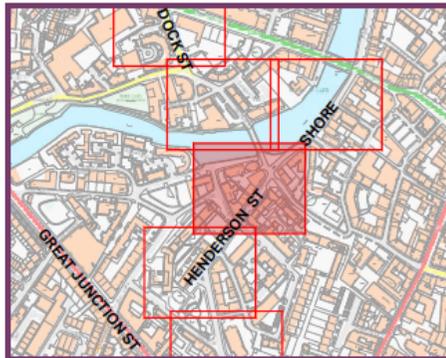


HQ1	To what extent do you support/ oppose the proposal for a cycle track that is separated from pedestrian and motor traffic along Henderson Street?
	Strongly support
	<p>Could you briefly explain your view?</p> <p>HQ1 Safe, consistent and intuitive cycle facilities are needed to accommodate all ages and abilities of cyclists and types of cycle/wheeling.</p>

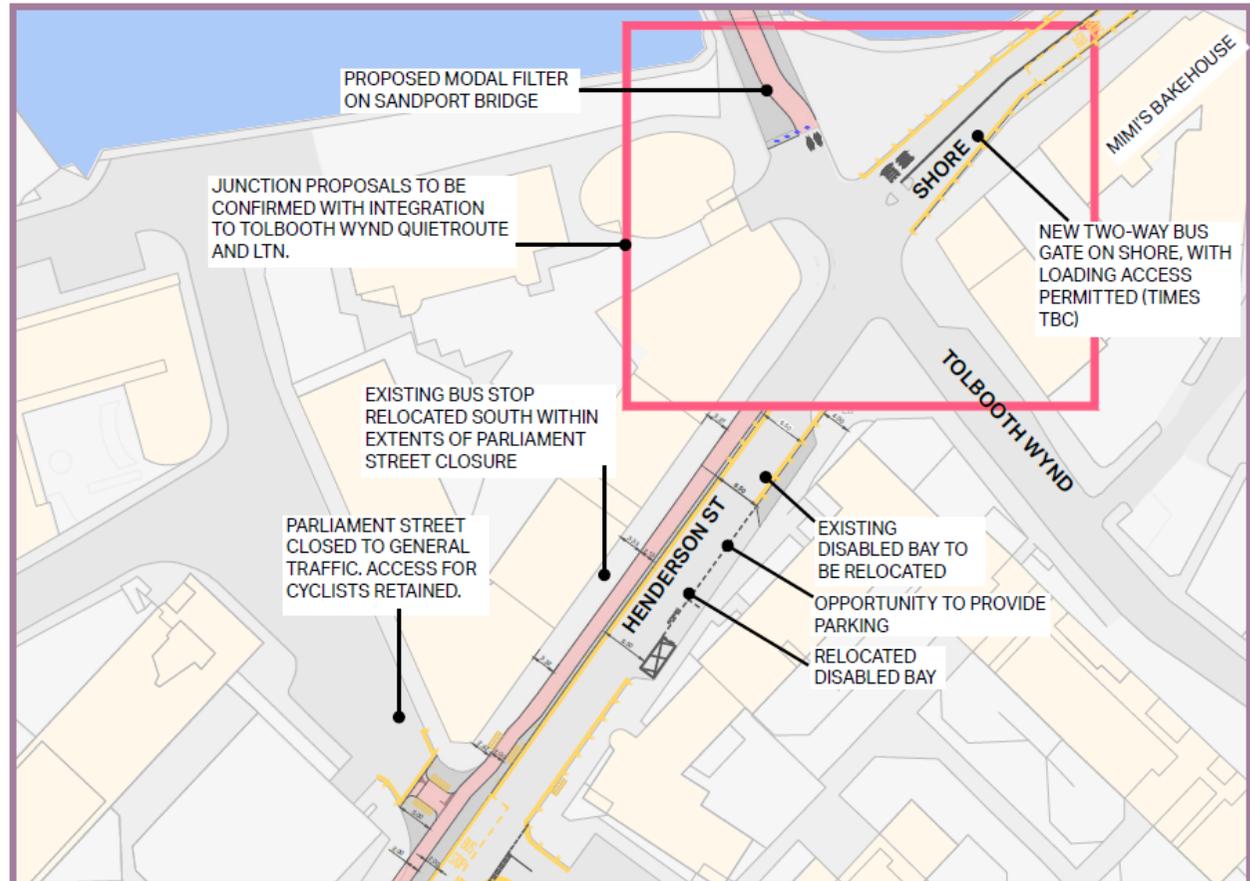
	<p>A suitable smooth surface needs to be provided without a steep camber rather than the existing cobbles. Safe access needs to be provided to and from the roads to the right of the cycleway, some of which will hopefully be improved as part of the LTN. Some concerns about the width restrictions. Would prefer unidirectional cycleways on each side of the road. Good to see priority over the roads to the left of the route, however the double yellow lines should continue across the junctions where the foot/cycleway is continuous to emphasise that the carriageway does not continue. Detailed design needs consideration.</p>
HQ2	<p>The proposals include new crossing improvements across Henderson Street. Do you have any preferred crossing locations or areas for improvement on the street?</p>
HQ3	<p>To what extent do you support/ oppose the removal of unrestricted parking on Henderson Street and Yardheads to provide more space for people walking, cycling and wheeling? Strongly support Could you briefly explain your view? HQ3 Car use needs to be discouraged as far as possible for unnecessary journeys and priority given to active travel in order to tackle health and climate problems.</p>
HQ4	<p>HQ4: To what extent do you support/ oppose restricting access by motor vehicle to Yardheads and Parliament Street via Henderson Street to provide more space and improve safety for people walking, cycling and wheeling? Strongly support Could you briefly explain your view? HQ4 These proposals are consistent with the proposal for a Low Traffic Neighbourhood and will make Henderson Street safer and more attractive for active travellers and people including tourists using the street to access local services. Yes - further secure parking should be provided towards the Shore.</p>
HQ5	<p>Secure bicycle parking is proposed on Henderson Gardens. Would you support further secure bicycle parking on Henderson Street? If so, what location? Strongly support</p>

