

# Leith Connections: Phase 3 west - east proposals

**Closes 17 Jul 2022**

Opened 6 Jun 2022

## Contact

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## Overview

The Leith Connections project is aiming to create a safer and more comfortable street environment for residents walking, wheeling, cycling and spending time in the local streets and outdoor spaces of Leith. The project builds upon the City of Edinburgh Council's [City Mobility Plan](#). This aims to help Edinburgh connect through a safer and more inclusive carbon neutral transport system - delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.

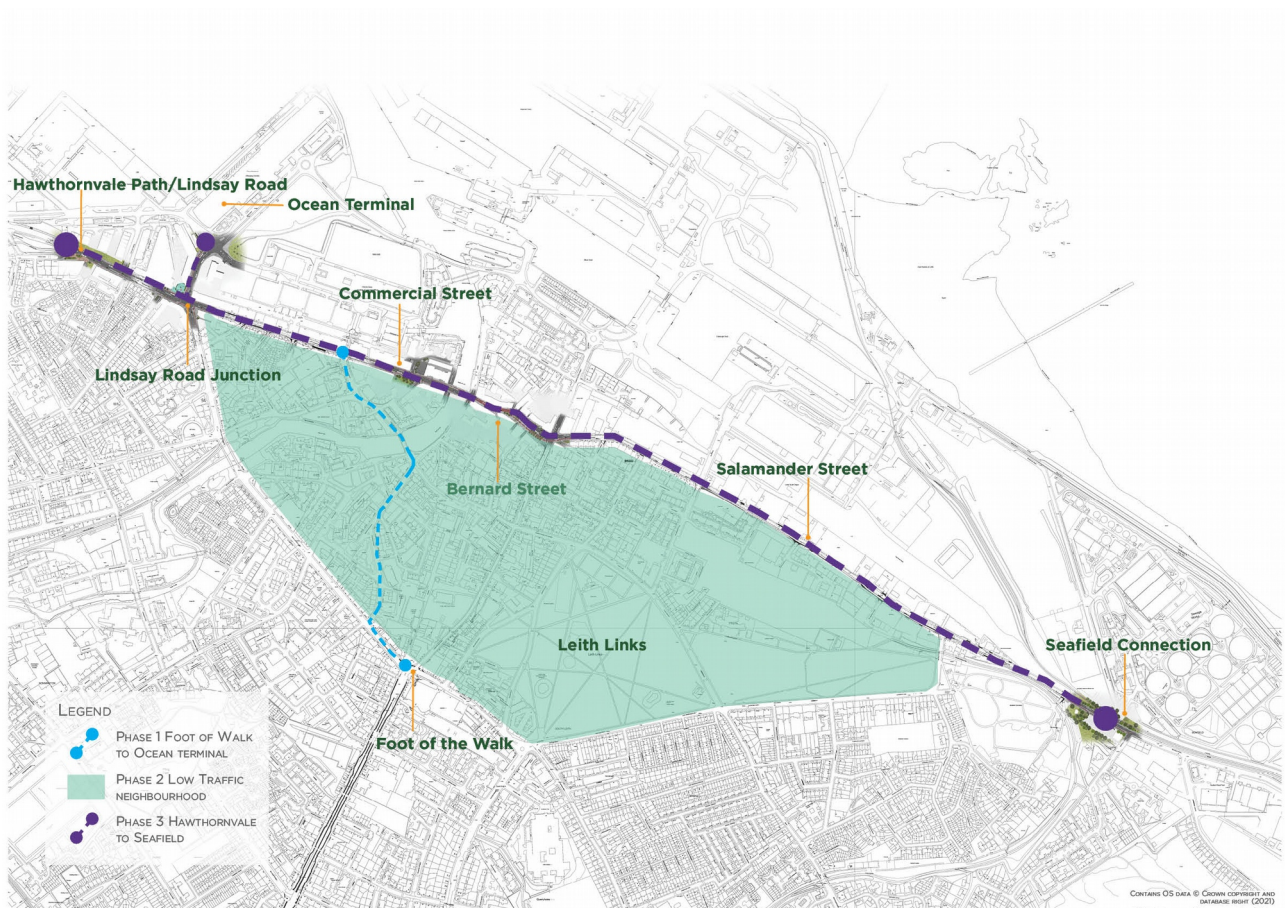
Latest project updates on the project can be found on the [Leith Connections page](#) of the council website.

We have previously presented proposals and got feedback on:

- **Phase 1** - high quality cycle track between Foot of the Walk and Ocean Terminal.
- **Phase 2** - low traffic neighbourhood in the area by removing through traffic and allowing the creation of new community spaces. This will help to improve overall pedestrian and wheeling conditions across the area.

