



Leith Connections Phase 3

Consultation Response

17 July 2022

Mike Wilkinson
Community Engagement
Leith Connections

Dear Mike

Ref: Leith Connection Phase 3 Consultation Response

I am submitting above following consultation and feedback from committee members and members of the public on behalf of Leith Harbour and Newhaven Community Council.

General comments received

- Do not know what the costings are for these proposals but they are unlikely to come cheap. At a time when many local residents are facing dire financial circumstances, in principle, I cannot see how the cost of these proposals can be justified. In short there are other priorities upon which money should be spent.
- Thought is that it would be grossly unfair on local residents for them to be subject to more major roadworks, given what we and they have had to put up with over the last few years. These proposals add insult to injury.
- Do not think the cycle route selected is fit for purpose and suggest an alternative. Leaving the Hawthornvale path at Lindsay Road, cyclists could cross Lindsay Road and advance down the newly created slip road to Melrose Drive and on to Ocean Terminal where they could join the to be created cycleway running from the foot of Leith Walk. Leaving that cycleway at the junction of the Shore and Henderson St, the route could then follow Tolbooth Wynd, Queen Charlotte St (where there is already a cycle contraflow), Links Place and Links Gardens then joining the existing cycle path at St Mary's school which runs all the way to Seafield Street. Whilst there would be a need to improve the path and construct an exit at Seafield St, I suggest this would be a cheaper alternative and safer too, as it separates cyclists from the heavy traffic and pollution of Salamander St, Bernard St.

There are also no areas identified for secure cycle parking. Be realistic about provision of cycle ways and remember the needs on non cyclists - including elderly and disabled. No removal of existing bus stops and cycle by-passes. Include importance of public transport that is not even mentioned! The impact of the trams not catered for either

1. Hawthornvale Path Entrance and Lindsay Road and Pocket Park

- Some good ideas for area including seating and planting
- Improve entrance and signage to Hawthornvale path

- Concerns about cyclists' exit and car entrance, comments above should be considered, there is also a pedestrian/cycle crossing there as part of tram design
- Complaints from residents regarding car parking! A one way system for residents only parking may be an option
- Safety for children due to proximity to road – no walkway/kerb

2. Lindsay Road Junction/Anchor Park

- Prefer to see some grass rather than hard surface
- Current hedging protects people from traffic emissions
- Potential safety risk for children as close to main road
- Currently site for Refuse Hub would need to be find a new site
- Proposed alternate path for cyclists would enable them to avoid a busy junction and Commercial st altogether making it safer and less exposure to traffic emissions. This is a very busy road as arterial road into City and beyond for commuters and freight traffic
- Bus stop here not appropriate as too close to Traffic lights at junction, likely to cause congestion. It needs to be retained where it is in Commercial St. as it is more accessible for people coming and going to Leith Job Centre
- There appears to be no provision for loading and deliveries for businesses in Portland Place and Lindsay Rd.

3. Ocean Terminal

- Bus stops appear to be very close to four-way traffic light junction that is replacing roundabout for Trams. Need to be at Hotel entrance on both sides of street.
- Where do people that live/work in Portland Place/Job Centre park?
- Area at corner with Victoria Quay is shown as green area with trees, this is now Cala building site and will have high rise Apartment buildings right up to corner with proposed enlarged pedestrian area. The maps used are obviously out of date.
- The route previously suggested for cycles would link with route from Melrose drive already identified in Tram designs.

4. Commercial Street

- Bus stops on Commercial St. should stay where they are, having a stop on Bernard's St Bridge is inappropriate and Taxi rank should be left where it is
- The proposed new Traffic lights at Dock St. are welcomed and other current pedestrian crossings should be retained. A further pedestrian crossing opposite Nautical House should be considered
- This is part of busy arterial road and perhaps not suitable for cyclists. There is a part of National Cycle Network adjacent to Scottish Government at Victoria Quay accessed via Dock Place.
- Dock St to Sandport Bridge is used for emergency diversion for traffic if problems arise in Commercial St/Bernard St Bridge/The Shore. Making this a pedestrian area will prevent this.

5. Bernard Street

- Another busy arterial road with businesses that require access for deliveries and loading.
- It would benefit from a pedestrian crossing centrally placed.
- The trees are beneficial and welcomed.
- There are residences on side street off Bernard street that will require vehicular access and not identified in design

- Bernard St. narrows creating pinch points for traffic at Bernard St. Bridge and The Shore affecting facilities, Services and Emergency vehicles. Not appropriate for Bus Stop on bridge

6. Salamander St & Seafield Road

- This is the of the most polluted roads in Edinburgh and potentially dangerous for cyclists. Very large unattractive developments planned along Salamander St. and some have identified cycle facilities in their designs
- Likely to be further congested as arterial route for heavy traffic including Dock traffic. There will also be retail units included that will require loading and delivery facilities.
- There do not appear to be Bus Stops or pedestrian crossings identified. There are also entrances and exits for these developments that are not identified, especially important for services and emergency vehicles.
- Public transport needs to be implemented for this area to cater for increased population here.

Yours Sincerely



Jennifer Marlborough
Secretary
LHNCC