

STATEMENT OF REASONS

TRO/21/22A

Background:

The City of Edinburgh Council is developing a segregated cycle track and associated street improvements along a route between the Foot of the Walk and Ocean Terminal. A commitment to deliver these improvements is contained within the [Trams to Newhaven Final Business Case](#) and the route will be delivered as Phase 1 of the Leith Connections project. Concept designs were presented in a community engagement exercise during February and March 2021 (and subsequent engagement on Phase 2 proposals of the project in June to July 2021) and feedback has helped to inform route design decisions informing the resulting and necessary Traffic Regulation Orders (TROs) and Redetermination Orders (RSO).

This Traffic Regulation Order presents the changes required for Phase 1A between Foot of the Walk and Dock Street, a subsequent order for Phase 1B will be published.

Statement of Reasons:

The introduction of the proposed measures is intended to complement a proposed new road layout which provides a safe off-carriageway cycle facility thereby encouraging the use of sustainable travel (walking and cycling) for both commuting and local journeys and improving both the health and wellbeing of users and local residents. The introduction of these new vehicle prohibitions and bus priority measures on Shore is also intended to reduce motor vehicle journeys through the area to improve road safety by reducing conflicts between motorised vehicles and pedestrians and cyclists and creates new community spaces. The prohibitions of motor vehicles at Yardheads, Parliament Street, Coalhill, Sandport Place and Coburg Street are required as interim measures to be introduced at the same time as the forthcoming Experimental Traffic Order for Phase 2 of the project (introduction of a Leith low traffic neighbourhood). In time these will be superseded by the Redetermination Orders for these streets when permanent construction activities commence, a subsequent order will be promoted to remove the unnecessary prohibitions at this time once redetermination to footway and cycle track has occurred. These measures directly support the [City Mobility Plan](#) policy to, “Expand and enhance the citywide network of cycle routes to connect key destinations across the city”.