

Spokes comments on Leith Connection Experimental Traffic Order ETRO/23/20

<https://www.edinburgh.gov.uk/downloads/download/15561/introduce-an-experimental-order-leith-area-etro2320>

Spokes – the Lothian Cycle Campaign – is very supportive of the experimental measures introduced under ETRO/23/20. We would be in favour of making all of them permanent.

We believe that these changes have made it more comfortable, convenient and safe for people walking and cycling in the area, as well as hopefully reducing pollution and increasing health in general by encouraging active travel. We are keen to see work started on Phase 1 (the cycleway from the Foot of the Walk to the Ocean Terminal area) started and the subsequent benefits from Phase 3, further improving the environment and encouraging cycling.

We are aware that concerns that the bus gate on Links Place may be causing traffic, and hence safety, problems in the vicinity of St Mary's primary. However, we feel that the "gate" should be retained for the overall benefit of reducing traffic in the area of Leith Place and that investigations should be made as to how alleviate the concerns by further traffic/speed reduction and similar measures.

We note that some "possible alterations" are mentioned in the "Plans 2" document. These would seem to make the current "LTN" into a more complete LTN by further reducing the options for routes "through" the area. We would support trialling of these possible alterations.

We have some comments and observations re the main features of the ETRO as stated:

1. Prohibition to motor vehicles at Tolbooth Wynd/ Water Street junction.
The consequent reduction in travel makes the junction safer and generally improves the environment.
 - a. The cyclists' right turn into Quenn Charlotte Street is still problematic and would benefit from revised layout.
 - b. Contraflowing cyclists on this section of Queen Charlotte are still at risk from oncoming drivers and drivers exiting from Maritime Street, The street layout, furniture and white lining could be improved to be more consistent with the other contraflows in the area.
2. Making Tolbooth Wynd two way operation
Spokes is in favour of this due to the consequent reduction in traffic volume and speed and the improved and now direct access westbound.
 - a. Some surface smoothing would be beneficial for safer cycling.
3. Prohibition to motor vehicles at Wellington Place/ John's Place junction
The narrowing of the junction mouth and the consequent reduction in traffic speed make it safer for cyclists and the environmental improvements and café make it a more appealing place to cycle.
4. Westbound bus lane/ bus gate on Links Place
The bus gate has greatly reduced traffic in this area and made for a safer

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route for westbound cyclists and cycling generally in the area. This must be retained.

- a. Measures to reduce traffic volume and speed on Salamander Place and Leith Pace would make it safer for cycling in an easterly direction and for general walking and cycling in the neighbourhood of the school.
5. Contraflow cycling on one way streets within the area - Water Street, Carpet Lane, Giles Street, Spier's Place, Maritime Lane, Seaport Street.
This work has been done to a very high standard and make it attractive to cycle, especially for the less confident. Some concerns have been expressed with regards drivers not expecting oncoming cyclists, especially on rounding bends. However, we feel that the measures that have been implemented are sufficient to make drivers aware of this potential and that the cyclists have a right to be there, thus avoiding potential conflict. We hope that drivers will get used to the contraflow cycling on these one-way streets and that this can become the norm. If any particular trouble spots are highlighted then we would support the use of traffic calming measures.
 6. Restrictions on waiting and loading associated with new pavement buildouts. We feel that the buildouts have generally improved conditions for both walking and cycling and the restrictions have reduced the obstructions caused by stationery vehicles for cyclists.

Additionally:

7. Removal of through traffic on Coburg Street and Sandport Place
These changes have generally made it feel safer and more attractive for cycling. The filtering of Sandport Bridge has made the junction with Henderson Street safer, whilst the combination will provide a more suitable route to access the Water of Leith path – avoiding the very narrow end of the current path – once the Coalie Park changes are complete.
 - a. Some of the carriageway surface is in need of repair
 - b. New route signage will be needed

Spokes would greatly appreciate further involvement in the Leith Connections programme.

Regards,
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8.4.24