

Leith Low Traffic Neighbourhood Consultation

Spokes response, June 2021

Spokes strongly supports the aims of Leith LTN, which is bounded by Great Junction Street / Duke Street and Commercial Street / Salamander Street.

Cleaner air and lower greenhouse gas emissions are urgently needed in Leith, as are safer streets and conditions which enable and encourage more people, from the young to the old, and all in between, to feel confident to walk, wheel and cycle.

Across Edinburgh we already have many LTNs, not usually called by that name, where roads have been closed to through traffic to allow quieter, safer streets. Central Leith should be no different.

The proposal retains motorised *access* for residents and deliveries but cuts out some of the *rat-running* through parts of the core area of Leith, though not all - we suggest changes to rectify that.

The scheme's detail is in general good, but we also propose changes to improve convenience and safety, for everyone from primary school kids to adults who are currently scared to use a bike.

Our detailed response below is structured around selected questions from the [public survey form](#).

Q3a	To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Tollbooth Wynd at the junction with Water Street/ Queen Charlotte Street?
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Spokes supports the proposal to prevent motor vehicle traffic progressing from Tollbooth Wynd to Water Street. However, we do not feel that this alone is enough to secure a safe cycle route between Leith Links and the Water of Leith path.

While removing the 15-20 parked cars on Tollbooth Wynd is a necessary and commendable part of the scheme, we are concerned that “consideration will be given to parking on Queen Charlotte Street”. Anyone cycling between Leith Links and the Water of Leith path will have to use Queen Charlotte Street. Our members have already expressed concerns about this street. Removing double yellow lines and expanding parking there will only make those concerns greater. There is little point in making Tollbooth Wynd safer if we make Queen Charlotte Street less so.

The Queen Charlotte Street contraflow (from Tollbooth Wynd to Maritime St) is dangerous for cyclists as the cluttered streets (parked cars, bins) force cyclists to ride far too close to oncoming traffic. We believe that a segregated contraflow should be installed. Failing that, the bins and the parking should be moved elsewhere and the contraflow should be better signposted in order to alert motorists to the presence of oncoming cyclists.

We support the proposals to improve safety on Tollbooth Wynd, including those which make it a two way street. We ask that they are accompanied by further measures to improve the safety of cyclists moving between Leith Links and the Water of Leith path.

Q4. To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Burgess Street at the junction with the Shore?

Spokes emphatically supports the proposals to restrict access for motor traffic to The Shore. Cars on The Shore are a hazard as they often overtake buses, sometimes without looking out for cyclists.

Q5a	To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Wellington Place at the junction with John's Place?
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Spokes is encouraged by the proposal to restrict traffic at the junction as it will make cycling in the area around the Links safer.

Q6. To what extent do you agree/disagree with the proposals for a mandatory right turn from Links Gardens to Salamander Place and mandatory left turn southbound on Salamander Place?

Spokes has been consistent in calling for the closure of Links Gardens to remain in place. If it must be closed, a mandatory right turn could improve safety for cyclists as it will make motorist behaviour more predictable. Furthermore, it will reduce traffic on quiet route 10.

Q7a	To what extent do you agree/disagree with the proposed improvements to the public space on Burgess Street?
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We applaud the placemaking proposals for Burgess Street and ask that more like them follow. It is important that we create enjoyable and vibrant public places. Preventing cars from accessing The Shore from this road will also remove a hazard for cyclists.

Q8a	To what extent do you agree/disagree with the proposed improvements to the public space on Sandport Bridge?
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The closure of Sandport Place Bridge to all motor traffic is essential for the functioning of the Leith LTN. At present, the bridge attracts a great deal of through traffic. It is encouraging to see this public space given back to the community itself. We are pleased that cyclist and pedestrian space has been clearly designated. Furthermore, we recognise the significant improvements made for cyclists' safety when entering and exiting the Water of Leith Path.

Q9a	To what extent do you agree/disagree with the proposed improvements to the public space on John's Place?
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We support the proposals to make John's Place more friendly for pedestrians.

Q10a	To what extent do you agree/disagree with the proposed improvements to the public space at Yardheads?
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At present, the wide junction at Yardheads is dangerous for cyclists emerging. Segregated cycling in Henderson St will be essential for cyclists leaving Yardheads. However, it is important that motorists entering Henderson St are alerted to the presence of cyclists emerging from Yardheads: some cyclists will simply ride across Henderson St in order to access Lidl and the Kirkgate shops.

Q11	Please tell us which potential elements of a new public space would be most important to you in each area?
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Discreet road barriers are important in all locations

12. The locations/streets which are presented in the project materials and above in this survey have been prioritised from feedback received from the community through the previous online survey and Community Reference Group. Are there any other locations/streets that you think could benefit from an intervention which have not been mentioned previously? Please expand below:

Spokes remains concerned by the lack of safe cycling infrastructure connecting Leith Links and The Water of Leith path - Queen Charlotte Street is of especial concern. Further to our response to Question 3, we must also note that drivers exiting Maritime Street are often not aware of the cycle contraflow on Queen Charlotte Street and seem to presume that the street is one-way and do not look to their right for approaching cyclists. A cycle warning triangle has been installed, but it would be more effective if it specifically warned of cyclists approaching from the right. Safety would be further improved if this were made a STOP junction and surface markings improved.

We also note that it is essential that support be given for cyclists using Kirkgate. This is especially important during the tramworks when Constitution Street remains inaccessible as the parallel route and once the tram is operational when cyclists will need to be able to get through to homes and businesses on the "tram only" sections and on the remaining parts where there is no cycle provision. Cycle routes to locations on Constitution Street through from the East and West must be signed.

The junction of North Great Junction Street and Commercial Street is unsafe. The painted cycle lane is hazardous and should be segregated. Meanwhile, it remains wholly unacceptable that there is no pavement or cycle lane on the other side.

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for Spokes

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