

## Comments on Leith Connections Phase 3 concept design – 17/07/2022

Spokes is very supportive of the concept of a route between Seafield and Hawthornvale. We see this currently as a very un-cycle-friendly journey, yet it forms part of a much-needed quality route from Musselburgh to Cramond.

We are also pleased to see that much has been proposed in this concept design to provide protected cycleways and to improve the streetscape along the route and welcome the inclusion of pocket parks.

We have already responded to the [Council consultation survey](#) and this document should be read in conjunction with [that response](#) (Response ID: ANON-1P9K-Y9AZ-J).

We have some general comments to make on the route proposed, some detail points on the drawings provided and some points on specific location details in the drawings. We have laid out our comments accordingly.

Please note that many of our comments are in the form of questions. This is because the materials supplied in the consultation are not sufficiently detailed, or do not address significant issues which are clearly relevant to the proposals. We would appreciate responses to these questions, and would be happy to discuss them at a meeting if that would be more useful

### General Comments:

G1. It is Spokes understanding that the route from the Foot of the Walk to Ocean Terminal was to be constructed by the Trams to Newhaven project and would be completed before the tram extension to Newhaven was operational. The Leith Connections Phase 1 TRO showed the route only as far as the Dock Street Junction with Commercial Street. Sections beyond there are variously attributed in this Phase 3 consultation to AECOM and Jacobs for design. When and by whom is the route to Ocean Terminal going to be delivered?

G2. What is the timescale and phasing for the delivery of this Phase 3 route?

G3. How will the route link to

a) Leith Links from the West, eg via Tolbooth Wynd, and East (Salamander Street/Seafield Place?) and how will these link routes be delivered?

b) The Scottish Government building at Victoria Quay?

c) The Newhaven Tram Stop

G4. Spokes are keen to see appropriate segregation/protection from both the carriageway and footway.

G5. What are the carriageway speed limits along the route and are there any plans to decrease them?

G6. Why does the proposed route not continue further East? The “shared pavement” between the end of the route and the Promenade is not suitable for the same volume of cyclists and pedestrians as this route will support.

G7. A connecting route to Leith Walk is also needed.

G8. The route needs to be extended to the west to link with the Promenade Route at Lower Granton Road. Laying flat-topped sets for cycling through Newhaven old village would go part-way to providing this and be easily achieved.

G9. In the survey the “overall key design elements” mention:

a) continuous footway and priority for pedestrians but does not mention priority for cyclists over motor traffic

b) cycle protection by light segregation or kerbs – some detailed discussion with stakeholders will be needed on this and also to bear in mind any parking considerations, “car dooring” or risk of pavement parking

c) Red chipped asphalt that has been used in recent locations does not clearly differentiate from the carriageway. The dressing needs to be reviewed and used in more places, to ensure differentiation.

G10. Adequate cycle parking should be provided at all dwelling points on the route – pocket parks etc.

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### Detail Points

D1. What has dictated the choice of uni-directional versus bi-directional cycleways at the different locations?

D2. What has dictated the width of the cycleways – in some places these are shown as at the “Minimum” acceptable width according to Edinburgh Street Design Guidance?

D3. In some places it may prove difficult to pass other cyclists, especially when non-standard bikes (cargo/adapted/etc bikes) are being used. Provision should be made for “passing places” at frequent intervals at such locations.

D4. We have some concerns about the buffer between the cycleway and the carriageway, especially when cycling adjacent to contraflowing traffic and parked vehicles. Has consideration been given to a wider buffer or other protection for cyclists at such locations?

D5. Side-road crossings are not all shown in the same manner. Why are they sometimes shown differently? Is it intended that they will all be “continuous foot/cycleway”?

D6. The one-way “circulatory” design of the cycle crossings at signalised junctions involves a long way around for right-turning cyclists. Will this manoeuvre involve more than one signal phase? Could a bidirectional arm be introduced for the more desirable right turns eg turning right out of Ocean Drive?

D7. Spokes is concerned about the lack of protected cycleways on Bernard Street and the use instead of a “cycling street” concept.

D8. The Hawthornvale Pocket Park design seems to be completely undermined by allowing traffic to come through, also exposing cyclists to danger with the carriageway space allocated in the park area. It would seem better for traffic to use an alternative route, avoiding the park, such as Bathfield.

### Location specific points

#### Sheet 1

L1.1 It is our understanding that Trams to Newhaven are building a new connection to the Hawthorn Vale path but the drawing and the Design Proposals for the Hawthornvale Path Entrance show “existing asphalt path”. We thought that the existing path had been said to be too steep and maybe not wide enough. Will there now be 2 paths and will both be accessible for cycling and wheeling

L1.2 As above, D8, the design concept of a park is ruined by allowing cars through and the design endangers cyclists.

L2. At the Lindsay Street/North Leith Sands junction:

- a) Access to Ocean Terminal via North Leith Sands is a desirable route for cycling. This should be made a traffic-free street and the crossing made easily and safely accessible for cycling and wheeling.
- b) Lindsay Street is also a useful route. Easy and safe cycling access needs to be provided.
- d) Signalising the junction of all 3 streets would facilitate safer cycling manoeuvres.

#### Sheet 3

L3. Is there a Toucan Crossing at Dock Place for connecting with Sandport Street? The National Cycle Route is signed to go around the playground rather than on Sandport Street – is this going to change?

L4. Why, according to a note on the drawings, is the cycle track “terraced” to the east of Sandport Street?

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### Sheet 3 & 4

L5. We have concerns about the arrangement proposed for Bernard Street, especially cyclists' safety on the shared carriageway section and the danger of joining/leaving the cycleway and mixing with traffic. We would like alternative proposals to be presented, eg with more priority for cycling.

L6. What cycle facilities will be provided at the Constitution Street junction for cyclists turning right into Constitution Street?

### Sheet 5

L7 Salamander Place needs some explanation and maybe more markings. The cycle box shown in the exit from Salamander Place appears to be for accessing Bath Road – if so, it will need to be signed as such. The right turn into Salamander Place needs to be made safe for cyclists coning from the west.

### Sheet 6

L8 Pillans Place and elsewhere – is this a “continuous” foot/cycleway design? Where will drivers wait when exiting onto Seafield – it looks as though they may block the foot/cycleway.

### Sheet 8

L9 The route needs to connect to Leith Links/NCR75.

L10 The segregated route should be extended further to the east. The shared pavement is not suitable.

### Sheet 9

L11 Spokes is not aware of “existing cycle provision” at Ocean Terminal, as part of Quiet Route 14. The shared pavement cycle provision at Ocean Terminal that was part of Quiet Route 14 does not appear to have been replaced. No cycle provision appears to be shown here on the Trams to Newhaven plans. There is an arrow coming in from the top left of the sheet, but no words accompanying it – what should the words be?

L12 Here and elsewhere with gyratory crossings, the right turns seem circuitous, especially for Ocean Drive to Lindsay Road. Will these be manageable in a single signal phase?

### Sheet 10

L13 Provision needs to be made so that it is easy to join the cycleway from Constitution Street north and south.