We are now seeking feedback for Phase 3 of the Leith Connections project:

- **Phase 3** - high quality active travel and public realm improvements along the Lindsay Road to Salamander Street corridor between the Hawthornvale Path in the west and Seafield shared use path in the east.



### ***Overview map of Leith Connections project area and phases***

Plans for a drop in event where you can see our proposals and speak to members of the project team are in preparation for early July. Please check back here for further details.

### **Local Development Plan**

The [Local Development Plan](#) (LDP) has identified significant areas of new residential development in the Leith area. An action programme has been developed to look at what improvements are needed to existing infrastructure and what new infrastructure is needed to provide safe and high-quality routes to enable more people to travel in sustainable ways. Proposals presented here will contribute to the delivery of this action programme.

### **Previous engagement feedback**

The following document outlines previous feedback from the Commercial Street and Salamander Street corridor (gained through public surveys, online workshops and meetings with relevant stakeholders in the first half of 2021) which was highlighted as an area with poor pedestrian and cycling facilities.

Since the two periods of community engagement in 2021, the following engagement activities have been taking place:

- Ongoing contact with the Coalie Park Project and Leith Links Masterplan to tie up proposals where appropriate.
- Meetings with Friends of Water of Leith Basin and members of the local rotary on site.
- School session with St Mary's RC Primary School and planning the same for Leith Primary School.
- Meetings with Community Councils.
- Updates to Emergency Services.
- Updates to Lothian Buses.

## Introduction - Phase 3 design proposals

We would like to create high quality walking, wheeling and cycling infrastructure with associated improvements to the public realm along Lindsay Road, Commercial Street, Bernard Street, Baltic Street, Salamander Street and Seafield Road. The new infrastructure would connect into the North Edinburgh Path Network and Hawthornvale in the west and the shared use paths at Seafield in the east.

This phase of the project would also complete the Phase 1 cycle track from Foot of the Walk to Ocean Terminal.

Our proposals follow the principles of the sustainable transport hierarchy and are shown in the following pages. More details are given under the *key design elements* drop down section at the foot of each page.

Public transport routes are key for this corridor and we are considering impacts and options for bus stop locations and design, bus lane design and potential for other bus priority measures. Designs presented here for your feedback are a work in progress and we are keen to hear from you and are also in ongoing discussions with stakeholders including Lothian Buses.

### DESIGN ELEMENTS

- Placemaking improvements at key locations including street greening such as street trees, rain gardens and the potential for artwork and pocket parks.
- Widened footways and improve crossing points.
- Pedestrian priority with continuous footways at side streets could be introduced. A continuous footway is a junction design where the roadway ramps up to footway level and the footway material is continuous across the junction. This design reduces turning speeds of cars and gives priority to pedestrians and cyclists. A number are currently being built along Leith Walk.
- Protected cycle tracks are proposed along the corridor and will be a mixture of 1.5m to 1.75m wide one way protected cycle tracks and 2.5m to 3m wide two-way protected cycle tracks.
- Protected cycle tracks would be formed either by intermittent light segregation units or continuous kerb separation, to be confirmed at the next stage of design for each area.
- Cycle track surfaces are proposed to be red chipped asphalt which will contrast with the standard asphalt of the general carriageway. This will ensure it is clearly demarcated and make it clear and visible to all road users.

## Hawthornvale Path entrance and Lindsay Road

Proposed changes to the Hawthornvale Path entrance and Lindsay Road will improve active travel connections between the North Edinburgh Path Network, Ocean Terminal and the Shore.

Central to this proposal is the creation of a new pocket park at the Hawthornvale Path entrance and new cycle tracks on either side of the road leading towards Commercial Street.



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By improving signage and lighting at the Hawthornvale Path entrance, the intention would be to create a clear and visually prominent gateway entrance into the North Edinburgh Path Network, as currently it can be easily missed.

The creation of a pocket park leading to the entrance would provide space for seating for local residents and passers-by and promote access to and use of this area. This area is overlooked by adjacent tenements providing passive surveillance and improving the feeling and safety of the area. A locally commissioned sculpture could be used to improve wayfinding (for example, this could celebrate local history).



## Design proposals: **Hawthornvale Path Entrance**



Hawthornvale pocket park will provide a gateway space for those entering and leaving the North Edinburgh Path Network. Together with the other measures in the project, this will provide easier access to an important green amenity for local residents and a way to transition from the cycle track heading westwards into the North Edinburgh Path Network.

The area would feature pollinator-friendly planting and provide year round visual interest, coupled with benches and in-ground lighting.

- Improved entrance to Hawthornvale Path from Lindsay Road with improved signage, lighting and potential for gateway art installation.
- Potential removal of car parking area and relocation of street bins.
- New pocket park with low maintenance planting, benches and feature lighting.
- Geometry and paving materials would be designed to encourage low cycle speeds through areas of shared space.
- Fully protected cycle tracks towards the Lindsay Road/ North Junction Street junction.
- Existing pedestrian crossing at North Leith Sands repositioned closer to desire line and upgraded to permit cycles.