Shore/ Sandport Place

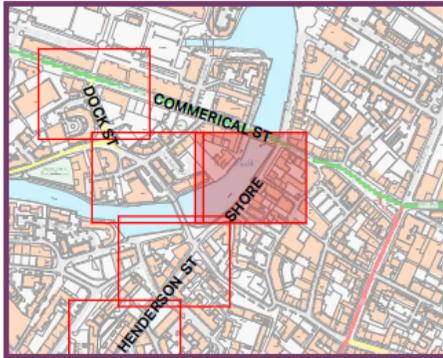
4. CONCEPT DESIGN - HENDERSON ST AND THE SHORE



- KEY**
- NEW KERB LINE
 - ▤ CONTROLLED CROSSING TACTILE PAVING
 - ▥ UNCONTROLLED CROSSING TACTILE PAVING
 - ▧ CORDUROY TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▭ CYCLEWAY
 - ▭ FOOTWAY / SEGREGATION ISLAND

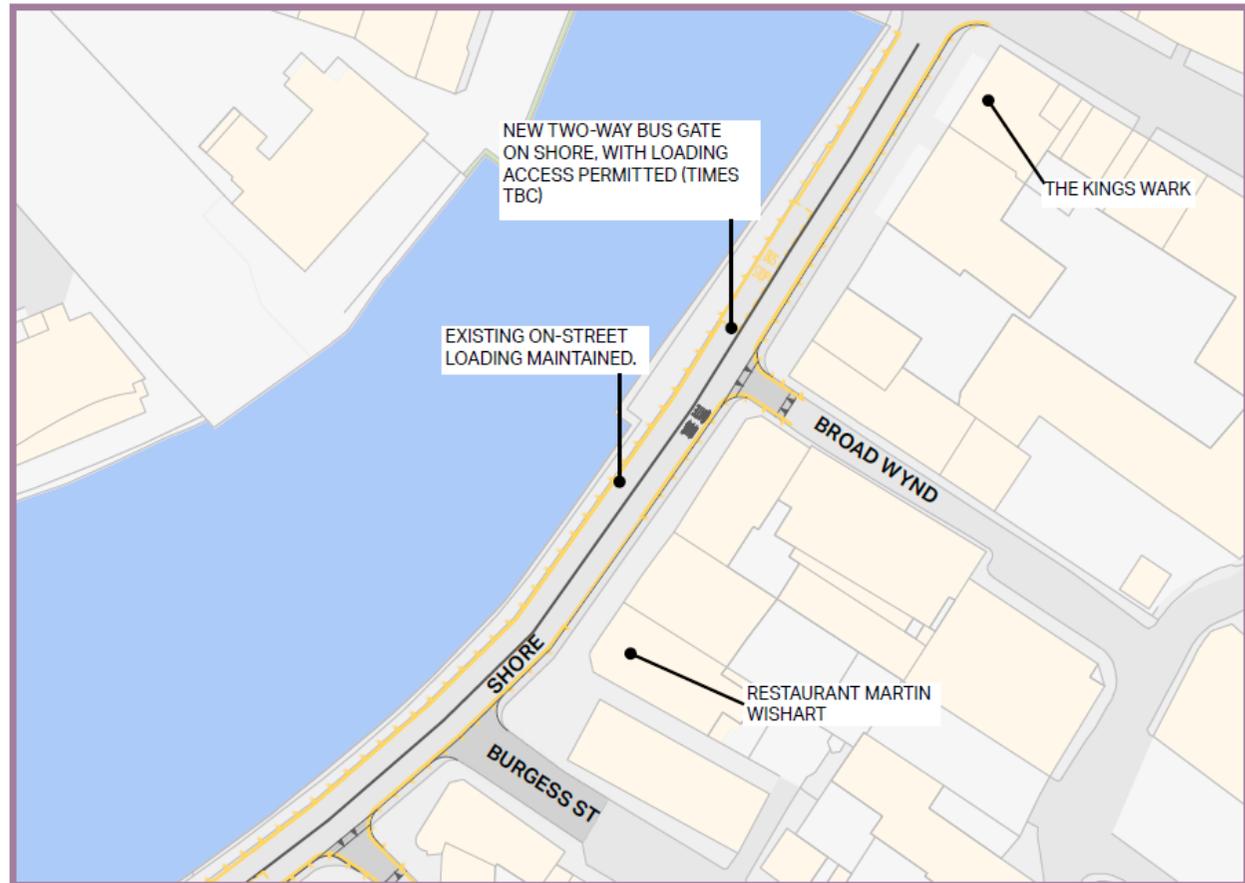


5. CONCEPT DESIGN - THE SHORE

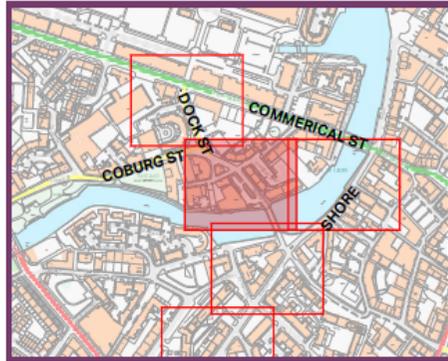


KEY

-  NEW KERB LINE
-  CONTROLLED CROSSING TACTILE PAVING
-  UNCONTROLLED CROSSING TACTILE PAVING
-  CORDUROY TACTILE PAVING
-  TRAFFIC SIGNAL POLE
-  NEW ROAD MARKINGS (WHITE)
-  NEW ROAD MARKINGS (YELLOW)
-  CYCLEWAY
-  FOOTWAY / SEGREGATION ISLAND

