

to: localdevelopmentplan@edinburgh.gov.uk
date: 29 May 2017 at 21:17
subject: Response to Nicolson Street/Clerk Street consultation

Hello,

I am responding on behalf of Spokes, the Lothians Cycle Campaign, to the [Nicolson Street/Clerk Street town centre consultation](#). Our responses to some of the questions in the online consultation are below:

Q1:

We agree with this vision, and feel that movement of people along Nicolson St/Clerk St would be greatly enhanced by encouraging a modal shift from motor vehicles to active travel. This would in turn benefit the shops in the town centre due to increased footfall and the general environment being more pleasant for people. An important aspect to the appearance and comfort of the town centre is air quality, and a shift from private motor vehicles to active travel and public transport would also help this.

Q2:

We agree with these principles, but feel that a far more radical approach than is currently being taken would reap huge rewards. Currently Nicolson Street looks like the first image on page 23 of the [Street Design Guidance](#). We feel that the Nicolson Street/Clerk Street town centre could be transformed into something akin to the images on page 24 of the same document. The town centre could also form part of a segregated North-South cycle route running from Leith, to Gilmerton and/or Burdiehouse via Princes Street and Nicolson Street. This would greatly enhance the character of the town centre and increase footfall, thus benefiting the local shops. It is notable that there are 3 parallel north/south roads (Pleasance, Nicolson St, Buccleuch Street) in close proximity, all of which give high priority to motor traffic and much lower priority to cycling (and to walking).

Additional cycle parking would certainly be welcome. The racks beside Tesco on Nicolson Street, despite a recent increase in capacity, are already sometimes overfilled. Other areas which have a particular lack of bike racks are South Bridge, the east side of Nicolson Street between Drummond Street and West Richmond Street, the east side of Clerk Street between East Crosscauseway and Montague Street, the west side of South Clerk Street, and both sides of Newington Road.

A 10th principle could be added, to say that major developments in the area which will benefit from such an improved environment should contribute to the cycling and walking infrastructure costs.

Q4:

In our opinion Salisbury Road/Place forms a better southern boundary than East/West Preston Street, as the character of the road itself changes here. South of Salisbury Road, the road is wide, with bus lanes in both directions, a 30mph speed limit and relatively high rates of traffic flow. North of Salisbury Road, the road is narrower, there are more parked vehicles, far more pedestrians, a 20mph speed limit and traffic flow rates are lower.

Yours sincerely,
David French
Spokes Planning Group