

from:
to: TrafficOrders@edinburgh.gov.uk
cc: Spokes <spokes@spokes.org.uk>
date: 20 December 2017 at 12:08
subject: TRO/17/101/HR - WEST CROSSCAUSEWAY AREA - EDINBURGH PROPOSED
AMENDMENTS TO VARIOUS RESTRICTIONS

Dear Ms Robertson

I refer to your email of 8 December to SPOKES with a copy of this proposed TRO. We are grateful for the opportunity to comment.

We would like to register the following points.

Chapel St

1. We support the plans for Chapel St with the proviso that the width of the cycle lanes is not reduced from the current position. We are pleased to note that the cycle lanes will be mandatory.
2. We understand that the whole of the marked area will be resurfaced and we consider that the cycle lanes should be clearly marked so that their existence is obvious to motorists. We would welcome further discussion about the detailed proposals for this in due course.

West Crosscauseway

3. We support the proposal for West Crosscauseway to remain 1 way but with the direction of travel changed to west to east and with a right turn ban for motor traffic turning into Nicolson St.
4. We are pleased to note that cyclists will be able to travel in both directions i.e they will be exempt from the 1 way provisions. Although this is not shown on your plans, we understand that there will be a new toucan crossing of Nicolson St. Our support for the TRO is contingent on both of these proposals being taken forward. We would like further discussions on the details of the toucan crossing to ensure that cyclists wishing to access West Crosscauseway in a contra flow direction are not barred from doing so by exiting motor traffic.
5. Although not covered by the TRO, we understand that West Crosscauseway is to be resurfaced as part of the project. The current setts are a major problem for cyclists and should be replaced with flat top setts. Again we would welcome discussions about the precise materials to be used in due course.

The West Crosscauseway Triangle

6. The Causey Project's leaflet explains that cyclists will have shared access with pedestrians across the triangle with paving detail and street furniture used to encourage cycling at slow speed. We are content with this approach and again would welcome discussion on the detailed arrangements in due course.

Best wishes

Richard Grant

On behalf of SPOKES Planning Group