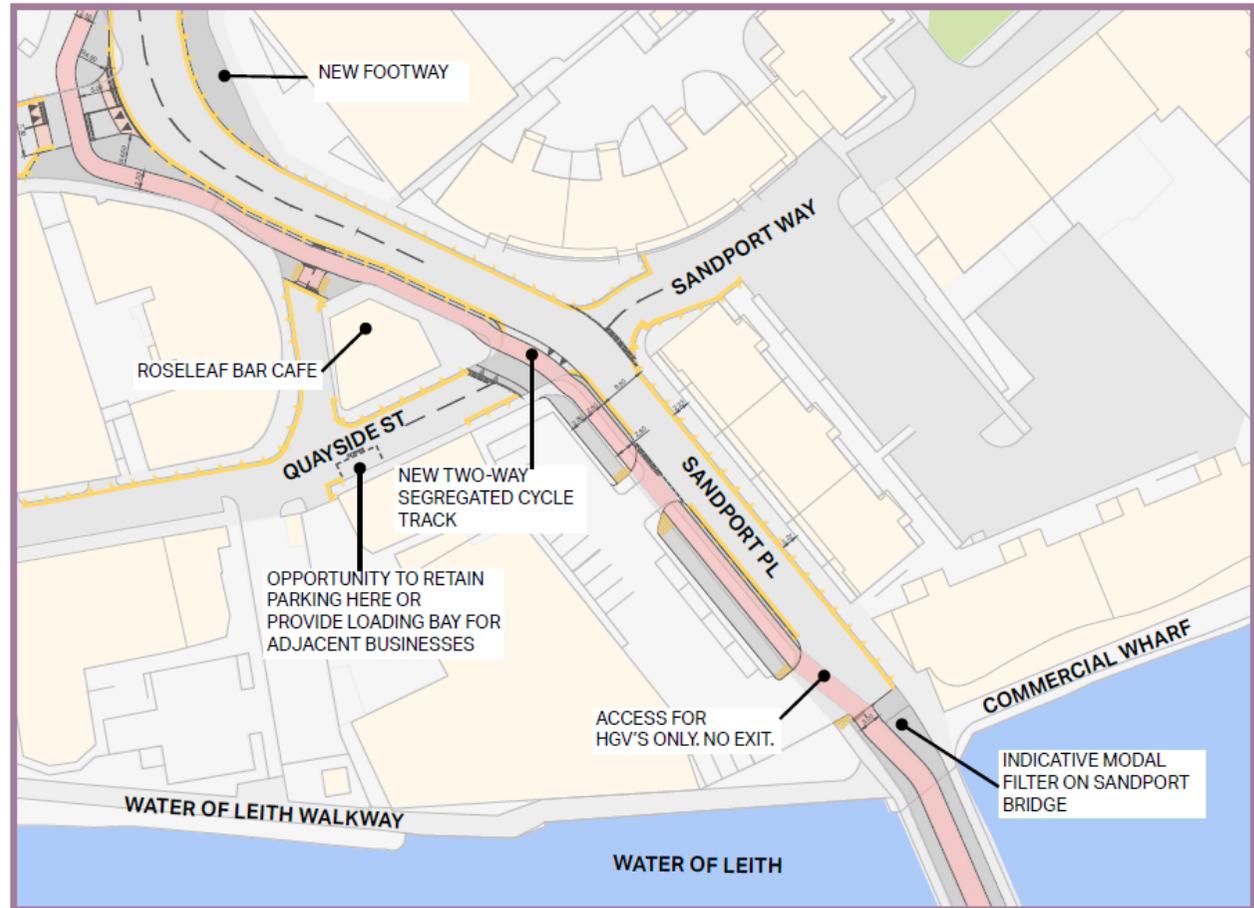


6. CONCEPT DESIGN - SANDPORT PLACE



KEY

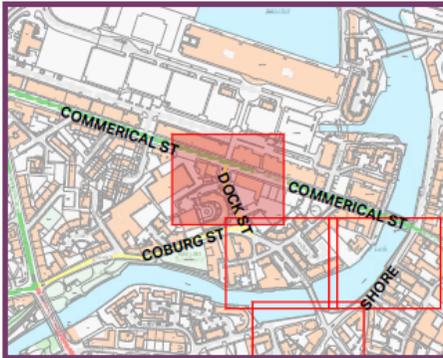
-  NEW KERB LINE
-  CONTROLLED CROSSING TACTILE PAVING
-  UNCONTROLLED CROSSING TACTILE PAVING
-  CORDUROY TACTILE PAVING
-  TRAFFIC SIGNAL POLE
-  NEW ROAD MARKINGS (WHITE)
-  NEW ROAD MARKINGS (YELLOW)
-  CYCLEWAY
-  FOOTWAY / SEGREGATION ISLAND