## **Lindsay Road/ North Junction Street junction and Ocean Drive**

Changes to the Lindsay Road/North Junction Street junction would include a new junction layout that prioritises the safety of those walking, wheeling and cycling. Increased street tree provision and a new inclusive and inviting park area would also be created.

Increased permeability for those wishing to travel through the Lindsay Road junction and Anchor Park by sustainable means would improve access to and from Ocean Terminal from local areas.

## Design proposals: **Lindsay Road Junction**



New seating and an improved surface material treatment would provide a greater sense of destination which we hope would lead to greater community use. Existing trees will be retained where possible and any removals will be replaced in appropriate locations to reflect the new design layout.

The design proposals for Ocean Drive area will provide a much better connection from Lindsay Road to Ocean Terminal for those walking, wheeling and cycling. Soft landscape works will also improve the public realm at this junction. These improvements through the junction and along Ocean Drive will complete the Phase 1 *Foot of the Walk to Ocean Terminal* route.

- The junction at Commercial Street and Ocean Drive would be redesigned to eliminate conflict between the different modes of transport in turning and crossing movements and provide a safe arrangement for all users.
- The improved traffic light controlled junction would have segregated cycle track and dropped/ flush kerbs for pedestrians.
- Portland Gardens “Anchor Park” in the north west corner of the junction would be re-designed to allow greater permeability of pedestrians through this space with the removal of the low walls and railings.
- There are opportunities here for exciting new surface materials and whilst some trees may need to be removed to allow improved access, most will be retained and replacement tree planting included.
- Seating and feature lighting to be included.
- Options for a small number of low level skateboard, scooter and roller ramps and bowls which can double up as seating. This could provide children and teenagers with a highly visible, safe space for playing and meeting friends.
- Improved public realm on south east corner of this junction next to the Job Centre with improved footway surfacing, benches, low lighting, cycle parking facilities, rain gardens and tree planting.



## Design proposals: **Ocean Terminal**



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## Commercial Street

### Design proposals: **Commercial Street**



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The active travel and public realm improvements will continue along Commercial Street between Lindsay Road junction and the Shore. Proposals include installing continuous footways and segregated cycle tracks and the upgrade of Dock Street junction with traffic signals and pedestrian crossings. This section continues the safe segregated cycle track from Foot of the Walk being delivered as part of Phase 1 of the project.

Rain gardens would improve local surface water management and enhance bio-diversity opportunities. There would be some changes to both the bus lane layout and parking provision (with removal of some on street parking on the northern side likely).

Taxi rank and loading bay provision around the eastern end of this area may have to be moved as part of the proposals but will still be provided in the vicinity of the businesses and the bridge over the Water of Leith.

- Fully protected east and west bound cycle tracks along Commercial Street.
- New signalised junction at Dock Street with cycle protection.
- Pedestrian crossing at Dock Place moved further east from existing position to accommodate pedestrian desire line and increase safety.
- A short protected two-way cycle track to allow for cyclists heading eastbound to turn into Sandport Street.
- Rain gardens and street tree planting to be incorporated.
- Changes to side street entrance at Customs Wharf, providing continuous footway and cycle track while still retaining occasional access.
- Loading Bay for commercial premises retained.
- Taxi rank proposed to be moved from the bridge over the Water of Leith to the south side of Commercial Street opposite Customs House.

## **Bernard Street and Baltic Street**

Significant improvements to both the public realm and active travel provision are proposed along Bernard Street. This would increase the quality of the public space, the quantity of green space with tree planting whilst also increasing the ease and safety of walking, wheeling and cycling.

Proposals build upon the ongoing development of the Bernard Street/ Commercial Street junction in relation to work being completed during the Trams to Newhaven scheme. The Robert Burns statue would be retained at its current location, looking down Constitution Street.



## Design proposals: **Bernard Street**



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The addition of avenue tree planting and rain gardens will increase visual and public amenity, whilst wider pavements and continuous footways would increase safety and prioritise the movement of those walking and wheeling.

Owing to the width constraints in the western area of Bernard Street, there would not be enough width to provide protected cycle infrastructure while at the same time maintaining two way general traffic.

By calming traffic conditions and reducing the speed of motor vehicles through the narrower west end of Bernard Street this will allow people on cycles to take a primary lane position increasing safety for all road users.

Eastbound cyclists will be separately signalled to allow them to enter Bernard Street from Commercial Street at a separate time from general traffic. Westbound cyclists will benefit from breaks in traffic caused by the proposed new pedestrian crossing at Timber Bush.



The proposals would seek to provide an increase in public seating and would allow Bernard Street to take on much more of a 'destination' role within the local area.

