

Trams to Newhaven

Outstanding Active Travel Cycling issues/queries/concerns – Spokes – 8/11/22

1. Newhaven Tram Stop to Constitution Street

- a. Cycle access to the tram stop and cycle parking – confirm suitable
- b. Cycle routes to the stop from all directions – confirm suitable
- c. Provision of new ramped access from Hawthornvale Path to new Toucan crossing on Lindsay Road – provision of design for discussion
- d. Detail of “shared use” walking and cycling path between Ocean Terminal and the Hawthornvale Path, with links to Newhaven Tram Stop and Melrose Drive (west end of). Any differentiation between the cycling and walking areas needs to be agreed with The Edinburgh Access Panel and Living Streets as well as ourselves.
- e. Cycling safety measures along the tramway – confirm suitable

2. North of the Foot of the Walk

- a. Cycling routes to and from premises section of Constitution Street closed to cycling - confirmation of suitability of routes and details of signage
- b. Alternative routes to Constitution Street - confirmation of suitability of routes and details of signage
- c. Quiet Route 10 – Links Place, Queen Charlotte St, Tolbooth Wynd – confirm suitability and signage post works (Especially important given the delays to Leith Connections Phases 1 and 2.)
- d. Foot of the Walk to Ocean Terminal – the Leith Connections Phase 1 project is delayed beyond completion of this project. The lack of cycling access to Constitution Street therefore poses a significant problem for cyclists. Suitable signage needs to be provided to guide cyclists how to proceed from the Foot of the Walk to Ocean Terminal and to Leith Links for access to the Seafield route to Portobello.

3. Leith Walk

- a. Removal of pavement lampposts and reinstatement of surface – what is the timescale for completion of these works?
- b. Cycling “tapers” – the sharp turns/zig-zags have been assessed and some have been found to be tighter than the standard and have been agreed as defects. When are these going to be rectified?
- c. Unnecessary route deviations/2-stage deviations – in some places the cycleway deviates (zig-zags) in more than a single stage and in other places it deviates unnecessarily or in an inconvenient way. Are any improvements planned?
- d. White lining not completed – when is the remaining white lining of the cycleways to be completed?
- e. Pedestrian crossings of the cycleways at signalised junctions – the red surfacing of the cycleways had breaks in it at pedestrian crossing points adjacent to the signalised junctions. It is our understanding that the gaps are to be painted as “zebras” with a trial of white paint only being applied. When is this trial to take place and when will the design and construction of these crossings be completed?
- f. Cycleway delineation - What is the situation with the delineation of the cycleway? Has a report been produced on the alternatives for better differentiation to aid those with visual difficulties? There were initial reports of cyclists coming off their bikes due to the low-level “25mm” height differentiation. Are such incidents still occurring? In some places the height difference is less than 25mm – have these sections been rectified? (Note that there is no height delineation at pedestrian crossings of the cycleway and at bus stops).

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- g. Buffer Zone intrusions – in some places the 500mm buffer zone between the cycleway and the carriageway has been interrupted by gullies etc. These are not always visually apparent and cyclists could easily be caused to crash. The buffer zone should either be safe to cycle on or delineated (physically) to prevent cyclists from using it. Normally there is at least a 50mm height kerb between the two. Cyclists are often forced to use the buffer zone to avoid pedestrians and other cyclists in the cycleway.
- h. Cycleway colour – the cycleway is supposed to be visually differentiated and consistently coloured red with other cycleways. The cycleways that have been laid do not show up as red. What is being done to rectify this?
- i. The cycleway is very bumpy in places and has not been laid to standard specification. What is being done to address this?
- j. Push buttons at cycleway signals have been installed as “Pedestrian” push button controls (ie they say “pedestrian” on them!). When are these being replaced?
- k. Repeater cycle signals - are repeater cycle signals being used at all controlled cycle crossings. What is the design for pedestrian crossings the cycleways at signal controlled pedestrian crossings not located at signalised junctions - Are repeater cycle signals being installed or “give ways” or some other design?
- l. Tactile paving has been installed across the end of cycleways at signalised crossings (ie “ladder” style) contrary to the norm (ie “tram track” style). Do these conform to design standard and have they been agreed with Edinburgh Access Panel?
- m. Spokes has asked to see the Road Safety Audits for Leith Walk. When will these be provided? We understand that a separate RSA was done for the continuous footways – can this be made available?
- n. Brunswick Street – what is happening about this junction and the continuous footway?
- o. Brunswick Road – what is happening about the high volumes of drivers turning into this street?
- p. On-carriageway cycleway from just north of Picardy Place to the start of the segregated cycleway at London Road – Spokes has asked for “defenders” to be installed to protect cyclists using the cycle lane and to have a bypass of the traffic signals for joining the segregated cycleway – what is the status of these requests?
- q. Picardy Place – cycle crossings to the North/Union Street/Gayfield Square – Spokes has repeatedly asked for cycle crossings to the North of the main island and the small NE island and for the retention of the cycle crossing from the Playhouse to the NE island that TtN plan to remove. We understand that discussions are ongoing with the Picardy Place Landscaping project and others about resolving these issues. Can an update be provided on TtN’s position.
- r. Access to Broughton Street – cycle access to Broughton Street is “guided” by white lining, The route that has been lined, whilst crossing the tracks at the safest angle, puts cyclists in danger of initially being undertaken and subsequently squeezed off the road as they re-enter the traffic stream. It is not an intuitive route to take. A more direct route that keeps cyclists within the traffic stream, whilst still crossing the tracks at a safe angle would be possible. What work is being done to change this?