SQ1	<p>To what extent do you support/ oppose the proposal for a cycle track that is separated from pedestrian and motor traffic along Sandport Place?</p> <p>Strongly support</p>
	<p>Could you briefly explain your view?</p> <p>SQ1 This is a key link in the cycleway. It is important to provide consistent cycling facilities along the whole of the route. Continuous</p>

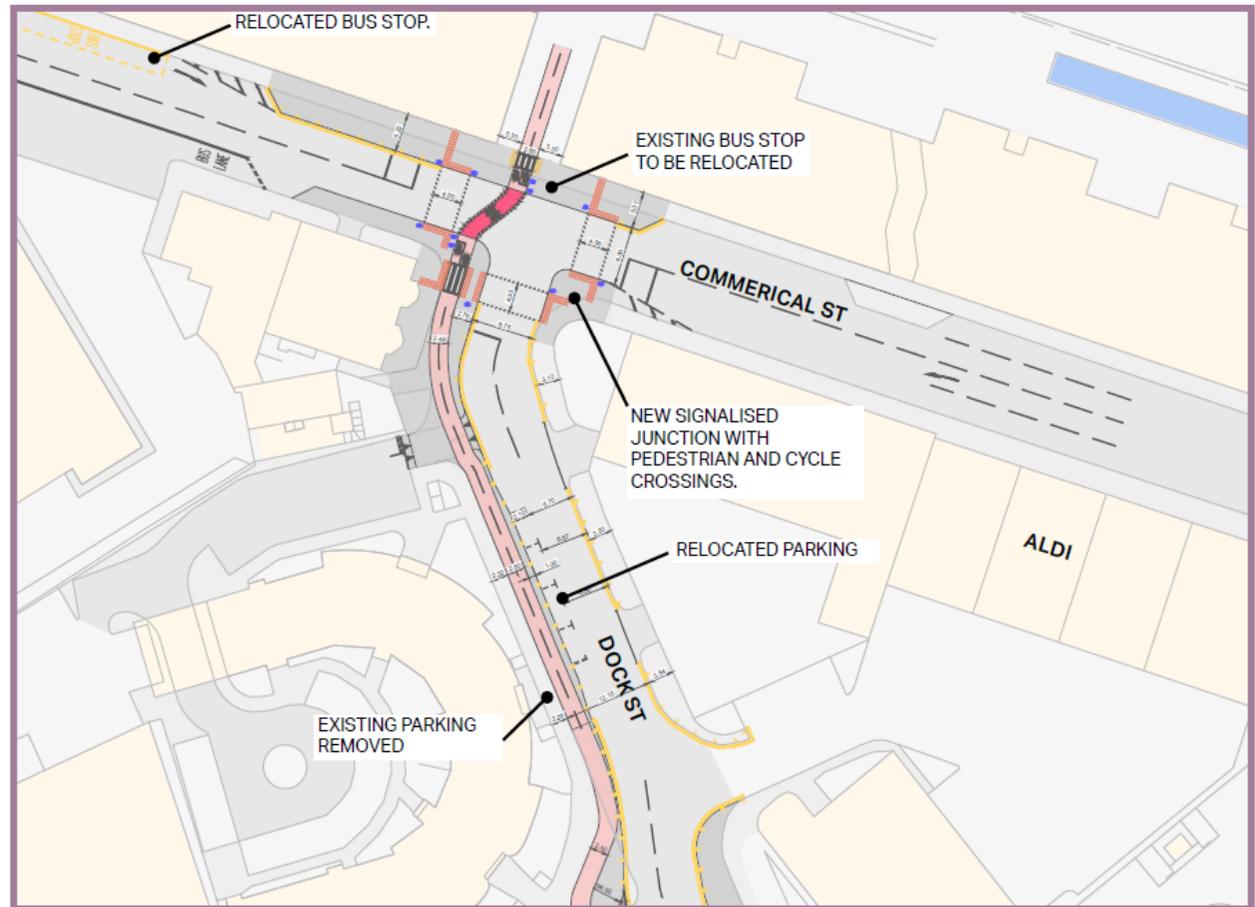
	<p>double yellow lines required across cycling-priority junctions. Safe cycling access is required to/from roads to the right of the cycleway.</p> <p>We support the closing of Parliament St to general traffic - this makes the crossing safer and allows an alternative access to the Water of Leith for cyclists.</p>
SQ2	<p>To what extent do you support/ oppose the proposed closure of Sandport Place Bridge to through motor vehicle traffic to provide more space for people walking, cycling and wheeling?</p> <p>Strongly support</p>
	<p>Could you briefly explain your view?</p> <p>SQ2 It is vital to close the bridge to through traffic in order to make this a safe and attractive area for walking and cycling. Also, improved access to the Water of Leith path and an alternative cycling route along Coburg Street.</p>
SQ3	<p>With Sandport Place Bridge closed to through traffic, Sandport Place will have low volumes of vehicle traffic. There could be an opportunity to keep cyclists on road on a relatively quiet street. However, there are issues with existing cobbled road surface and a number of business accesses on this stretch. Would you have a preference of the following provision for cyclists on Sandport Place?</p> <p>Segregated cycle track, as proposed in design (separated from road and pavement)</p>
	<p>Other ([please specify)</p> <p>SQ3 A segregated route is needed due to the cobbles and the vehicular access to businesses. Cyclists need to be given clear priority over motor traffic so that children and leisure cyclists can travel safely through this popular area.</p>
SQ4	<p>To what extent do you support/ oppose the proposed two way bus gate (and removal of general traffic) on the Shore to improve conditions for people walking and cycling and enjoying the area?</p> <p>Strongly support</p>
	<p>Could you briefly explain your view?</p> <p>SQ4 The Shore is a very popular leisure area and should be safe for people to wander and for leisure. Steps should be taken to improve the surface for cycling. This should include closing access to/from Burgess St, which appears to be the case in the diagram. If there are issues with the proposals for The Shore, these should not be allowed to delay implementation of the remaining measures.</p>