Two-way segregated cycle provision on the south side of Bernard Street would be provided to the east of Timber Bush which would extend into Baltic Street. There would be some removal of on street parking in Baltic Street required with parking and loading retained outside the businesses to the east of Elbe Street.

- A new controlled crossing midway along Bernard Street would provide an additional safe crossing location.
- A 'jug handle' arrangement enables cyclists travelling eastbound to leave the main carriageway just before the crossing point in a separate cycle track, allowing cyclists to make use of a signalised crossing to join the two-way cycle provision on the south side of Bernard Street.
- New street tree planting and rain gardens would increase visual and public amenity value and reduce pollution. Opportunities will be reviewed at detailed design stage.
- A two-way protected cycle track running along the southside of the eastern part of Bernard Street crossing the tram tracks at a safe angle heading into Baltic Street.
- Street bins will need to be located close to the roadside to allow for their collection. Options for use of screens could help hide these and will be investigated in future design stages.
- Proposals will also seek to include new seating, litter bins, feature lighting and natural stone paving.
- New pedestrian crossing on Baltic Street and potential changes to operation of Elbe Street for motor vehicles with potential for restriction of entry from Baltic Street.

## Salamander Street and Seafield Road

Changes to the layout of Salamander Street will improve active travel links through the area allowing for safer, more efficient journeys by sustainable methods for existing and new residents in this area. Continuous raised footways and an increase in the widths of pavements will prioritise movement for those walking and wheeling as well as increasing the distance to the

carriageway.



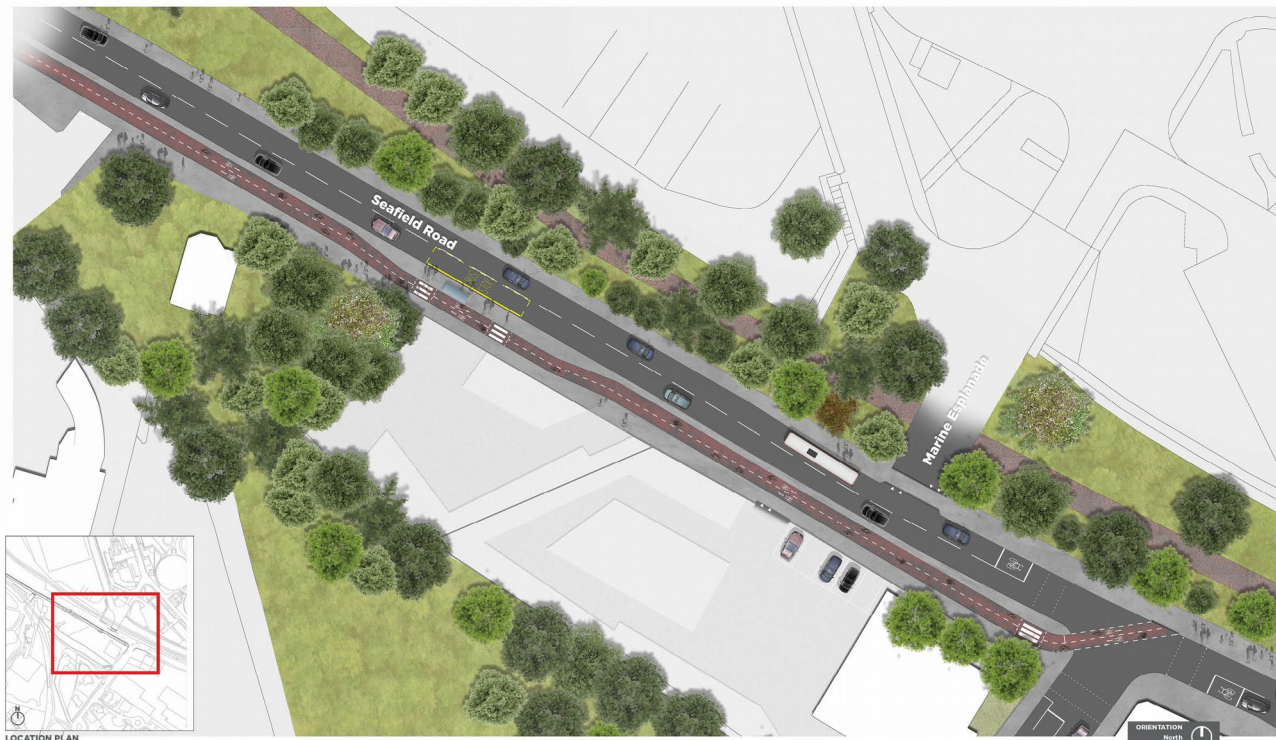
## Design proposals: **Salamander Street**



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The addition of a bi-directional segregated cycle track will enable users to continue a safer, protected journey towards Baltic Street, Seafield or into Leith Links.

## Design proposals: **Seafield Road Connection**



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