

SPOKES The Lothian Cycle Campaign

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To: Spokes members in South Edinburgh

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There are two consultations underway which will significantly affect cycling at a few locations in South Edinburgh – neither of which is totally straightforward as to the best solution.

We urge you to submit your own views, and please also let us know – in good time - if you have strong feelings you would like us to take into account in a Spokes response. Or send us a copy of your response, preferably as soon as possible. Send your points to spokes@spokes.org.uk.

A. The Causey Project – Chapel Street/ West Crosscauseway

The legal orders, drawings, etc, are here...

http://www.edinburgh.gov.uk/downloads/download/2004/rso-16-12_east_crosscauseway
http://www.edinburgh.gov.uk/downloads/download/2006/tro1644_the_causey_project

How to comment and/or object...

The wording of the Orders is rather technical, as these are traffic regulation orders which give the council the legal powers to make the changes needed by the project. However, to submit your comments and/or objections, all you need do is email trafficorders@edinburgh.gov.uk and say you are objecting to, or writing about, traffic orders RSO/16/12 and TRO/16/44. **Closing date 7 October.**

If you support some parts of the project but object to others, do make it clear that you are objecting only to certain aspects, not to the project as a whole.

There is also a [meeting of the project group on Monday 26 September](#), Southside Community Centre, 17 Nicolson Street, 7-8.30pm, to which anyone interested is welcome. The plan's details are not fully clear from the above paperwork, so the meeting should be an opportunity to clarify uncertainties.

Details and concerns...

The [overall project](#) is a welcome desire to improve the local environment and reduce traffic domination; there is wide support for the overall objective. Cycling will be helped in several ways, notably 2-way cycling in West Crosscauseway and a 2-way crossing of Nicolson Street. Cars will be able to enter/leave WC via Nicolson Street only – it will not be a through-route, so there should be very little motor traffic.

But there are also points which concern us - though there are differing views within Spokes Planning Group, so your thoughts will be especially valuable.

- ◆ The main concern is that the cycle lanes in Chapel Street are to be removed to narrow the road at the triangle (which is being converted into a pedestrian space); and also to allow widened footways from the triangle to West Nicolson St and to Buccleuch Place. There will also be a raised table in Chapel Street at the triangle area, to try and slow speeds. Cyclists approaching the area will have to move out into the main traffic lane where the cycle lane ends, and then be in the traffic stream for the whole distance – obviously a worry for less confident and/or slower cyclists, and particularly bad in the uphill direction. Whilst the footways do need widening, there is a strong argument for retaining enough roadspace for the cycle lanes. And in the triangle area the cycle lane could be at the same level as the pedestrian area, with some sort of separator.

- ◆ There will be a difference in level between the triangle area and Chapel Street. For cycling from Chapel Street to West Crosscauseway, therefore, a short access point is being created from Chapel Street into the triangle area. However this means that the cyclist coming along Chapel Street and wanting to turn in will have to slow down whilst in the middle of a stream of following motor traffic – not a pleasant manoeuvre. Keeping the cycle lane (especially if it was raised to pedestrian level at the triangle section) would make this safer and less worrying.
- ◆ It is not clear how cycle-friendly the surface in the triangle area – and even more so in West Crosscauseway – will be. If the existing very rounded cobbles are merely relaid in WC, that will still be very poor unless you have fat tyres.

B. Grange Road

This project is at an earlier stage than the above, so is a consultation prior to issuing any necessary legal orders, and it is presented in a more user-friendly way. The main aim of the project is to make cycling and walking safer and more convenient at various Grange Road junctions.

One point not mentioned in the consultation, but worth bearing in mind, is that Grange Road is due to become 20mph in Feb 2017 under the Council's city-wide 20mph plans

The consultation website is here...

consultationhub.edinburgh.gov.uk/sfc/design-cycle-walk-grange-road/

There is an online feedback survey on the site, and/or you can email martyn.lings@edinburgh.gov.uk.

Closing date for comments - 14 October.

As with the Causey proposals, there are slightly differing views within Spokes Planning Group, so your thoughts are welcome – but, most important, do respond to the consultation itself. Below we only mention those points where views are mixed...

Crossing at Lauder Road

There is concern that the Council's proposal makes you cross to the wrong side of this very wide road (and back again) when travelling north. You may be crossing against motor vehicles entering the road – the plans should slow most vehicles and make them aware of possible cyclists - but not necessarily a driver who is not concentrating on the road and not expecting a bike.

The proposed crossing is more like a 'cyclerooute' crossing of the main road, whereas this is in fact a 'quiet road' crossing of the main road - is there an alternative that would allow you to stay on the correct side of the road and still have a safe and convenient crossing?

Another or additional option would be to close Lauder Road at the junction to all motor traffic except buses.

Crossing at Tantallon Place/Cumin Place

Again, you have to cross to the wrong side of the road, and may face oncoming traffic just turned in, although the road is much less wide than Lauder Road, so it is less of a problem.

Also, the crossing is offset from the junction, so there are some blind corners caused by high walls, meaning a danger of hitting a pedestrian if cycling fast to catch a green light - similar to the toucan crossing at the West End of the Meadows, where the high hedge has contributed to at least one injury cycle/pedestrian crash.