

GENERAL

Spokes is very supportive of the proposed segregated cycleway from the Foot of the Walk to Commercial Street. This will form part of an essential route from the City Centre via Leith Walk to Victoria Quay, Ocean Terminal Newhaven, as well as towards Portobello via Seafield. We understand that links to these destinations will be provided as part of Phase 3.

It is essential that Phase 3 is therefore delivered as soon as possible after Phase 1a. It is also essential that interim facilities for accessing Victoria Quay and Ocean Terminal are provided.

The route must be made as safe and attractive to all levels of cyclists to compensate for the closure in part of Constitution Street and the very inadequate cycle provision along the tram route from there to Ocean Terminal.

We are also supportive of the associated traffic calming measures initially to be introduced through the motor vehicle prohibitions in TRO/21/22A. These will make walking and cycling in the area safer and more attractive to people who are new to cycling.

As you will be aware, there have been many complaints to councillors over the detailed design of the new segregated cycle lanes on Leith Walk. Some of these complaints could have been avoided had there been fuller consultation on the detailed design, rather than largely just on the principle of segregated provision.

To help minimise such problems with the current proposals, Spokes needs to see the latest detailed designs of the cycleway for which these Orders have been prepared, and to have the opportunity to discuss the points that we raised in our response to the February 2021 Consultation, May 2022 Stage 1 TRO drawings and subsequent communications. These include:

1. Timescales for construction start and finish of each phase, including 1b and 1c
2. Safe and convenient cycle connections to and from side roads across from the cycleway
3. Safe and convenient cycle access between Great Junction Street and Henderson Street
4. A safe cycle crossing of Commercial Street
5. A safe and convenient connection with the Leith Walk cycleway
6. A smooth and distinct red surfaced cycleway - flat topped setts should not be required on a cycleway that is segregated from the carriageway and the proposed re-use of carriageway setts for the cycleway ramps is not consistent with the requirement for a smooth cycleway.

SPECIFIC:

TRO 21/22A

Spokes is very supportive of the prohibition of motor vehicles on the specified streets and the proposed traffic-free section of Sandport Bridge. It is important that effective measures are put in place to prevent traffic from using the Bridge area, whilst recognising the need for access by emergency vehicles. We also support the prohibition on Burgess Street that should reduce

Spokes Response to Leith Connection Phase 1a Traffic orders TRO/21/22A; TRO/21/22B;
RSO/22/01 - FINAL VERSION 22-12-22

general traffic in the area, including on the western section of Queen Charlotte St., making it safer for walking and cycling in particular on Quiet Route 10.

TRO 21/22B

Spokes is very supportive of the proposed waiting and loading restrictions that ban waiting and loading along the whole of the route apart from the proposed parking bays on Dock Street.

We understand that, here on Dock Street, a 1m wide buffer zone will be constructed between the parking bay and the cycleway. This should preclude the risk of cyclists being struck by car doors, however it means that pedestrians and goods may be unloaded on or near to the cycleway. We therefore feel it would be appropriate to give cyclists warning of the parking bays on their approach, especially as this is the only place where it should occur. We assume that the parking bays will be of sufficient width that drivers will not park in the buffer zone.

There has been mention of a loading bay at the east end of Gt Junction Street and that a 0.8m buffer zone would be constructed. Please confirm whether this is still planned.

Also, on the approach to Henderson St eastbound on Gt Junction St the restrictions are spaced out away from pavement edge. Please confirm that this is to allow for a short section of cycletrack as appears to be indicated in RSO/22/01.

We note that this section of cycletrack is preceded by a short no waiting area, however experience shows that vehicles will often stop in such locations, blocking the access to the cycleway. It is therefore important that drivers are deterred from blocking access by some clear indication.

Please would you also confirm that this junction will be signal controlled

RSO/22/01

Spokes is supportive of the proposed redeterminations that re-allocate carriageway space to cycleway. We understand that there is very little loss of footway as a result of the proposed cycleway and that, where there is, it does not constrict the line of the footway and generally is compensated by additional footway space taken from the carriageway.

The arrangement at the start of Sandport Place (where the cycleway crosses over the pedestrian area) seems to create potential conflict. We wonder whether this arrangement is optimal and how well it caters for the major pedestrian desire lines.

The cycletrack is shown as discontinuous at side roads and entrances. Please confirm that the cycle and footways will have priority over motor vehicles across these locations and will be clearly marked as such. (We note that motor vehicle prohibitions are being introduced on some of these.)

Martin McDonnell - Spokes Planning Group
mcdbristol116@gmail.com