7. CONCEPT DESIGN - DOCK STREET



KEY

- NEW KERB LINE
- CONTROLLED CROSSING TACTILE PAVING
- UNCONTROLLED CROSSING TACTILE PAVING
- CORDUROY TACTILE PAVING
- TRAFFIC SIGNAL POLE
- NEW ROAD MARKINGS (WHITE)
- NEW ROAD MARKINGS (YELLOW)
- CYCLEWAY
- FOOTWAY / SEGREGATION ISLAND



DQ1	To what extent do you support/ oppose the proposal for a cycle track that is separated from pedestrian and motor traffic along Dock Street?
	Strongly support

	<p>Could you briefly explain your view?</p> <p>DQ1 As previously, part of a route consistently offering safe and intuitive cycling facility.</p>
DQ2	<p>To what extent do you support the removal of unrestricted parking on Dock Street to provide more space for people walking, cycling and wheeling?</p> <p>Strongly support</p>
	<p>Could you briefly explain your view?</p> <p>DQ2 As previously, road space should give priority for active travel and support reduced vehicle usage.</p>
DQ3	<p>To what extent do you support the proposed junction and pedestrian crossing improvements at Commercial Street?</p> <p>Strongly support</p>
	<p>Could you briefly explain your view?</p> <p>DQ3 We support the general proposal and is the best of the 3 options that were under consideration. By having a continuous island to the right of the cycleway it would seem that separate pedestrian and cycle crossing phases may not be required. Spokes thinks that it could be further improved by: reducing the width of the carriageway, potentially to a single lane and straightening the cycle crossing.</p>
DQ4	<p>To what extent do you support/ oppose restricting motor vehicle access from the western end of Coburg Street to provide more space and safer conditions for people walking, cycling and wheeling and improving access to the Water of Leith Walkway?</p> <p>Strongly support</p>
	<p>Could you briefly explain your view?</p> <p>DQ4 Coburg Street should become a formalised cycle route in order to reduce cycle traffic on the very narrow section of the Water of Leith path. Restricting vehicular access from the West would help to make this a more suitable route for cycling, hopefully with further measures to come as part of the Low Traffic Neighbourhood. Ideally Coburg Street should be closed to through traffic.</p>