

**Prohibition of motor vehicles, amend waiting, loading & unloading restrictions & parking places**

First-stage consultation

1. Spokes is very supportive of the route proposal and accompanying traffic reduction measures.
2. No written details or description have been provided. The lack of detail in the drawings and the lack of accompanying notes makes it very difficult to tell whether many of the points that we raised in our survey response have been addressed.
3. There is a risk of car-dooring from Parking and Loading beside cycleway – a 0.5m buffer may not be sufficient and we have concerns where it is less than 0.3m
4. Provision should be made for cyclists to enter and leave the cycleway from/to side roads across the street. Spokes response to GQ04 includes “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”.
5. The cycleway width should be sufficient to allow cyclists to easily path in both directions and to overtake other cyclists as well as to accommodate cargo and other bikes in these situations. Additional space may need to be made available where necessary to accommodate these manoeuvres more safely. The cycleway should not be on a significant camber as is currently the case with the carriageway in some sections. The Concept Design at Henderson Gardens mentioned a reduction in the width of the cycleway to accommodate to swept path of buses. This appears to have been changed to a “priority direction” with the cycleway width maintained - an arrangement that we support.
6. In our response SQ04 we mentioned cycling facilities on The Shore - how are these being addressed? “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.”
7. The cycleway should be smooth surfaced eg via flat-topped setts or pavements with a kerb of at least 50mm on each side. Please explain why the green kerb lines between the cycleway and footway disappear in some places (eg sheet 4) and cut across the cycleway on sheet 5
8. We were not aware that the route would terminate at Dock Street. What provision is to be made between Dock Street and Ocean Terminal? What provision is to be made between Dock Street and Victoria Quay – ie through to the Scottish Government building?
9. Please provide details of the planned “place” improvements.
10. Cycle parking should be provided at intervals along the route.
11. Ramps for vehicles to cross the continuous cycle/footways should match the pavement surface to differentiate it from the carriageway.
12. Pedestrian crossings of the cycleway should be marked as zebras.
13. What aspects of the scheme have an interdependency with the Low Traffic Neighbourhood scheme for Leith? There is an important cycle route along Tollbooth Wynd to Queen Charlotte Street with a dangerous turn into a contraflow cycling area that itself endangers cyclists due to on-street parking and no clear signage etc. What works are proposed here?

15/4/2022 Martin McD - Spokes comments on [TRO/21/22 Leith Connections \(Foot of the Walk to Dock Street\)](#) End date 15/4/2022 *Stakeholder consultation*

14. It had been our understanding that the route would be constructed by the Trams to Newhaven contractors and would be completed before the tram became operational. What will now be the process and timescales for construction of the route.

Martin McDonnell for Spokes Planning Group