

Spokes updated response to Leith Street RSO/17/13 and TRO/17/81 - 7th April 2018

Spokes appreciates that the Council has made efforts to meet some of our objections, but these are largely about tweaking fine points of design, whilst our concern about the overall design and overall approach remains. This has happened in part because the works to physically implement the RSO/TRO in Leith Street have been undertaken before the Orders have been approved!

Whilst we still have some concerns about the fine points of design, an overriding major remaining concern is that there is no safe connection for cyclists between the Calton Road junction and the top of Leith Street. Thus the segregated cycle route all the way from Leith to the Calton Road junction will not be safely connected to Princes Street, North Bridge and to future cycle provision there under the City Transformation.

We would also like to make the point that all dropped kerbs should be flush with the carriageway.

Turning now to the various individual sections in our objection:

2.1 Bus Lane Removal

Our objection stands as it is unclear whether these bus lanes will be reinstated.

2.2 Access to/from James Craig Walk

Our objection stands as, whilst following discussion with Spokes a wide flush dropped kerb access point has been agreed, it remains unclear how cyclists will safely and conveniently make these manoeuvres:

- (a) turning right out of James Craig Walk towards the Bridges
- (b) turning right into James Craig Walk when cycling up Leith Street

2.3 Continuation of cycleway to Top (South) of Leith Street

Our objection stands to this crucial point as, despite the promise at 25 Jan TEC by Director of Place Paul Lawrence to reconsider this, we have not been presented with any proposals. Meanwhile, Spokes and others have made various suggestions as to how a solution could be achieved and opportunities to demonstrate this include the current closure to all traffic and more recently we have heard that one lane is to remain closed until the works are complete. This suggests that the number of traffic lanes and the permitted traffic could be reduced to allow more space for walking and cycling.

On one minor point, Spokes notes that, as suggested at our meeting in February, the central hatching has been reduced in width to allow cyclists space to pass vehicles in the loading bay south of Calton Road.

2.4 Rejoining the carriageway Southbound on Leith Street

Spokes withdraws its objection to the lack of provision for cyclists exiting the cycleway at Greenside Row. However, there remain points of detail that we would like to discuss.

Spokes updated response to Leith Street RSO/17/13 and TRO/17/81 - 7th April 2018

Proposals have now been accepted to:

- i) Widen to 1785mm the dropped kerb providing access to the carriageway at the ASZ
- ii) Provide additional similar dropped kerb access at Calton Road
- iii) Signage will be provided to advise southbound (The Bridges/Princes St) cyclists to join the carriageway at Greenside Row.

However, Spokes strongly believes that safer provision could have been provided as has been done on Leith Walk, with the cycleway merging straight ahead into the carriageway and where the similar dropped kerb access at Brunswick Street is 4.5m wide)

Detail points remain:

- a) Width of Calton Road access point to be discussed - it is shown as 1785 on drawing n. ESJ_OPE_XX_SK_005 but appears narrow and less than the 1785 at Greenside Row
- b) Suitable signage for ongoing route progression (South and to Calton Road) needs to be discussed
- c) Greenside Row dropped kerb should have continuous diagonal sides as per the access point at the Calton Road junction. The current build has perpendicular kerbstones at the neck. We also have concern about queuing space both at the access point and on the carriageway. [see photo below]
- d) There should be road markings and signs to warn drivers of emerging cyclists



2.5 Greenside Row Crossing

Our objection remains. It is unsatisfactory to terminate the segregated cycleway before the Greenside Row crossing and for cyclists and pedestrians to jointly negotiate the shared space. In addition, the crossing itself should be clearly delineated so that pedestrians and cyclists are guided to separate areas – pedestrians to the east and cyclists to the west, to join the cycleway on the south side.

2.6 Northbound (to Picardy Place/Leith Walk) access to cycleway from Calton Road

Spokes withdraws its objection, given that we now understand that traffic will not be entering Calton Road at the same time as traffic is leaving.

Spokes updated response to Leith Street RSO/17/13 and TRO/17/81 - 7th April 2018

We would like further discussion of the proposal re “locating the cycle symbol markings right at the start of the segregated lane” as we do not feel that this will give sufficient indication to cyclists as to where to safely position themselves in order to make the right turn onto the northbound Leith Street cycleway.

Further suggestions were also made by Spokes to which we await a formal reply. These relate to:

- a) “early release” for cyclists
- b) deepening the ASL
- c) exempting cyclists from the right turn onto Leith Street

2.7 Northbound access to the cycleway from Leith Street

Spokes withdraws its objection to the lack of access from the South to the Leith Street cycleway, on the basis that the overall design precludes practical access at any point before Picardy Place.

Spokes would like confirmation that suitable access will be provided at John Lewis, as per our discussions on 6th February 2018 and looks forward to seeing early design proposals.

3.1 Segregated cycleway

Spokes comment stands, that traffic lanes should be reduced and the cycleway should be wider and preferably uni-directional on both sides of the road.

3.2 Floating bus stop

Spokes continues to have concerns about the proposed bus stop design/layout affecting visibility of and by cyclists.

Spokes has received no assurances re these issues that were discussed in detail at the meeting on 6th February 2018, that included:

- a) Transparency of bus shelter panels
- b) Access points and cycleway crossings
- c) Means of delineating cycleway from footway

3.3 Serious concerns over design details

Spokes comments stand.

Martin McDonnell

Spokes Planning Group

Note that the plans and the initial Spokes objection are available in para 1712 at www.spokes.org.uk/documents/members-campaigning/edinburgh/princes-st-city-centre